

Memo

Date 23 June 2021

To: Phill Reid, Auckland-wide Manager
 From: **Bronnie Styles – Planning Technician**


Subject: **Plan Modification: Clause 20A Amendment to Chapter K Designations of the Auckland Unitary Plan (AUP) Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register (Updated May 2017).

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are required to the Auckland Unitary Plan (Operative in Part).

Rule or Section of Unitary Plan	Chapter K Designations - New Zealand Transport Agency GIS Viewer
Subject Site (if applicable)	n/a
Legal Description (if applicable)	n/a
Nature of change	<p>Administrative changes are required to correct several New Zealand Transport Agency designations to the Operative in Part version.</p> <p>Discussion</p> <p>In accordance with section 184 of the Resource Management Act (the Act), designations lapse five years after being included in the plan unless the designation has been given effect to or the designation specified a different period when incorporated into the plan.</p> <p>A requiring authority may, within three months before the expiry of lapse date, request Auckland Council to fix the lapse date for a longer period for designations which have not been given effect to.</p> <p>Auckland Council wrote to all requiring authorities requesting :</p> <ol style="list-style-type: none"> Confirmation as to whether any designations due to expire in 2021 have either been given effect to and if not whether a longer lapse period is required. <p>Where a longer lapse period is required, a section 184 application needs to be lodged with Auckland Council. The application is required to include the reasons for a longer lapse date and show that substantial progress or effort has been made towards giving effect to the designation and is continuing to be made (section 184(2(b))).</p> <ol style="list-style-type: none"> That they review and confirm whether the information of each designation was correct.
Effect of change	These changes are minor in nature. The amendments do not change

	<p>the application or intent of the provisions.</p> <p>There is no effect nor impact upon either the environment or the person.</p>
Changes required to be made (text/in-text diagrams)	<p>Amend Chapter K Designations, New Zealand Transport Agency in the Operative in Part version :</p> <p>Please see the attached Clause 20A schedule showing the required changes using underline and strikethrough.</p>
Changes required to be made (maps)	<p>Amend designations in the Unitary Plan Management Layers in the GIS Viewer.</p> <ul style="list-style-type: none"> - Please see the attached Clause 20A schedule showing the required changes to the designation names using underline and strikethrough. - 6766 State Highway 16 Hobsonville to Wellsford (correction to GIS Viewer as per schedule) - 6772 Road Widening State Highway 16 Whenuapai to Taupaki (correction to GIS Viewer as per schedule)
Attachments	<ol style="list-style-type: none"> 1. New Zealand Transport Agency Clause 20A schedule 2. Updated designation text 3. Updated GIS Viewer designation names 4. Updated GIS Viewer

<p>Prepared by: Bronnie Styles Planning Technician</p>	<p>Text Entered by: Bronnie Styles Planning Technician</p>
<p>Signature:</p> 	<p>Signature:</p> 
<p>Maps prepared by: Mitesh Bhula Geospatial Specialist</p>	<p>Reviewed by: Kasey Zhai Policy Planner</p>
<p>Signature:</p> 	<p>Signature:</p> 
<p>Signed off by: Phill Reid Manager Planning – Auckland-wide</p>	
<p>Signature:</p> 	

Attachment A: New Zealand
Transport Agency Clause 20A
schedule

Requiring Authority	Designation Number	Designation Details	Lapse Date	Chapter K Designations	GIS Viewer
New Zealand Transport Agency	6718	State Highway 1 – Auckland Harbour Bridge to Otahuhu Motorway - State Highway 1 Auckland Harbour Bridge to Otahuhu, State Highway 16 Newton to Avondale, State Highway 20 Hillsborough Rd to Manukau Harbour Crossing	Given effect to (i.e. no lapse date)	Yes	Yes
New Zealand Transport Agency	6723	State Highway 16 - Waterview Connection Waterview to Western Springs	28/02/2018 Given effect to (i.e. no lapse date)	Yes	No
New Zealand Transport Agency	6733	State Highway 20 – Road Access Mt Roskill State Highway 20 – Interchange access from Maoro St Mt Roskill	Given effect to (i.e. no lapse date)	Yes	Yes
New Zealand Transport Agency	6735	State Highway 1 – Victoria Park Tunnel State Highway 1 – Wellington St to Victoria Park Tunnel	Given effect to (i.e. no lapse date)	Yes	Yes
New Zealand Transport Agency	6740	State Highway 16 – Westgate to Whenuapai State Highway 16 – North end of Fred Taylor Drive to Ngongetepara Stream, Brighams Creek	Given effect to (i.e. no lapse date)	Yes	Yes

Requiring Authority	Designation Number	Designation Details	Lapse Date	Chapter K Designations	GIS Viewer
New Zealand Transport Agency	6742	State Highway 16 – Henderson to Massey <u>State Highway 16 – Henderson Creek to Huruheru Road Bridge Massey</u>	Given effect to (i.e. no lapse date)	Yes	Yes
New Zealand Transport Agency	6743	State Highway 16 – Massey to Westgate <u>State Highway 16 - Huruheru Road Bridge Massey to Westgate</u>	2018 Given effect to (i.e. no lapse date)	Yes	Yes
New Zealand Transport Agency	6763	State Highway 1 – Puhoi to Topuni <u>State Highway 1 – Puhoi to Kaipara District Boundary and Silverdale Interchange improvements</u>	Given effect to (i.e. no lapse date)	Yes	Yes
New Zealand Transport Agency	6766	State Highway 16 - Hobsonville to Wellsford	Given effect to (i.e. no lapse date)	No	Yes Mapping error. Designation 6766 (covering most of SH16) should not be overlapping with Designation 6772 (the road widening designation). Confirmed error occurred between Case Team and IHP - correct mapping.

Requiring Authority	Designation Number	Designation Details	Lapse Date	Chapter K Designations	GIS Viewer
New Zealand Transport Agency	6769	State Highway 1 - Puhoi to Warkworth Ara Tūhono – State Highway 1 realignment, Puhoi to Warkworth	15/12/2024	Yes	Yes
New Zealand Transport Agency	6770	State Highway 20A - 1 Ascot Road, Mangere	13/04/2021 Given effect to (i.e. no lapse date)	Yes	No
New Zealand Transport Agency	6771	State Highway 20A - 2 Ascot Road, Mangere	13/04/2021 Given effect to (i.e. no lapse date)	Yes	No
New Zealand Transport Agency	6772	Road Widening State Highway 16 Whenuapai to Taupaki	16/11/2021	No	Yes Mapping error. Designation 6766 (covering most of SH16) should not be overlapping with Designation 6772 (the road widening designation). Confirmed error occurred between Case Team and IHP - correct mapping.

Attachment B: Updated designation
text

6718 Motorway - State Highway 1 Auckland Harbour Bridge to Otahuhu, State Highway 16 Newton to Avondale, State Highway 20 Hillsborough Rd to Manukau Harbour Crossing

Designation Number	6718
Requiring Authority	New Zealand Transport Agency
Location	State Highway 1 from (1) Auckland Harbour Bridge, Westhaven to Fanshawe Street, Freemans Bay and from (2) Grafton Road, Grafton to Tamaki River, Otahuhu, and State Highway 16 from (3) Newton Road, Eden Terrace to Whau River bridge, Avondale and State Highway 20 from (4) Hillsborough Road, Hillsborough to Manukau Harbour
Rollover Designation	Yes
Legacy Reference	Designation A07-01, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date), except for Conditions DC.1 – CT.9 relating to the area shown in Figure 1, which shall lapse if not given effect to within 15 years from the date on which it is included in the Auckland Unitary Plan under section 175 of the RMA.

Purpose

Motorway.

Conditions

The following relate only to the area shown in Figure 1 below

General designation conditions (DC)

DC.1

Except as modified by the conditions below, and subject to final design, the Project shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement dated December 2016, and in particular, the following supporting documents:

(a) Part C: Description of the Project in Volume 1: Assessment of Effects on the Environment Report dated December 2016;

(b) The following plan sets in Volume 2: Drawing Set:

(i) Plan Set 3: Road Alignment

(ii) Plan Set 4: Landscape

(iii) Plan Set 6: Plan and Long Section

(iv) Plan Set 7: Typical Cross Section

(v) Plan Set 8: Structural

(vi) Plan Set 12: Utilities Relocation

(bb) Except as modified by the revised plans and plan sets presented at the close of the BoI hearing which are listed in Appendix 1.

(c) The Key Design Principles and Sector Outcomes of the Project's Urban and Landscape Design Framework dated November 2016 and Addendum dated December 2016; and

(d) The Draft Construction Traffic Management Plan Framework.

DC.1A

For Notice of Requirement to Alter Designation 6718 (NoR 2) dated December 2016, the conditions only apply to Construction Works described in NoR 2 and include Construction Works on land within the existing designation for SH1 between approximately Clemow Drive and the location where Trenwith Street passes under SH1.

DC.2

Except where explicitly provided for, the construction related conditions of this designation do not apply to works associated with on-going operation and maintenance of the State highway following construction, such as changes to street furniture or signage over time. The provisions of section 176A of the RMA apply to on-going operation, maintenance or other works within the designation.

DC.3

The Project website shall include these conditions and the plans and reports referred to in these conditions prior to and throughout Construction Works, and a hard copy shall be available at the Project site office(s).

DC.4

Where there is inconsistency between:

(a) The documents listed in Condition DC.1 above and the requirements of these conditions, these conditions shall prevail;

(b) The information and plans lodged with the NoR and further information provided post lodgement, the most recent information and plans shall prevail; and

(c) The draft management plans and/or management plan frameworks lodged with the NoR and the management plans required by the conditions of this designation and submitted through the Outline Plan process, the requirements of the management plans as set out in the relevant conditions shall prevail.

DC.5

As soon as practicable following Completion of Construction, the Requiring Authority shall:

(a) Review the extent of the area designated for the Project;

(b) In consultation with the relevant landowners, identify any areas of designated land that are no longer necessary for the on-going operation, maintenance or mitigation of effects of the Project. For the avoidance of doubt, this shall include the designated land on the Onehunga Wharf to the south of the EWL Trench and shared path;

(c) Identify any areas of designated land that apply to local roads to be vested in Auckland Council; and

(d) Give notice to the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified in (b) and (c) above.

DC.6

The designation shall lapse if not given effect to within 15 years from the date on which it is included in the Auckland Unitary Plan under section 175 of the RMA.

Outline Plan(s) – General**DC.7**

An Outline Plan or Plans shall be prepared in accordance with section 176A of the RMA.

DC.8

Any Outline Plan or Plans may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) or to reflect the staged implementation of the Project.

DC.9

The Outline Plan or Plans shall include the following plans for the relevant stage(s) of the Project:

(a) Construction Noise and Vibration Management Plan (CNVMP) prepared in accordance with Condition CNV.1;

(b) Construction Traffic Management Plan (CTMP) in accordance with Condition CT.1;

(c) Heritage Management Plan (HMP) in accordance with Condition HH.3; and

(d) Urban and Landscape Design Master Plan (ULDMP) in accordance with Condition LV.1.

DC.10

The CNVMP, CTMP, HMP and ULDMP may be amended following submission of the Outline Plan(s) if necessary to reflect any changes in design, construction methods or management of effects. Any amendments are to be discussed with and submitted to the Manager for information without the need for a further Outline Plan process, unless those amendments once implemented would result in a materially different outcome to that described in the original plan.

For the avoidance of doubt, this condition does not apply to any Site Specific Construction Noise Management Plan, Site Specific Construction Vibration Management Plan, Site Specific Traffic Management Plan or other management plans required by the conditions of these designations. These management plans do not form part of the OPW.

DC.11

Left intentionally blank.

DC.11A

Left intentionally blank.

DC.11AA

Left intentionally blank.

DC.11B

Left intentionally blank.

DC.12

The Requiring Authority shall consult with Auckland Transport during the preparation of the Outline Plan(s) in relation to:

(a) Local roads, including walking and cycling and public transport facilities, and other interfaces between the State highway and local roading networks; and

(b) The proposed Auckland Transport projects identified in Condition DC.12A of Designation 6774,

East West Link, Designations, New Zealand Transport Agency.

The Outline Plan(s) shall detail the input and comments from Auckland Transport, describe how this has been incorporated into the design and, where any input has not been incorporated, set out the reason why.

DC.12A

Left intentionally blank.

DC.13A

Left intentionally blank.

DC.13B

Left intentionally blank.

DC.13C

Left intentionally blank.

DC.13D

Left intentionally blank.

DC.13E

Left intentionally blank.

DC.13F

Left intentionally blank.

DC.13G

Left intentionally blank.

DC.14A

Left intentionally blank.

DC.14B

Left intentionally blank.

DC.14C

Left intentionally blank.

DC.15A

Left intentionally blank.

DC.15B

Left intentionally blank.

DC.15C

Left intentionally blank.

DC.15D

Left intentionally blank.

DC.15E

Left intentionally blank.

Communication and social (CS)

Liaison person

CS.1

A Project Liaison Person shall be appointed by the Requiring Authority for the duration of the construction phase of the Project to be the main and readily accessible point of contact for persons affected by Construction Works. The Requiring Authority shall take appropriate steps to advise all affected parties of the liaison person's contact details. This person must be reasonably available for on-going consultation on matters of concern to affected persons arising from Construction Works. If the liaison person will not be available for any reason, an alternative contact shall be provided, to ensure that a Project contact person is available by telephone 24 hours per day/seven days per week during the construction phase of the Project.

The Requiring Authority shall inform the Manager of the Project Liaison Person's contact details 20 working days prior to the Commencement of Construction and/or Enabling Works for the Project.

Communications Plan

CS.2

Prior to the Commencement of Construction and/or Enabling Works, the Requiring Authority shall prepare and implement a **Communications Plan**.

The purpose of the plan is to set out procedures detailing how the public, stakeholders, businesses and residents will be communicated with throughout the pre-construction and construction phases of the Project.

As a minimum, the Communications Plan shall include:

- (a) Details of the Project Liaison Person (Condition CS.1). The contact details shall be on the Project website and prominently displayed at the entrance to the site(s) so that they are clearly visible to the public at all times;
- (b) A list of stakeholders, organisations, businesses and residents who will be communicated with;
- (c) Methods to consult on and to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities, and methods to deal with concerns raised about such hours;
- (d) Methods to record concerns raised about hours of construction activities and methods to avoid particular times of day which have been identified as being particularly sensitive for neighbours;
- (e) Methods to provide early notification to businesses of construction activities.
- (f) Methods to consult with businesses to identify and implement:
 - (i) Measures to maximise opportunities for pedestrian and service access to businesses that will be maintained during construction;
 - (ii) Measures to mitigate potential severance and loss of business visibility issues by way-finding and supporting signage for pedestrian detours required during construction;
 - (iii) Other measures to assist businesses to maintain customer accessibility, including but not limited to customer information on temporary parking or parking options for access;
 - (iv) Other measures to assist businesses to provide for service delivery requirements; and
 - (v) The process (if any) for re-establishment and promotion of normal business operation following construction.

- (g) Any stakeholder/business specific communication plans required;
- (h) Details of communications activities proposed including:
 - (i) Publication of newsletters, or similar, and proposed delivery areas;
 - (ii) Information days, open days or other mechanisms to facilitate community engagement;
 - (iii) Newspaper advertising;
 - (iv) Notification and consultation with business owners and operators and individual property owners and occupiers with premises/dwellings within 100 metres of active construction;
 - (v) Identify processes, mechanisms and / or specific methods to facilitate two-way communication with those with impairments or for those for whom English is a second language;
 - (vi) The use of social media tools.
- (i) Details of the Project website for providing information to the public;
- (j) Linkages and cross-references to communication methods set out in other conditions and management plans where relevant (e.g. consultation); and
- (k) Details of when the Plan will be reviewed and amended.

The Communications Plan shall be provided to the Manager for information 20 working days prior to Commencement of Construction and following any material amendments of the Plan.

Community Liaison Groups
CS.3

(a) The Requiring Authority shall establish and co-ordinate a Community Liaison Group (CLG) in each of the following areas at least 3 months prior to the Commencement of Construction in each of those areas:

(i) Onehunga and Penrose including the Onehunga Harbour Road and Onehunga Mall Cul-de-Sac residential area and Māngere Bridge; and

(ii) State Highway 1 including the Ōtāhuhu and Panama Road residential areas.

(b) The purpose of the CLG is to provide a means for:

(i) Sharing information on design (including the ULDMPs prepared under Condition LV.1), Construction Works and programme;

(ii) Reporting and responding to concerns and issues raised in relation to Construction Works; and

(iii) Monitoring the effects on the community arising from Construction Works in these areas.

(b) The purpose of the CLG is to provide a means for:

(i) Sharing information on design (including the ULDMPs prepared under Condition LV.1), Construction Works and programme;

(ii) Reporting and responding to concerns and issues raised in relation to Construction Works; and

(iii) Monitoring the effects on the community arising from Construction Works in these areas.

(c) The Requiring Authority shall assist the CLG to hold regular meetings (at least once every three months) throughout the construction period in these areas. The CLG shall continue until six months after Completion of Construction so that on-going monitoring information can continue to be shared, discussed and responded to. The frequency and duration of the meetings can be reduced where the majority of the members of the group agree.

(d) In addition to the Project Liaison Person and representative(s) of the Requiring Authority and its principal construction contractor, membership of the CLG shall be open to all interested parties within the Project area including, but not limited to representatives of the following groups:

(i) Council, Auckland Transport and other Council Controlled Organisation;

(ii) Department of Conservation;

(iii) Mana Whenua;

(iv) Business groups;

(v) Community/environmental/historical groups;

(vi) Transport user groups;

(vii) Local Boards;

(viii) Local residents and business owners/operators;

(ix) Representatives from those organisations identified in the Communications Plan (as required by Condition CS.2); and

(x) Ministry of Education.

(e) The Requiring Authority shall prepare an agenda for each meeting and prepare minutes recording actions. A copy of the minutes shall be provided to the meeting invitees within a reasonable time following the meeting.

(f) The Requiring Authority shall be responsible for all reasonable costs associated with resourcing of the CLGs.

Business Forums

CS.4

(a) The Requiring Authority shall establish and coordinate **Business Forums** in each of the following industrial/commercial areas, or a combined Business Forum in two or more of those areas, at least 3 months prior to Commencement of Construction in those areas:

(i) Onehunga (including businesses on Neilson Street (east), Onehunga Mall, Onehunga Harbour Road, Galway Street and Gloucester Park Road);

(ii) Onehunga Industrial (including businesses on Neilson Street (west), Captain Springs Road, Miami Parade and Hugo Johnston Drive);

(iii) Sylvia Park Road (including Pacific Rise, Great South Road and Vestey Drive); and

(iv) SH1 (including Vestey Drive, Monahan Road and Clemow Drive).

(b) In addition to the Project Liaison Person and representative(s) of the Requiring Authority and its principal construction contractor, membership of the Business Forum(s) shall be open to all interested parties within the Project area including, but not limited to representatives of the following groups:

(i) Business owners;

(ii) Land owners;

(iii) Business groups including the Onehunga Business Association;

(iv) Road carriers / freight operators in the area and NZ Heavy Haulage Association; and

(v) Auckland Transport.

(c) The purpose of the Business Forums is to provide a forum for:

(i) Timely provision of information on the Construction Works and programme and planned business and community activities;

(ii) Reporting and responding to concerns and issues raised in relation to Construction Works; and

(iii) Monitoring the effects on the business community arising from Construction Works in these areas.

(d) The Requiring Authority shall assist the Business Forum(s) to hold regular meetings (at least once every three months) throughout the construction period in these areas. The Business Forum(s) shall continue until six months after Completion of Construction so that on-going monitoring information can continue to be shared, discussed and responded to. The frequency and duration of the forums can be reduced where the majority of the members of the group agree.

(e) In addition to the general purpose set out in (b) above, the matters to be considered by the Business Forums may include, but are not limited to, the following matters:

(i) The timing of construction activities including consideration of specific operational requirements for businesses;

(ii) Temporary traffic management including closures, detours, parking restrictions and signage; and

(iii) Alternative access to and from businesses during construction.

(f) The Requiring Authority shall prepare an agenda for each meeting and prepare minutes recording actions. A copy of the minutes shall be provided to the meeting invitees within a reasonable time following the meeting.

(g) The Requiring Authority shall be responsible for all reasonable costs associated with the resourcing of the Business Forum.

Complaints Management CS.5

At all times during Construction Works, the Requiring Authority shall maintain a record of any complaints received in relation to the Construction Works.

The record shall include:

- (a) The name and address (as far as practicable) of the complainant;
 - (b) Identification of the nature of the complaint;
 - (c) Location, date and time of the complaint and of the alleged event giving rise to the complaint;
 - (d) The weather conditions at the time of the complaint (as far as practicable), and including wind direction and approximate wind speed if the complaint relates to air quality or noise.
 - (e) The outcome of the Requiring Authority's investigation into the complaint;
 - (f) Measures taken by the Requiring Authority to respond to the complaint or confirmation of no action if deemed appropriate;
 - (g) 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; and
 - (h) The response provided to the complainant.
- The Requiring Authority shall also keep a record of any remedial actions undertaken.
The complaints record shall be made available to the Manager upon request.

CS.6

The Requiring Authority shall respond to a complaint related to Construction Works as soon as reasonably practicable and as appropriate to the circumstances.

Recreation and open space (ROS)

ROS.1

Left intentionally blank.

ROS.2

Left intentionally blank

Open Space Reinstatement Plans

ROS.3

Prior to any works that affect Auckland Council parks and open space, the Requiring Authority shall prepare a register of assets and a photographic record of the preconstruction state of the parks and open space. This shall be provided to the Manager prior to construction commencing.

ROS.4

(a) The Requiring Authority shall prepare a Reinstatement Plan in consultation with the landowner for the following parks and reserves (or parts thereof) directly impacted by Construction Works:

- (i) Gloucester Park North and South;
- (ii) Waikaraka Park; and
- (iii) Bedingfield Memorial Park.

(b) Where other areas of open space are affected by Construction Works, the reinstatement of those areas shall be based on a like-for-like reinstatement based on the record prepared under ROS.3.

(c) The purpose of the Reinstatement Plans is to provide details of the reinstatement works in open space areas directly affected by construction works.

(d) The Reinstatement Plans shall:

(i) Be prepared in accordance with the ULDMP for the area prepared under Condition LV.1;

(ii) Include details for the reinstatement of land used for Construction Works including:

- Removal of structures, plant and materials associated with construction (unless otherwise agreed with the landowner);
- Replacement or reinstatement of boundary fences to the same or similar type to that removed (as recorded through Condition ROS.3);
- Reinstatement of grassed areas to a similar condition as existed prior to construction;
- Replacement of trees and other planting removed for Construction Works on a one-for-one basis (or as otherwise agreed with the landowner);
- Details of way finding and interpretation signage within and adjacent to the open space.

(iii) Include record of consultation and agreement with the landowner; and

(iv) Take account of any Council management plans prepared for the park, reserve or area of open space.

(e) The Reinstatement Plan shall be provided to the Manager and implemented within 3 months of Completion of Construction, or at a later date as agreed with the landowner.

ROS.5

Left intentionally blank.

ROS.6

Left intentionally blank.

ROS.6A

Left intentionally blank.

ROS.7

Left intentionally blank.

Network Utilities (NU)

Design – Permanent Access to Network Utilities

NU.1A

The Requiring Authority shall design permanent batters, retaining walls, crash barriers, fencing, acoustic barriers, and other such physical measures to be constructed as part of the Project in a manner which does not prevent practical ongoing access to existing and relocated Network Utilities during construction and operation of the works authorised by the designation.

NU.1B

If, prior to the Commencement of Construction, Transpower has developed a proposal to underground any transmission line through the designated land of a sufficient detail of design that resource consents and/or a notice of requirement could be sought by Transpower, the Requiring Authority shall take all reasonable measures to accommodate that work in the design and construction of the EWL.

The measures taken to accommodate any proposed undergrounding of transmission lines shall be

set out in the Outline Plan or Plans prepared in accordance with Condition DC.7.

Design – New Network Utilities Opportunities

NU.2

The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to identify opportunities to enable, or to not preclude, the development of new network utility and telecommunications facilities within the Project, where practicable to do so.

The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan or Plans prepared in accordance with Condition DC.7.

Utilities Management Plan

NU.3

(a) The Requiring Authority shall prepare and implement a **Network Utilities Management Plan** (NUMP). The NUMP shall be prepared in consultation with the Network Utility Operators who have existing assets that are directly affected by the Project.

(b) The purpose of the NUMP is to ensure that the design and construction of the Project takes account of, and includes measures to, address the safety, integrity, protection and (where necessary) the relocation of existing network utilities.

(c) The NUMP shall include methods and measures to:

(i) Ensure that network utilities can be accessed for maintenance at all reasonable times, or emergency works at all times, during construction activities;

(ii) Manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear, to overhead high voltage transmission lines through the Project area ; and

(iii) Ensure that no activity is undertaken during construction that would result in ground vibrations, ground instability and/or ground settlement likely to cause material damage to network utilities.

(d) Demonstrate compliance with relevant standards and Codes of Practice including:

(i) NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; and

(ii) AS/0NZS 4853:2012 Electrical hazards on Metallic Pipelines.

(e) The NUMP shall also include the specific matters set out in Conditions NU.5 – NU.9.

(f) At least 40 working days prior to commencement of Construction Works affecting a network utility, the Requiring Authority shall provide a draft of the NUMP to the relevant Network Utility Operator for review and comment. The NUMP shall describe how the input from the Network Utility Operator in relation to its assets has been incorporated. The Requiring Authority shall consider any comments received from the Network Utility Operator when finalising the NUMP.

(g) Any amendments to the NUMP related to assets of a Network Utility Operator shall be prepared in consultation with that asset owner.

NU.4

A copy of the NUMP shall be provided to the Manager for information at least 20 working days prior to the commencement of any Enabling Works or Commencement of Construction where those enabling or Construction Works impact on network utilities.

NU.5

(a) The NUMP shall include procedures, methods and measures to manage effects of the construction works on the following transmission lines:

- (i) Māngere-Mt Roskill A 110 kV Line;
- (ii) Penrose – Mt Roskill A 110 kV Line; and
- (iii) Henderson – Ōtāhuhu A 220 kV Line.

(b) The NUMP shall include:

(i) Details of any dispensations and associated procedures, methods and measures agreed with Transpower for construction works that cannot meet New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34:2001) or any subsequent revision of the code;

(ii) For all other works, procedures, methods and measures to demonstrate how construction works will meet the safe distances within the NZECP 34:2001 or any subsequent revision of the code and including specific measures and methods relating to:

- Excavation or disturbance of the land around any Transpower transmission support structures under Clause 2.2.3;
- Building to conductor clearances under Section 3;
- Depositing of material under or near overhead electric lines under Clause 4.3.1;
- Mobile plant or load to Transpower transmission lines under Clause 5.2;
- People to conductor clearances; and
- Warning notices during use of mobile plant in proximity of overhead lines under Clause 5.

(iii) Details of measures to control induction and transferred voltages and Earth Potential Rise where use of conductive material for road infrastructure or relocated network utilities is within 12 metres of the outer foundations of any transmission tower or proposed tower or monopole;

(iv) Details of areas within which additional management measures are required, such as fencing off, entry and exit hurdles and the minimum height for any hurdles;

(v) Details of contractor training for those working near transmission lines and other assets; and

(vi) Provision for Transpower involvement in contractor briefings for works involving the following:

- Works within 12m of any Transpower overhead transmission line support structure;
- Works within the maximum extent of line swing (at maximum operating temperature) of any Transpower overhead transmission line; and
- Works within 20m of or encroaching into the Southdown Rail Supply Substation.

NU.6

(a) The NUMP shall include procedures, methods and measures to manage effects of the construction works on the following Watercare assets:

- (i) Hunua 1 at Sylvia Park Road/Great South Road intersection;
- (ii) Sylvia Park watermain;
- (iii) Hunua 3 transmission watermain;

- (iv) Hunua 4 transmission watermain;
- (v) Eastern Interceptor Westfield Siphon; and
- (vi) Onehunga Harbour Road watermain.

(b) The NUMP shall:

- (i) Demonstrate how construction works will meet safety procedures required by Watercare for works within the vicinity of its assets; and
- (ii) Describe the areas within which additional management measures are required; and
- (iii) Describe the process for obtaining approval from Watercare before works commence within close proximity to Watercare assets under the Water Supply and Wastewater Network Bylaw 2015.

NU.7

Left intentionally blank.

NU.8

The NUMP shall include procedures, methods and measures to manage effects of the construction works on Spark assets, and in particular, shall include provisions so that:

- (a) The relocated AOHB Otāhuhu cellular site at Princes Street is fully operational prior to decommissioning of the existing AOHB Otāhuhu cellular site; and
- (b) The relocated and/or reconfigured AHAM Hamlins Hill cellular site at Great South Road is fully operational before the existing AHAM Hamlins Hill site Radio Frequency coverage is impacted by the construction of the EWL Project.

Network Utility Approvals

NU.9

The Requiring Authority shall not require Auckland Transport or Network Utility Operators with existing infrastructure within the designated land to seek written consent under section 176 of the RMA for on-going access to enable work associated with the routine construction, operation and maintenance of existing assets. To the extent that written approval is required, this condition shall constitute written approval.

Advice Note:

In addition to the RMA processes, there are other additional processes and approvals applying to any work or activity that affect network utilities. The Requiring Authority may require additional approvals from Network Utility Operators prior to any works commencing in proximity to network utilities.

Mana Whenua collaboration (MW)

Mana Whenua Group

MW.1

- (a) Six months prior to the Commencement of Construction, the Requiring Authority shall invite mandated representatives of Mana Whenua to participate in a Mana Whenua Group (MWG).
- (b) The purpose of the MWG is to facilitate engagement between the Requiring Authority and Mana Whenua in respect of the activities authorised by this designation.
- (c) The group will include invited representatives from:

- (i) Ngāi Tai Ki Tāmaki;
- (ii) Ngāti Maru;
- (iii) Ngāti Paoa;
- (iv) Ngāti Tamaoho;
- (v) Ngāti Te Ata Waiohua;
- (vi) Ngāti Whātua Ōrākei;
- (vii) Te Ahiwaru;
- (viii) Te Ākitai Waiohua;
- (ix) Te Kawerau ā Maki; and
- (x) Te Rūnanga o Ngāti Whātua.

(d) The MWG will hold regular meetings (at least three monthly) throughout the construction period. The MWG shall continue until six months after Completion of Construction. The frequency and duration of the meetings can be reduced or increased where the majority of the members of the group agree.

(e) The Requiring Authority shall record the main points arising from each meeting of the MWG, and shall provide a copy of that record to the meeting invitees within a reasonable time following the meeting.

(f) The Requiring Authority shall be responsible for all reasonable costs associated with the resourcing of the MWG.

MW.2

The MWG will be provided opportunities to review and comment on the following (amongst other things):

(a) The ULDMP, with particular reference to design elements of the following features:

(i) Works in the vicinity of Te Hōpua a Rangi including how Mana Whenua artworks or design themes are incorporated and delivered into that design and nomination of an artist to design the artwork referred to in Condition LV.5B of Designation 6774, East West Link, Designations, New Zealand Transport Agency;

(ii) Design of the reclamation, coastal paths and boardwalk along the Mangere Inlet.

(iii) Landscape treatment (including plant species, plant sources and planting methodology), alignment and design of the recreation walkway, interpretive signage and other amenities along the Māngere Inlet foreshore recreation walkway;

(iv) Aesthetic design through the upper reaches of the Māngere Inlet (Anns Creek), including reflection of the Kāretu Portage in the design of the viaduct and interpretive signage;

(v) Design associated with the Kāretu Portage Path (an elevated shared path from west of Great South Road and along Sylvia Park Road), including reflection of the historic Kāretu Portage in design of this feature;

(vi) Structures in the vicinity of the waahi tapu at Mt Wellington Interchange; and

(vii) Design of the Ōtāhuhu Creek bridges and in particular the treatment beneath these structures to reflect and respond to the Ōtāhuhu portage.

(b) The Heritage Management Plan (as required by designation Condition HH.3) including details of Mana Whenua construction monitoring for sites identified as having significance to the Mana Whenua Group (including but not limited to Te Hōpua a Rangi, Anns Creek and foreshore, Mt

Wellington Interchange area, Ōtāhuhu Creek);

(c) Accidental Discovery Protocol (as required by designation Condition HH.2);

(d) The ECOMP (as required by consent Condition EM.1) including the detail of ecological restoration planting along the northern shoreline of the Māngere Inlet, Anns Creek and Ōtāhuhu Creek;

(e) The CEMP and Coastal Works CEMP (as required by consent Conditions RC.10 and C.4), including details on site inductions, training programme(s) and tikanga for construction works (particularly for works in sensitive areas such as Te Apunga o Tainui at Mt Wellington Interchange) to respond to matters of significance to Mana Whenua; and

(f) Results of environmental monitoring prior to and during construction as required by conditions of the designation and related resource consents (e.g. water and leachate design performance monitoring under Condition C.1H and the scientific analysis of material of geological interest from the cut into the Te Hōpua a Rangi tuff ring under Condition HH.8 of Designation 6774, East West Link, Designations, New Zealand Transport Agency), including information to support cultural monitoring requirements.

Cultural Monitoring Plan (Construction)

MW.3

Prior to the Commencement of Construction, a **Cultural Monitoring Plan** or plans shall be prepared by a person endorsed by the Mana Whenua Group.

MW.4

The purpose of the Cultural Monitoring Plan is to set out the agreed cultural monitoring requirements and measures to be implemented during construction activities, to acknowledge the historic and living cultural values of the area to Mana Whenua and to minimise potential adverse effects on these values.

MW.5

The Cultural Monitoring Plan shall include (but not be limited to):

(a) Requirements for formal dedication or cultural interpretation to be undertaken prior to works commencing in areas identified as having significance to Mana Whenua (including but not limited to Te Hōpua a Rangi, Anns Creek and foreshore, Mt Wellington Interchange area, Ōtāhuhu Creek):

(b) Requirements and protocols for cultural inductions;

(c) Identification of sites and areas where cultural monitoring is required during particular Construction Works;

(d) Identification of any other specific activities requiring cultural monitoring (e.g. implementation of spill contingency measures or specific works in the CMA);

(e) Identification of personnel nominated by Mana Whenua to undertake cultural monitoring, including any geographic definition of their responsibilities;

(f) Details of personnel nominated by the Requiring Authority and Mana Whenua to assist with management of any issues identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition HH.2;

(g) Identification of any opportunities and intent from Mana Whenua to reuse excavated natural material from the EWL Trench at Te Hōpua a Rangi, and if so, proposed measures to achieve

this; and

(h) Details of any pre-construction monitoring that may assist Mana Whenua in their monitoring role (e.g. avifauna monitoring, baseline water quality monitoring).

Historic heritage (HH)

Archaeology

HH.1

Left intentionally blank.

HH.2

The Requiring Authority shall prepare an Accidental Discovery Protocol for any accidental archaeological discoveries which occur during Construction Works.

The Accidental Discovery Protocol shall be consistent with Auckland Unitary Plan Accidental Discovery Rule in Standard E.11.6.1, and E.12.6.1.

The Accidental Discovery Protocol shall be prepared in consultation with the Mana Whenua Group and modified to reflect the site specific Project detail.

The Accidental Discovery Protocol shall be implemented throughout the Construction Works.

Heritage Management Plan

HH.3

(a) Prior to Commencement of Construction, the Requiring Authority shall prepare and implement a **Heritage Management Plan** (HMP).

(b) The purpose of the HMP is to identify procedures and practices to be adopted to protect, as far as reasonably practicable, historic heritage and remedy and mitigate any residual effects.

(c) The HMP shall be implemented throughout Construction Works.

HH.4

The HMP shall be prepared by a Suitably Qualified Person in consultation with Council, HNZPT and Mana Whenua, and shall identify:

(a) Known historic heritage within the designation boundary;

(b) Any pre-1900 areas covered by an Archaeological Authority under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA);

(c) Roles, responsibilities and contact details of personnel and/or relevant agencies (including but not limited to Auckland Council, New Zealand Police, HNZPT, and mana whenua representatives) involved with historic heritage matters including surveys and monitoring of conditions;

(d) Methods for identifying avoiding, protecting and/or minimising effects on historic heritage during construction where practicable in line with the ICOMOS NZ Charter and including construction methods that minimise vibration;

(e) Details for recording and salvage prior to removal of the historic railway bridge and tunnel located adjacent to Onehunga Harbour Road. The recording and salvage shall be aligned, as appropriate, with the Salvage and Conservation Heritage Plan for the proposed removal of the 1875/1915 Māngere Bridge (being part of a separate works project planned by the NZ Transport Agency).

(f) Training requirements for contractors and subcontractors on historic heritage areas/features within the designation boundary and any accidental discovery protocols. The training shall be undertaken under the guidance of a Suitably Qualified Person and representatives of the Mana Whenua Group;

(g) Cultural inductions for site/places of importance to Mana Whenua;

(h) Proposed methodology for assessing the condition of historic heritage, and the means to mitigate any adverse effects (if any) on the built heritage features listed in Condition HH.5 of Designation 6774, East West Link, Designations, New Zealand Transport Agency, including allocation of resources and the timeframe for implementing the proposed methodology in accordance with Heritage New Zealand guideline AGS 1A: Investigation and Recording of Buildings and Standing Structures for assessing and recording built heritage dated 4 July 2014 (or any subsequent revision); and

(i) Proposed methodology for documentation of historic heritage exposed during construction and the recording of these sites in the Auckland Council Cultural Heritage Inventory (www.chi.net/Home.aspx).

HH.4A

Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring etc.), including interim reports, shall be submitted to the Manager as soon as they are produced.

Advice note:

HNZPTA provides for the identification, protection, preservation and conservation of the historic and cultural heritage of New Zealand. All archaeological sites are protected by the provisions of the Act (section 42). It is unlawful to modify, damage or destroy an archaeological site without prior authority from HNZPT. An Authority is required whether or not the land on which an archaeological site may be present is designated, a resource or building consent has been granted, or the activity is permitted under Unitary, District or Regional Plans.

According to the Act (section 6) archaeological site means, subject to section 42(3) –

(a) any place in New Zealand, including any building or structure (or part of a building or structure), that –

(i) was associated with human activity that occurred before 1900 or is the site of the wreck of any vessel where the wreck occurred before 1900; and

(ii) provides or may provide, through investigation by archaeological methods, evidence relating to the history of New Zealand; and

(b) includes a site for which a declaration is made under section 43(1) It is the responsibility of the Requiring Authority to consult with HNZPT about the requirements of the Act and to obtain the necessary Authorities under the Act should these become necessary, as a result of any activity associated with the consented proposals.

For information please contact the HNZPT Northern Regional Archaeologist – 09 307 0413 / archaeologistMN@historic.org.nz.

HH.5

Left intentionally blank.

HH.6

Left intentionally blank.

HH.6A

Prior to the removal of the houses at 69 Panama Road and 31 Frank Grey Place, the houses shall be photographically recorded and the record shall be provided to the Manager.

HH.7

Left intentionally blank.

HH.7A

Left intentionally blank.

HH.8

Left intentionally blank.

URBAN DESIGN, LANDSCAPE AND VISUAL (LV)

LV.1

The Requiring Authority shall prepare an **Urban and Landscape Design Master Plan (ULDMP)** for the Project. The ULDMP may be submitted in sectors or in parts.

The ULDMP shall be included in the Outline Plan submitted prior to the Commencement of Construction of permanent works.

A ULDMP is not required for Enabling Works and Site Investigations.

LV.2

The purpose of the ULDMP is to:

- (a) Integrate the Project's permanent works into the surrounding landscape and urban context and to illustrate the urban and landscape design elements of the Project.
- (b) Outline the requirements for the Project's permanent landscape mitigation works; and
- (c) Outline the maintenance and monitoring requirements for planting undertaken as part of the ULDMP.

LV.3

The ULDMP shall be prepared in consultation with:

- (i) Council for areas of the Project to become Council assets;
- (ii) Auckland Transport for areas within and adjoining local roads;
- (iii) the Mana Whenua Group;
- (iv) HNZPT;
- (v) Landowners;
- (vi) Adjacent landowners in relation to noise barriers on their boundary;
- (vii) Auckland Council Heritage Unit for works within AUP Historic Heritage Overlay Extent of Place and/or affecting AUP Historic Heritage Overlay and Schedule items; and
- (viii) Panuku Development Auckland for works adjacent to Onehunga Wharf.

Any comments and inputs received from the parties listed above shall be summarised within the

ULDMP or supporting document, along with explanation of where any comments or suggestions have not been incorporated and the reasons why.

LV.4

The ULDMP shall be prepared by a Suitably Qualified Person and shall:

(a) Reflect the Key Design Principles and Sector Outcomes of the Project's *Urban and Landscape Design Framework* dated November 2016 and the Addendum dated December 2016 (hereafter referred to as the ULDF);

(b) Be prepared in general accordance with the following (or equivalent update):

(i) NZ Transport Agency's Urban Design Guidelines: *Bridging the Gap* (2013); and

(ii) NZ Transport Agency Landscape Guidelines (final draft dated 2014); and NZ Transport Agency's *P39 Standard Specification for Highway Landscape Treatments*, 2013; and

(c) Be integrated with the ULDMP for the areas of the Project within the Coastal Marine Area, and, where relevant, the Ecological Management Plan, both plans to be prepared in accordance with conditions of the resource consents granted for the Project.

LV.5

The ULDMP shall demonstrate how the Sector-Specific Outcomes in Chapter 5 of the ULDF have been incorporated and shall include the following:

(a) Design that describes and illustrates the overall urban and landscape design concept, and explains the rationale for the landscape and urban design proposal if different from the ULDF concepts;

(b) Developed design details for the urban and landscape design features. These shall cover the following:

(i) Roadside furniture – elements such as lighting, sign gantries and signage, guard rails, fences and median barriers;

(ii) Architecture and landscape treatment of all major structures, including bridges, structures, underpasses and retaining walls;

(iii) Architecture and landscape treatment of noise barriers;

(iv) Land use re-instatement following construction;

(v) Landscape treatment of permanent stormwater management wetlands and swales;

(vi) Integration of passenger transport facilities;

(vii) Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses;

(viii) Features (such as interpretive signage) for the purpose of identifying and interpreting cultural heritage, built heritage, archaeology, geological heritage and ecology in the Project area;

(ix) Proposed maintenance boundaries;

(x) Consideration of:

- Crime Prevention Through Environmental Design (CPTED) principles;

- Safety in Design (SID) requirements;
- Maintenance requirements and anti-graffiti measures; and
- Protected viewshafts, character areas and protected heritage sites, structures or features, as identified in the Auckland Unitary Plan.

The ULDMP shall also describe how road design elements such as median width and treatment, roadside width and treatment, and earthworks contouring, have taken into account the Sector-Specific Outcomes in Chapter 5 of the ULDF.

LV.5A

Left intentionally blank.

LV.5B

Left intentionally blank.

LV.5C

Left intentionally blank.

LV.5D

Left intentionally blank.

LV.5E

Left intentionally blank.

LV.5F

Left intentionally blank.

LV.5G

Left intentionally blank.

LV.5H

Left intentionally blank.

LV.6

The ULDMP shall include the following planting details:

(a) Identification of vegetation to be retained (including trees identified in accordance with Condition TR.1), protection measures, and planting to be established along cleared edges;

(b) Details of the sourcing of native plants. Any planting using native plants shall use plants genetically sourced from the Tamaki Ecological District where possible or otherwise shall use plants that have been genetically sourced from within the Auckland Ecological Region;

(c) Proposed planting including plant species, plant/grass mixes, spacing/densities, sizes (at the time of planting) and layout and planting methods including trials;

(d) Planting programme – 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 Construction Works in each stage of the Project;

(e) Detailed specifications for landscape planting relating to (but not limited to) the following:

(i) Weed control and clearance;

- (ii) Pest animal management;
 - (iii) Ground preparation (topsoiling and decompaction);
 - (iv) Mulching; and
 - (v) Plant sourcing and planting, including hydroseeding and grassing;
- (f) The detailed specifications above are to be consistent with the ECOMP required by Condition EM.1 and with planting plans for the stormwater treatment wetlands required by Condition SW.1.
- (g) For any landscape planting, a maintenance regime including monitoring and reporting requirements, which is to apply for the 2 years following that planting being undertaken; and
- (h) For any ecological restoration planting, a maintenance regime including monitoring and reporting requirements, which is to apply for the 5 years following that planting being undertaken.

LV.7

Planting shall be implemented:

- (a) Wherever practicable prior to Commencement of Construction; or
- (b) As soon as areas become available for planting due to the progress of the works and seasonal conditions; and/or
- (c) Within twelve months of Completion of Construction, unless the seasonal timing of works makes some planting impracticable, in which case such planting shall be completed no later than twenty four months after Completion of Construction.

LV.8

Where the Requiring Authority installs noise barriers immediately adjacent to residential properties between Panama Road and the southern extent of the works, it shall offer to undertake planting to soften the appearance of the barrier.

The offer shall be made no later than 3 months prior to Completion of Construction. If the offer is not accepted by a property owner within that timeframe, this condition is deemed to have been complied with.

Trees (TR)

TR.1

Arboricultural assessments shall be carried out prior to Commencement of Construction to assess if any existing trees within the construction area are worthy of retention or relocation and if it is practicable to retain or relocate those trees.

The assessment shall include a survey of trees prior to the Commencement of Construction within parks, reserves and local roads to inform the replacement of these trees in accordance with Condition TR.2. The survey methodology shall be provided to the Manager for certification.

If retention or relocation of a tree is determined appropriate, specific tree protection/management measures shall be developed and implemented throughout the Construction Works so that health of the trees is not adversely affected. Where any retained or relocated trees are located on Council owned land (including Council owned open space and road reserve), the Council's nominated arborist shall be consulted regarding appropriate tree protection/management measures.

TR.2

Trees within parks, reserves and local roads that require removal for the Project shall be replaced with trees of suitable/comparable species and size to achieve comparable canopy footprint after

10 years in a location agreed with Council (for parks and reserves) or Auckland Transport (for local roads and paths). Details of the location, species and size of the replacement trees shall be included in the ULDMP prepared in accordance with Condition LV.1.

TR.3

Where any works occur within the dripline of a notable tree or trees within a Historic Heritage Overlay Extent of Place (as identified in the maps of the AUP), those works shall be undertaken in accordance with best arboricultural practice and the methodology for the works submitted to the Manager for certification.

TRAFFIC NOISE (OPERATION) (ON)

ON.1

For the purposes of Conditions ON.2 to ON.14:

- (a) BPO – means the Best Practicable Option;
- (b) Building-Modification Mitigation – has the same meaning as in NZS 6806:2010 *Acoustics – Road-traffic noise – New and altered roads*;
- (c) Habitable Space – has the same meaning as in NZS 6806;
- (d) Noise Assessment – Means the *Traffic Noise and Vibration Assessment Report* (Technical Report 7) submitted with the NoR;
- (e) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the BPO for noise mitigation (i.e. Categories A, B and C);
- (f) NZS 6806 – means New Zealand Standard NZS 6806:2010 *Acoustics – Roadtraffic noise – New and altered roads*;
- (g) P40 – means NZ Transport Agency NZTA P40:2014 Specification for noise mitigation;
- (h) PPFs – means only the premises and facilities identified in green, orange or red in the *Noise Assessment*; and
- (i) Structural Mitigation – has the same meaning as in NZS 6806.

Structural Mitigation

ON.2

The road-traffic noise mitigation measures identified as the 'Recommended Traffic Noise Mitigation' in the Noise Assessment must be implemented to achieve the Noise Criteria Categories indicated in the *Noise Assessment* ('Identified Categories'), where practicable and subject to Conditions ON.3 to ON.14.

ON.3

Prior to Commencement of Construction, a Suitably Qualified Person must undertake the detailed design of the Structural Mitigation measures in the Noise Assessment (the 'Detailed Mitigation Options'), which, subject to Condition ON.4, must include at least:

- (a) Noise barriers with location, length and height in general accordance with the *Noise Assessment*; and
- (b) Low-noise road surfaces with location in general accordance with the *Noise Assessment*.

ON.4

If it is not practicable to implement a particular Structural Mitigation measure in the location or of

the length or height included in the *Noise Assessment*, a changed design can be included in the Detailed Mitigation Options if either:

(a) the changed design would result in the same Identified Category at all PPFs or better, and a Suitably Qualified Person certifies to the Manager that the changed Structural Mitigation would be consistent with adopting the BPO in accordance with NZS 6806; or

(b) the changed design would result in an increase in the noise level at any PPF of greater than 2dB and the Manager confirms that the changed Structural Mitigation would be consistent with adopting the BPO in accordance with NZS 6806.

Noise Mitigation Design Report

ON.5

Prior to Commencement of Construction, a Noise Mitigation Design Report written in accordance with NZ Transport Agency *P40 Specification for Noise Mitigation 2014* must be provided to the Manager.

The purpose of the Noise Mitigation Design Report is to confirm that the Detailed Mitigation Options meet the requirements of ON.2-ON.4. The Noise Mitigation Design Report shall include confirmation that consultation has been undertaken with affected property owners for site specific design requirements and the implementation programme.

Where a Noise Mitigation Design Report is required, it shall be included in the Outline Plan for the relevant stage(s) of the Project.

ON.6

The Detailed Mitigation Options must be implemented prior to Completion of Construction, with the exception of any low-noise road surfaces, which must be implemented within twelve months of Completion of Construction.

ON.7

Within twelve months of Completion of Construction, a post-construction review report written in accordance with NZ Transport Agency *P40 Specification for Noise Mitigation 2014* must be provided to the Manager.

ON.8

The Detailed Mitigation Options must be maintained so they retain their noise reduction performance as far as practicable.

Building-Modification Mitigation

ON.9

Prior to Commencement of Construction, a Suitably Qualified Person must identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not achieve Noise Criteria Category A or B and where Building-Modification Mitigation might be required to achieve 40 dB LAeq(24h) inside habitable spaces ('Category C Buildings').

ON.10

Prior to Commencement of Construction in the vicinity of each Category C Building, the Requiring Authority must 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 twelve months of the date of the Requiring Authority's letter, the Requiring Authority must instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.

ON.11

For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition ON.10 if:

(a) The Requiring Authority's acoustics specialist has visited the building; 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 and the building owner has been notified of that denial); or

(c) The building owner did not agree to entry within twelve months of the date of the Requiring Authority's letter sent in accordance with Condition ON.10 (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.

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.

ON.12

Subject to Condition ON.11, within six months of the assessment required by Condition ON.10, the Requiring Authority must write to the owner of each Category C Building advising:

(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.

ON.13

Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation must be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.

ON.14

Subject to Condition ON.11, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition ON.13 if:

(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 ON.12 (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.

CONSTRUCTION NOISE AND VIBRATION (CNV)

CNV.1

A **Construction Noise and Vibration Management Plan (CNVMP)** shall be prepared by a Suitably Qualified Person, and shall be implemented and maintained throughout the entire construction period.

The purpose of the CNVMP is to provide a framework for the development and implementation of

Best Practicable Option for the management of construction noise and vibration effects, and to minimise any exceedance of the construction noise and vibration criteria set out in Conditions CNV.4 and CNV.5.

CNV.2

(a) The CNVMP shall be prepared in accordance with Annex E2 of New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6806:1999) and the NZ Transport Agency's *State highway construction and maintenance noise and vibration guide* (version 1.0, 2013).

(b) The CNVMP shall, as a minimum, address the following:

(i) Description of the works, anticipated equipment/processes and their scheduled durations;

(ii) Hours of operation, including times and days when construction activities would occur;

(iii) The construction noise and vibration criteria for the project;

(iv) Identification of affected houses and other sensitive locations where noise and vibration criteria apply;

(v) Management and mitigation options, including alternative strategies adopting the Best Practicable Option where full compliance with the relevant noise and/or vibration criteria cannot be achieved;

(vi) A procedure for developing and implementing the management plans (as required by conditions CNV.6A, CNV.7A and CNV.7B) forming part of this CNVMP;

(vii) Methods and frequency for monitoring and reporting on construction noise and vibration;

(viii) Procedures for maintaining contact with stakeholders, notifying of proposed construction activities, the period of construction activities, and handling noise and vibration complaints;

(ix) Identification of major construction work areas and activities which are anticipated to generate noise and / or vibration levels which will require site specific management plans (in accordance with Condition CNV.6A, CNV.7A and CNV.7B) as soon as reasonably practicable, and procedures for the early engagement with the receivers;

(x) Construction equipment operator training procedures and expected construction site behaviours;

(xi) Contact details of the site supervisor or project manager and the Requiring Authority's Project Liaison Person (phone, postal address, email address);

(xii) 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; and

(xiii) Identification of businesses which operate processes, machinery or equipment that may be unreasonably disrupted by construction vibration even where the Project vibration standards are met or are sensitive to vibration due to the nature of the building materials (e.g. asbestos). For any such businesses a site specific management plan in accordance with CNV.7B shall be prepared and implemented.

CNV.3

The CNVMP shall identify which mitigation measures required by Conditions ON. 1 to ON.6 would also attenuate construction noise. Where practicable, those measures identified in the CNVMP shall be implemented prior to commencing major construction works or early during construction

that generate noise in the vicinity.

CNV.4

(a) Noise arising from construction activities shall be measured and assessed in accordance with NZS 6803:1999 *Acoustics - Construction Noise* and shall comply with the noise criteria set out in the following table:

Table CNV1: Construction noise criteria

Timeframe	Time	LAeq(15min)	LAFmax
Residential buildings			
0630 Sunday to 0630 Friday	0630h - 0730h	60 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	60 dB	75 dB
0630 Friday to 0630 Saturday	0630h - 0730h	60 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
0630 Saturday to 0630 Sunday and from midnight to midnight on 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
Commercial and industrial receivers			
All	0730h – 1800h	70dB	
	1800h – 0730h	75 dB	

(b) Where compliance with the noise criteria set out in Table CNV1 is not practicable, then the methodology in Condition CNV.6A shall apply.

CNV.5

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, as far as practicable, comply with the Category A construction vibration criteria in Table CNV2.

(a) If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person must assess and manage construction vibration during those activities. This shall involve engagement with the affected receivers to:

(i) discuss the nature of the work and the anticipated days and hours when the exceedance is likely to occur; and

(ii) assess, where practicable, if the exceedance could be timed or managed to reduce the effects on the receiver.

(b) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities may only proceed subject to Condition CNV.7A.

Table CNV2 Construction Vibration Criteria for People and Buildings

Receiver	Details	Category A	Category B
Occupied PPFs			
Inside the building	Night-time 2000h - 0630h	0.3mm/s PPV	1mm/s PPV
	Daytime 0630h - 2000h	1mm/s PPV	5mm/s PPV
	Blasting – vibration	5mm/s PPV	10mm/s PPV
Free field	Blasting - airblast	120dB _{Lzpeak}	-
Other occupied buildings			
Inside the building	Daytime 0630h - 2000h	2mm/sPPV	5mm/s PPV
All other buildings			
Building foundation		5mm/s PPV	Tables 1 and 3 of DIN4150-3:1999**
Free field	Airblast	-	133dB _{Lzpeak}

For vibration, protected premises and facilities (PPFs) are dwellings, educational facilities, boarding houses, homes for the elderly and retirement villages, marae, hospitals that contain in-house patient facilities and buildings used as temporary accommodation (e.g. motels and hotels).

German Standard DIN 4150-3:1999 “Structural Vibration - Part 3: Effects of Vibration on Structures”

Table CNV3 Construction Vibration Criteria for buried pipework***

Pipe material	Guideline values for velocity measured on the pipe, v _i , in mm/s
Steel (including welded pipes)	100
Clay, concrete, reinforced concrete, metal (with or without flange)	80
Masonry, plastic	50

*** Based on the German Standard DIN 4150-3:1999 “Structural Vibration - Part 3: Effects of Vibration on Structures”.

CNV.6A

(a) A Site Specific Construction Noise Management Plan (SSCNMP) shall be prepared by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the SSCNMP, when construction noise is either predicted or measured to exceed the criteria in Condition CNV.4, except where the exceedance of the criteria in Condition CNV.4 is no greater than 5 decibels and does not exceed:

- (i) 0700-2200: 1 period of up to 2 consecutive weeks in any 2 months; or
- (ii) 2200-0700: 1 period of up to 2 consecutive nights in any 10 days.

(b) The objective of the SSCNMP is to set out the best practicable option for the management of

noise effects of the construction activity. The SSCNMP shall as a minimum set out:

- (i) Construction activity location, start and finish dates;
 - (ii) The predicted noise level for the construction activity;
 - (iii) Noise limits to be applied for the duration of the activity;
 - (iv) The mitigation options that have been selected and the options that have been discounted as being impracticable and the reasons why. The mitigation options shall take into account where practicable, the use of the site and/or any operational requirements of the site. Mitigation options may include:
 - a. managing times of activities to avoid night works and other sensitive times;
 - b. liaising with neighbours so they can work around specific activities;
 - c. selecting equipment and methodologies to restrict noise;
 - d. using screening, enclosures or barriers;
 - e. if appropriate and reasonable, offering neighbours temporary relocation;
 - (v) The proposed noise monitoring regime;
 - (vi) Document the consultation undertaken with owners and occupiers of sites subject to the SSCNMP, and how consultation outcomes have and have not been taken into account. The consultation shall be in addition to the requirements set out in Condition CS.2.
- (c) The SSCNMP shall be submitted to the Manager for certification at least 5 working days, except in unforeseen circumstances, in advance of Construction Works which are covered by the scope of the SSCNMP.
- (d) Where changes are made to a certified SSCNMP, the Requiring Authority shall consult the owners and occupiers of sites subject to the SSCNMP prior to submitting the amended SSCNMP to the Manager for certification in accordance with Clause (c). The amended SSCNMP shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

CNV.7A

- (a) A Site Specific Construction Vibration Management Plan (SSCVMP) shall be prepared by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the SSCVMP, when construction vibration is either predicted or measured to exceed the Category B criteria at the receivers in Condition CNV.5.
- (b) The objective of the SSCVMP is to set out the Best Practicable Option for the management of construction vibration effects. The SSCVMP shall as a minimum set out:
- (i) Construction activity location, start and finish dates;
 - (ii) The predicted vibration level for the construction activity;
 - (iii) An assessment of each building and any pipe work to determine susceptibility to damage from vibration and define acceptable vibration limits that the works must comply with to avoid damage;
 - (iv) The mitigation options that have been selected and the options that have been discounted as

being impracticable and the reasons why. The mitigation options shall take into account where practicable, the use of the site and/or any operational requirements of the site. Mitigation options may include:

- a. Phasing of vibration-generating activities;
- b. Avoiding impact pile driving and vibratory rollers where possible in vibration-sensitive areas;
- c. Liaising with neighbours so they can work around specific vibration-generating activities;
- d. Selecting equipment and methodologies to minimise vibration;

(v) The proposed vibration monitoring regime;

(vi) The consultation undertaken with owners and occupiers of sites subject to the SSCVMP, and how consultation outcomes have and have not been taken into account. The consultation shall be in addition to the requirements set out in Condition CS.2; and

(vi). The pre-condition survey of buildings which document their current condition and any existing damage.

(c) The SSCVMP shall be submitted to the Council for certification at least 5 working days, except in unforeseen circumstances, in advance of Construction Works which are covered by the scope of the SSCVMP.

(d) Where changes are made to a certified SSCVMP, the Requiring Authority shall consult the owners and occupiers of sites subject to the SSCVMP prior to submitting the amended SSCVMP to the Manager for certification in accordance with Clause (c). The amended SSCVMP shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

CNV.7B

(a) In addition to the matters in CNV.7A, a SSCVMP shall also be required in circumstances when construction vibration is predicted to adversely affect commercial activities located within 50m of Construction Works that are verified by a Suitably Qualified Person as being uniquely sensitive to construction vibration due to the nature of specialised equipment and/or the nature of the building materials (e.g. asbestos). At a minimum, a SSCVMP shall be prepared for:

(i) Stratex Group Limited site, 19 - 21 Sylvia Park Road; and

(ii) Fonterra Tip Top site, 113 Carbine Road. With respect to this site, "activities" and "processes, machinery or equipment" in Condition CNV7.B(b) includes:

- underground wet services (including stormwater drainage and wastewater);
- earthenware pipes;
- underground cabling (including 11kV and 400V power cables and associated switchboxes);
- ducted services; and
- other core underground infrastructure which the landowner has confirmed to the Requiring Authority, in writing, prior to Commencement of Construction.

(b) In addition to the requirements of CNV.7A, the SSCVMP shall include, with respect to those vibration sensitive commercial activities:

(i) Informed by consultation with the owners and/or occupiers of sites, identification of the

processes, machinery or equipment which are uniquely sensitive to construction vibration, and the reasons why;

(ii) An assessment of the sensitivity of the processes, machinery or equipment to construction vibration;

(iii) Construction vibration criteria for the vibration sensitive commercial activities;

(iv) A process for dealing with any disagreement which may arise, particularly in relation to the determination of the vibration limits; and

(v) Procedures and methods for monitoring compliance with the vibration criteria established under (iii) above.

(c) Where changes are made to a certified SSCVMP required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the SSCVMP prior to submitting the amended SSCVMP to the Manager for certification in accordance with Condition CNV.7A(c). The amended SSCVMP shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

Construction Traffic (CT)

Construction Traffic Management Plan

CT.1

A **Construction Traffic Management Plan** (CTMP) shall be prepared by a Suitably Qualified Person and in consultation with Auckland Transport.

The purpose of the CTMP is to manage the various traffic management, safety and efficiency effects associated with Construction Works to:

(a) Protect public safety including the safe passage of and connectivity for pedestrians and cyclists, particularly for school students travelling to and from school;

(b) Minimise increases to existing delay to road users, public transport services, pedestrians and cyclists;

(c) Minimise interruption to property access;

(d) Inform the public about any potential impacts on the road network;

(e) Minimise disruptions on the arterial road network and rail network; and

(f) Manage the effects on and/or any changes required to existing Over Dimension and Over Weight routes.

CT.2

The CTMP shall:

(a) Identify how Condition CT.1 will be achieved;

(b) Be in general accordance with the Draft Construction Traffic Management Plan Framework listed in DC.1;

(c) Where road capacity may be significantly affected by temporary traffic management, identify potential effects of the capacity reduction, and proposed measures to minimise delays. Traffic Impact Assessment (with possible inclusion of traffic modelling) may be required, particularly

where the arterial network is affected;

(d) Include measures to avoid road closures and restrictions on vehicle, bus, cycle and pedestrian movements;

(e) Identify site access routes and access points for heavy vehicles;

(f) Identify possible temporary changes to bus routes and bus stops, whether these can be safely accommodated on the relevant roads and the considerations to maintain service to key destinations and minimise of levels of service reduction;

(g) Where road closures or restrictions cannot reasonably be avoided, the particular vulnerabilities and sensitivities of pedestrian diversions and reduced conditions shall be taken into account in the planning of any closures or restrictions;

(h) Confirm that a safe alternative shared cycle/pedestrian path connection between Onehunga Harbour Road and Old Māngere Bridge or the New Old Māngere Bridge (if constructed) is available at all times during the Construction Works;

(i) Identify proposed measures to minimise the duration of closure of the existing shared path facility along the Māngere Inlet, and proposed measures to stage works and / or provide detours to minimise inconvenience. Detours shall be sign posted, and shall where practicable, minimise the increase in length relative to the existing facility, the increase in vertical ascent, and minimise the duration of the construction period. The alternate route shall have an appropriate surface maintained throughout its period of use; a; and

(j) Include the process for rail closures, including how scheduled block-of-lines are to be utilised and the timing of any closures to avoid or minimise level of service reduction to passenger rail services at peak commuter times and rail freight services; and

(k) Identify any changes required to Over Dimension and Over Weight routes and how impacts on these routes, including alternate diversion routes, will be managed during construction so as to minimise the impact of any changes (both temporary and permanent) on Over Dimension and Overweight vehicles.

CT.3

At least 40 working days prior to commencement of Construction Works the Requiring Authority shall provide a draft of the CTMP to Auckland Transport for comment.

The CTMP shall summarise the input and comments from Auckland Transport, describe how this has been incorporated and, where any input has not been incorporated, set out the reason why.

Any amendments to the CTMP shall be prepared in consultation with Auckland Transport prior to submission in accordance with Condition DC.10.

Site/Activity Specific Traffic Management Plans

CT.4

(a) Site/activity specific **Traffic Management Plans** (TMPs) shall be prepared where any Project construction activity varies the normal traffic conditions of any public road.

(b) The TMP shall be reviewed by an engineer with a minimum of a current Level 2/3 Site Traffic Management Supervisor Non-Practicing qualification. Any comments and inputs received from the reviewer shall be clearly documented.

(c) The Requiring Authority shall provide the TMP to the relevant Road Controlling Authority for approval.

(d) The purpose of the TMP is to identify specific construction methods to address the particular circumstances, local traffic and community travel demands within the area covered by the TMP. The TMP shall describe the measures that will be taken to manage the traffic effects associated with Construction Works within the area covered by the TMP.

(e) In particular the TMP shall describe:

(i) Temporary traffic management measures required to manage impacts on road users during proposed working hours;

(ii) Temporary effects on on-street parking and proposed measures to minimise those effects;

(iii) Delay calculations associated with the proposed closure/s and detour routes; (iv) The capacity of any proposed detour route(s) and their ability to carry the additional traffic volumes and any known safety issues associated with the detour route, including any mitigation measures the Requiring Authority proposes to put in place to address any identified safety issues;

(v) Individual traffic management plans for intersections of the Project with arterial roads;

(vi) Measures to maintain, subject to health and safety requirements, existing vehicular access to adjacent properties and businesses to accommodate the types of vehicles normally accessing the site during normal working hours for that site unless alternative access arrangements are agreed;

(vii) Measures to maintain 24 hour per day access for road legal vehicles from Onehunga Harbour Road to Onehunga Wharf for existing businesses and for emergency vehicles. If any particular access point cannot be maintained or reconfigured, appropriate alternative arrangements for continued access to the wharf are to be made where practicable. Short term closures of access to the wharf may occur only after prior consultation with existing business operators regarding the timing and duration of the proposed closure. Unless otherwise agreed with existing business owners, no closure of access to the wharf shall exceed a duration of 4 hours within any 24 hour period;

(viii) Measures to minimise the temporary effects of Construction Works on on-site parking on directly affected properties and opportunities to provide alternative temporary parking where practicable to do so;

(ix) Measures to maintain, where practicable, safe and clearly identified pedestrian and cyclist access on roads and footpaths adjacent to the Construction Works. Where detours are necessary to provide such access the Requiring Authority shall provide, as far as practicable, the shortest and most convenient detours;

(x) Consideration of over dimension and overweight routes including any feedback received from established organisations representing the freight industry;

(xi) Any proposed temporary changes in speed limit;

(xii) Provision for safe and efficient access of construction vehicles to and from construction site(s);

(xiii) The measures that will be undertaken by the Requiring Authority to communicate traffic management measures to affected road users, cyclists and pedestrian and other stakeholders;

(xiv) The measures that will be undertaken by the Requiring Authority (e.g. instructions to contractors) to restrict Project-related heavy vehicles using residential streets and the section of Onehunga Mall north of Neilson Street; and

(xv) The consultation undertaken with CLGs, business forums and affected properties

owners/occupiers in relation to proposed temporary traffic management and measures that will be undertaken to address issues raised.

(f) Where changes are made to an approved TMP, the Requiring Authority shall consult the parties in Clause (e)(xv), prior to submitting the amended TMP to the Road Controlling Authority for approval. The amended TMP shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

CT.4A

Any contractors carrying out works on, beneath, or in close proximity to, the existing tanker truck turning circle at the western edge of Fonterra's Tip Top Site at 113 Carbine Road, shall adopt and implement construction techniques that do not impact on the use of that turning circle, unless otherwise agreed with the landowner.

Construction traffic - general requirements

CT.5

The CTMP and TMP(s) shall be consistent with the version of the NZ Transport Agency *Code of Practice for Temporary Traffic Management* or the Auckland Transport *Auckland Transport Code of Practice* (which applies at the time the CTMP or the relevant TMP is prepared).

CT.6

The site/activity specific TMP(s) shall be prepared following consultation with the following key stakeholders (as relevant):

- (a) Auckland Transport (where local roads and paths will be affected);
- (b) National Road Carriers Incorporated and NZ Heavy Haulage Association;
- (c) Public transport providers (where public transport services will be affected);
- (d) Emergency services (police, fire and ambulance); and
- (e) Schools and childcare centres with frontage or access to roads within which works in relation to the relevant part of the Project will take place; and
- (f) Directly affected property and business owners and operators, including (for the relevant works) the Onehunga Business Association and the residents of Onehunga Mall Cul-de-Sac.

CT.7

The Requiring Authority shall implement each TMP for the duration of the Construction Works to which the particular TMP applies.

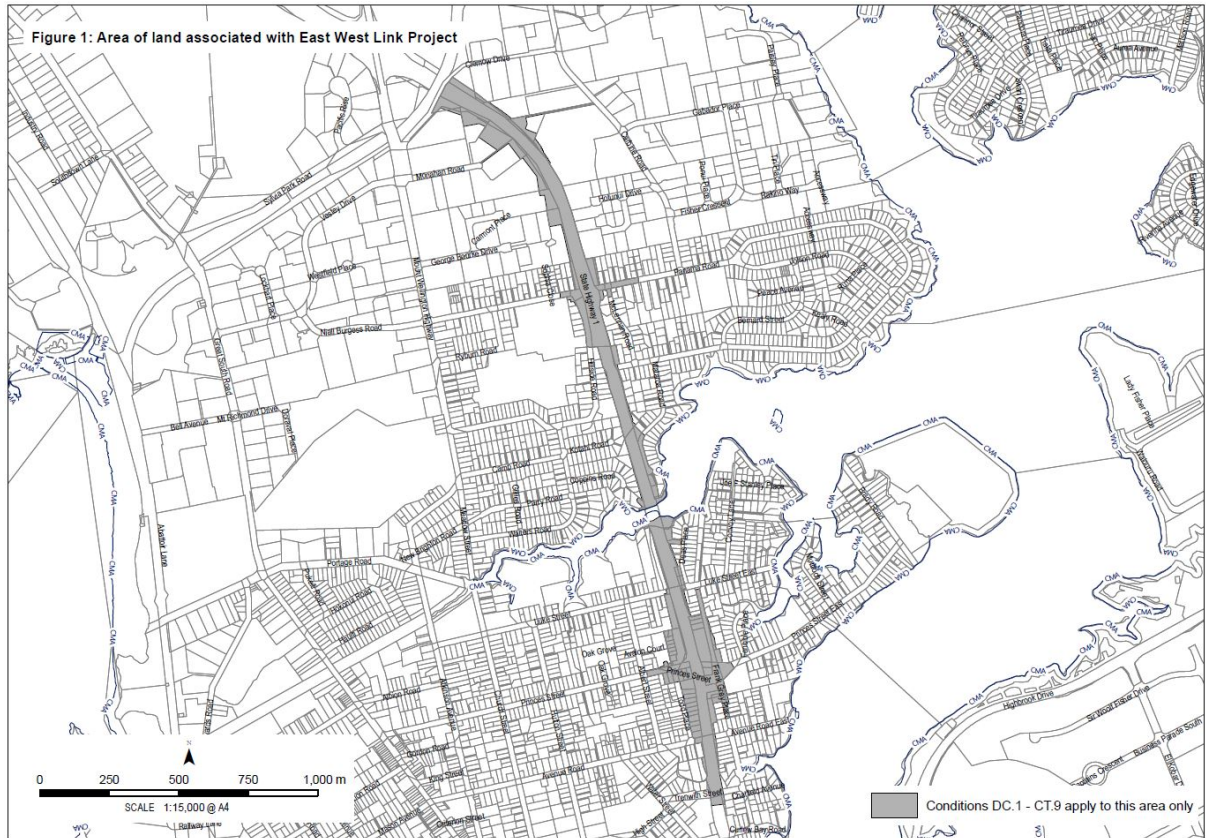
CT.9

Any damage to a local road or arterial road which is verified by a Suitably Qualified Person as being directly attributable to heavy vehicles entering or exiting construction sites shall be repaired within two weeks or within an alternative timeframe to be agreed with Auckland Transport. All repairs shall be undertaken by the Requiring Authority in accordance with the *Auckland Transport Code of Practice*.

Advice Note:

In addition to the RMA processes, there are other additional processes applying to any work or activity that affects the normal operation of a local road, footpath or berm. For such activities, a Corridor Access Request must be submitted to the Road Controlling Authority under the National Code of Practice for Utility Operators' Access to Transport Corridor to ensure that all work is done safely and complies with national regulations.

Attachments



6723 State Highway 16 - Waterview Connection Waterview to Western Springs

Designation Number	6723
Requiring Authority	New Zealand Transport Agency
Location	State Highway 16 from Great North Road, Avondale to St Lukes Road, Western Springs
Rollover Designation	Yes
Legacy Reference	Designation A07-01E, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

To alter designation 6718 (formerly A07-01), SH16, between Great North Road and St Lukes Interchange – NOR3. Addition of properties to existing designation, and construction of two new lanes, stormwater treatment, wetland pond, ancillary works and services, vegetation removal and restoration works, relocation of services, works on existing cycleway, landscaping and planting.

Conditions

1. The SH16 St Lukes Western Ring Route Project shall be carried out in accordance with the plans submitted with the application, being:

Reference Number	Rev	Title	Date
Planting Details			
215023-D-A-919-001	B	Planting Details 1 of 10	31.05.2013
215023-D-A-919-002	E	Planting Details 2 of 10	15.07.2013
215023-D-A-919-004	D	Planting Details 4 of 10	04.07.2013
215023-D-A-919-005	C	Planting Details 5 of 10	24.06.2013
215023-D-A-919-006	C	Planting Details 6 of 10	24.06.2013
215023-D-A-919-007	C	Planting Details 7 of 10	24.06.2013
215023-D-A-919-008	B	Planting Details - 8 of 10	31.05.2013
215023-D-A-919-009	E	Planting Schedule 9 of 10	30.08.2013
215023-D-A-919-010	D	Planting Schedule 10 of 10	30.08.2013
Landscape Master Plans			
215023-D-A-919-011	E	Landscape Master Plan Sheet 1 of 4	15.07.2013
215023-D-A-919-013	D	Landscape Master Plan Sheet 3 of 4	04.07.2013
215023-D-A-919-014	C	Landscape Master Plan Sheet 4 of 4	24.06.2013
Noise Wall Details			
215023-D-A-919-051	B	Noise Wall Details 1 of 3	31.05.2013

215023-D-A-919-052	B	Noise Wall Details 2 of 3	31.05.2013
215023-D-A-919-053	B	Noise Wall Details 3 of 3	31.05.2013
St Lukes Interchange			
215023-D-A-919-054	B	St Lukes Bridge Barrier Decorative Detail 1 of 1	31.05.2013
215023-D-A-919-055	B	St Lukes Motat Handrail 1 of 1	31.05.2013
215023-D-A-919-056	B	L Shapes Barrier Template 1 of 2	31.05.2013
215023-D-A-919-057	B	L Shapes Barrier Template Setout 1 of 2	31.05.2013
215023-D-A-919-071	B	Northern Abutment and Wall Detail	31.05.2013
215023-D-A-919-072	B	Bridge Barrier Concept Detail 1	31.05.2013
215023-D-A-919-073	B	Bridge Barrier Concept Detail 2	31.05.2013
215023-D-A-919-074	B	L-Shapes Barrier Concept Detail	31.05.2013
215023-D-A-919-075	B	Noise Wall Concept Details	31.05.2013
215023-D-A-919-076	B	Golf Course Pedestrian Bridge Concept Detail	31.05.2013
215023-D-A-919-077	B	Motat Handrails Detail ConceptSheet Layout	31.05.2013
215023-D-A-919-100	B	Sheet Layout	24.06.2013
215023-D-A-919-303	A	Single Left Turn Lane Option - Great North Road - Planting Details- Sheet 3 of 10	10.10.2013
215023-D-A-919-312	A	Single Left Turn Lane Option - Great North Road - Master Plan - Sheet 2 of 4	01.10.2013
St Lukes Bridge			
215023-D-B-600-CS0	B	St Lukes Bridge Cover Sheet	31.05.2013
215023-D-B-600-001	B	St Lukes Bridge General Notes Sheet 1	31.05.2013
215023-D-B-600-002	B	St Lukes Bridge General Notes Sheet 2	31.05.2013
215023-D-B-600-004	B	St Lukes Bridge General Arrangement Sheet 2	31.05.2013
215023-D-B-600-005	A	St Lukes Bridge Construction Sequence Sheet 1 of 4	31.05.2013
215023-D-B-600-006	A	St Lukes Bridge Construction Sequence Sheet 2 of 4	31.05.2013
215023-D-B-600-007	A	St Lukes Bridge Construction Sequence Sheet 3 of 4	31.05.2013

215023-D-B-600-008	A	St Lukes Bridge Construction Sequence Sheet 4 of 4	31.05.2013
215023-D-B-600-009	B	St Lukes Bridge Pile/Column Concrete and Reinforcement – Sheet 1	31.05.2013
215023-D-B-600-010	B	St Lukes Bridge Pile/Column Concrete and Reinforcement – Sheet 2	31.05.2013
215023-D-B-600-015	B	St Lukes Bridge New Abutment A Concrete	31.05.2013
215023-D-B-600-016	B	St Lukes Bridge New Abutment A Reinforcement Sheet 1	31.05.2013
215023-D-B-600-017	B	St Lukes Bridge New Abutment A Reinforcement Sheet 2	31.05.2013
215023-D-B-600-020	B	St Lukes Bridge Abutment C Concrete	31.05.2013
215023-D-B-600-021	B	St Lukes Bridge Abutment C Reinforcement Sheet 1	31.05.2013
215023-D-B-600-022	B	St Lukes Bridge Abutment C Reinforcement Sheet 2	31.05.2013
215023-D-B-600-025	B	St Lukes Bridge Pier B Alterations to Existing and New Pier Concrete	31.05.2013
215023-D-B-600-026	B	St Lukes Bridge Pier B Alterations to Existing and New Pier Reinf. Sheet 1	31.05.2013
215023-D-B-600-027	B	St Lukes Bridge Pier B Alterations to Existing and New Pier Reinf. Sheet 2	31.05.2013
215023-D-B-600-028	B	St Lukes Bridge Bearing Layout and Details	31.05.2013
215023-D-B-600-030	B	St Lukes Bridge Girder Layout Plan	31.05.2013
215023-D-B-600-031	B	St Lukes Bridge Girder Types N1-1 to N1-13 Inclusive Concrete	31.05.2013
215023-D-B-600-032	B	St Lukes Bridge Girder Types N2 and N3 Concrete	31.05.2013
215023-D-B-600-033	B	St Lukes Bridge Girder Types S1-1 to S1-13 Incl. Concrete	31.05.2013
215023-D-B-600-034	B	St Lukes Bridge Girder Types S2 and S3 Concrete	31.05.2013
215023-D-B-600-035	B	St Lukes Bridge Girder Prestressing Details	31.05.2013
215023-D-B-600-036	B	St Lukes Bridge Girder Type N1-1 to N1-13 Incl. Reinforcement Details Sheet 1	31.05.2013

215023-D-B-600-037	B	St Lukes Bridge Girder Types N2 and N3 Incl. Reinforcement Details Sheet 1	31.05.2013
215023-D-B-600-038	B	St Lukes Bridge Girder Types S1-1 to S1-13 Incl. Reinforcement Details Sheet 1	31.05.2013
215023-D-B-600-039	B	St Lukes Bridge Girder Types S2 and S3. Reinforcement Details Sheet 1	31.05.2013
215023-D-B-600-040	B	St Lukes Bridge Girder Types N1-1 to N1-13 Incl. N2 and N3. Reinforcement Sheet 2	31.05.2013
215023-D-B-600-041	B	St Lukes Bridge Girder Types S1-1 to S1-13 Incl. S2 and S3. Reinforcement Sheet 2	31.05.2013
215023-D-B-600-042	B	St Lukes Bridge Reinforcement Shape Codes Ferrule Set Out Super T Girder N3	31.05.2013
215023-D-B-600-043	A	St Lukes Bridge Girder Types S1-13 and N1-13 Miscellaneous Details	31.05.2013
215023-D-B-600-045	B	St Lukes Bridge Deck Layout and Reinforcement	31.05.2013
215023-D-B-600-046	B	St Lukes Bridge Abutment Diaphragm Concrete and Reinforcement	31.05.2013
215023-D-B-600-047	B	St Lukes Bridge Pier Diaphragm Concrete and Reinforcement	31.05.2013
215023-D-B-600-049	A	St Lukes Bridge Expansion Joint Details	31.05.2013
215023-D-B-600-050	B	St Lukes Bridge Approach Slab Concrete and Reinforcement	31.05.2013
215023-D-B-600-060	B	St Lukes Bridge Precast Barriers Sheet 1	31.05.2013
215023-D-B-600-061	B	St Lukes Bridge Precast Barriers Sheet 2	31.05.2013
215023-D-B-600-062	B	St Lukes Bridge Temporary Barrier Details	31.05.2013
215023-D-B-600-063	B	St Lukes Bridge Expansion Joint Cover Plates	31.05.2013
215023-D-B-600-064	B	St Lukes Bridge Wingwall Details	31.05.2013
215023-D-B-600-070	A	St Lukes Bridge Parapet Handrail Steelwork Details	31.05.2013
215023-D-B-600-081	B	St Lukes Bridge Services and Lighting Sheet 2	31.05.2013

215023-D-B-600-082	B	St Lukes Bridge Services and Lighting Sheet 3	31.05.2013
215023-D-B-600-083	B	St Lukes Bridge Services and Lighting Sheet 4	31.05.2013
215023-D-B-600-084	E	St Lukes Bridge Services Details Sheet 5	05.11.2013
Chamberlain Park Golf Course Meola Creek Bridge			
215023-D-B-600-100	B	Chamberlain Park Golf Course Meola Creek Bridge & Cycleway Cover Sheet	31.05.2013
215023-D-B-600-101	B	Chamberlain Park Golf Course Meola Creek Bridge General Notes – Sheet 1	31.05.2013
215023-D-B-600-102	B	Chamberlain Park Golf Course Meola Creek Bridge General Notes – Sheet 2	31.05.2013
215023-D-B-600-103	B	Chamberlain Park Golf Course Meola Creek Bridge General Arrangement	31.05.2013
215023-D-B-600-104	B	Chamberlain Park Golf Course Meola Creek Bridge – Eastern Abutment Concrete & Reinforcement	31.05.2013
215023-D-B-600-105	B	Chamberlain Park Golf Course Meola Creek Bridge – Western Abutment Concrete & Reinforcement	31.05.2013
215023-D-B-600-106	B	Chamberlain Park Golf Course Meola Creek Bridge Beam Concrete & Reinforcement	31.05.2013
215023-D-B-600-107	B	Chamberlain Park Golf Course Meola Creek Bridge Balustrade Details – Sheet 1	31.05.2013
215023-D-B-600-108	B	Chamberlain Park Golf Course Meola Creek Bridge Balustrade Details – Sheet 2	31.05.2013
215023-D-B-600-109	B	Chamberlain Park Golf Course Meola Creek Bridge Retaining Walls	31.05.2013
215023-D-B-600-110	B	Chamberlain Park Golf Course Meola Creek Cycleway Structural Slab Sheet 1	31.05.2013
215023-D-B-600-111	B	Chamberlain Park Golf Course Meola Creek Cycleway Structural Slab Sheet 2	31.05.2013
215023-D-B-600-303	A	Single Left Turn Lane Option - St Lukes Bridge - General Arrangement- Sheet 1	14.10.2013

215023-D-B-600-380	A	Single Left Turn Lane Option - St Lukes Bridge - Services & Lighting - Sheet 1	05.11.2013
St Lukes Bridge General Arrangement			
215023-D-C-100-001	D	General Arrangement Sheet 1 of 8	31.05.2013
215023-D-C-100-002	D	General Arrangement Sheet 2 of 8	31.05.2013
215023-D-C-100-004	D	General Arrangement Sheet 4 of 8	31.05.2013
215023-D-C-100-005	D	General Arrangement Sheet 5 of 8	31.05.2013
215023-D-C-100-006	D	General Arrangement Sheet 6 of 8	31.05.2013
215023-D-C-100-007	D	General Arrangement Sheet 7 of 8	31.05.2013
215023-D-C-100-008	B	General Arrangement Sheet 8 of 8	31.05.2013
215023-D-C-100-100	D	General Arrangement Layout Plan	31.05.2013
215023-D-C-100-303	A	Single Left Turn Lane Option - Great North Road - General Arrangement - Sheet 3 of 8	01.11.2013
Existing Designation Plan			
215023-D-C-100-201	A	Existing Designation Plan	29.05.2013
Barriers			
215023-D-C-105-303	A	Single Left Turn Lane Option - Great North Road - Barrier Plan - Sheet 3 of 8	01.11.2013
Erosion & Sediment Control			
215023-D-C-740-003	C	Erosion & Sediment Control - Sheet 3 of 8	07.10.2013
215023-D-C-740-006	D	Erosion & Sediment Control - Sheet 6 of 8	07.10.2013
Noise Walls and Fences			
215023-D-C-918-001	B	Noise Walls and Fences Sheet 1 of 8	31.05.2013
215023-D-C-918-002	B	Noise Walls and Fences Sheet 2 of 8	31.05.2013
215023-D-C-918-004	B	Noise Walls and Fences Sheet 4 of 8	31.05.2013
215023-D-C-918-005	B	Noise Walls and Fences Sheet 5 of 8	31.05.2013

215023-D-C-918-006	B	Noise Walls and Fences Sheet 6 of 8	31.05.2013
215023-D-C-918-007	B	Noise Walls and Fences Sheet 7 of 8	31.05.2013
215023-D-C-918-008	B	Noise Walls and Fences Sheet 8 of 8	31.05.2013
215023-D-C-918-051	B	Noise Walls and Fences Notes and Standard Details Sheet 1	31.05.2013
215023-D-C-918-052	B	Noise Walls and Fences Notes and Standard Details Sheet 2	31.05.2013
215023-D-C-918-053	B	Noise Walls and Fences Notes and Standard Details Sheet 3	31.05.2013
215023-D-C-918-054	B	Noise Walls and Fences Notes and Standard Details Sheet 4	31.05.2013
215023-D-C-918-933	A	Single Left Turn Lane Option - Great North Road - Noise Walls & Fences - Sheet 3 of 8	10.12.2013
Land Requirement			
215023-D-C-951-001	B	Land Requirement	02.10.2013
215023-D-C-951-004	B	Land Requirement and Existing Designations - Sheet 1 of 1	02.10.2013
Existing Stormwater			
215023-D-D-300-001	C	Existing Stormwater Drainage - Sheet 1 of 8	15.07.2013
215023-D-D-300-002	D	Existing Stormwater Drainage - Sheet 2 of 8	09.10.2013
215023-D-D-300-003	E	Existing Stormwater Drainage - Sheet 3 of 8	09.10.2013
215023-D-D-300-004	C	Existing Stormwater Drainage - Sheet 4 of 8	15.07.2013
215023-D-D-300-005	C	Existing Stormwater Drainage - Sheet 5 of 8	15.07.2013
215023-D-D-300-006	D	Existing Stormwater Drainage - Sheet 6 of 8	09.10.2013
215023-D-D-300-007	C	Existing Stormwater Drainage - Sheet 7 of 8	15.07.2013
215023-D-D-300-008	C	Existing Stormwater Drainage - Sheet 8 of 8	15.07.2013
Proposed Stormwater Catchment Plan			
215023-D-D-310-001	B	Proposed Stormwater Catchment Plan Sheet 1 of 8	31.05.2013
215023-D-D-310-002	C	Proposed Stormwater Catchment Plan Sheet 2 of 8	14.10.2013

215023-D-D-310-004	B	Proposed Stormwater Catchment Plan Sheet 4 of 8	31.05.2013
215023-D-D-310-005	B	Proposed Stormwater Catchment Plan Sheet 5 of 8	31.05.2013
215023-D-D-310-006	B	Proposed Stormwater Catchment Plan Sheet 6 of 8	31.05.2013
215023-D-D-310-007	B	Proposed Stormwater Catchment Plan Sheet 7 of 8	31.05.2013
215023-D-D-310-008	B	Proposed Stormwater Catchment Plan Sheet 8 of 8	31.05.2013
215023-D-D-310-101	D	Stormwater Catchment Plan Proposed Treatment/ Extended Detention Areas Sheet 1 of 4	14.10.2013
215023-D-D-310-103	B	Stormwater Catchment Plan Proposed Treatment/ Extended Detention Areas Sheet 3 of 4	12.09.2013
215023-D-D-310-104	B	Stormwater Catchment Plan Proposed Treatment/ Extended Detention Areas Sheet 4 of 4	12.09.2013
215023-D-D-310-302	A	Single Left Turn Lane Option - Great North Road - Prop Treatment/Extended Detention Areas SW Catchment Plan - Sheet 2 of 4	14.10.2013
215023-D-D-310-303	A	Single Left Turn Lane Option - Great North Road - SW Catchment Plan - Sheet 3 of 8	14.10.2013
Proposed Stormwater Catchment Plan			
215023-D-D-320-001	C	Proposed Stormwater Drainage - Sheet 1 of 8	15.07.2013
215023-D-D-320-002	D	Proposed Stormwater Drainage - Sheet 2 of 8	9.10.2013
215023-D-D-320-004	C	Proposed Stormwater Drainage - Sheet 4 of 8	15.07.2013
215023-D-D-320-005	C	Proposed Stormwater Drainage - Sheet 5 of 8	15.07.2013
215023-D-D-320-006	D	Proposed Stormwater Drainage - Sheet 6 of 8	9.10.2013
215023-D-D-320-007	C	Proposed Stormwater Drainage - Sheet 7 of 8	15.07.2013
215023-D-D-320-008	C	Proposed Stormwater Drainage - Sheet 8 of 8	15.07.2013
215023-D-D-320-010	F	Water Quality Pond - Plan	09.10.2013
215023-D-D-320-011	C	Water Quality Pond - Cross Sections	15.07.2013

215023-D-D-320-303	A	Single Left Turn Lane Option - Great North Road – Proposed Stormwater Drainage - Sheet 3 of 8	14.10.2013
General Drainage Standard Details			
215023-D-D-330-051	C	General Drainage Standard Details - Edge Treatment Details - Sheet 1 of 13	15.07.2013
215023-D-D-330-051A	A	General Drainage Standard Details - Edge Treatment Details - Swale 3 and 4 Details	09.10.2013
215023-D-D-330-052	C	General Drainage Standard Details - Catchpit Details - Sheet 2 of 13	15.07.2013
215023-D-D-330-053	C	General Drainage Standard Details - Pipe Bedding - Sheet 3 of 13	15.07.2013
215023-D-D-330-054	C	General Drainage Standard Details - Typical Manhole Details - Sheet 4 of 13	15.07.2013
215023-D-D-330-055	C	General Drainage Standard Details - Catchpit Details - Sheet 5 of 13	15.07.2013
215023-D-D-330-056	C	General Drainage Standard Details - Catchpit Details - Sheet 6 of 13	15.07.2013
215023-D-D-330-057	C	General Drainage Standard Details - Catchpit Details Adjacent - Sheet 7 of 13	15.07.2013
215023-D-D-330-058	C	General Drainage Standard Details - Drop Manhole Details Types 1 & 2 - Sheet 8 of 13	15.07.2013
215023-D-D-330-059	C	General Drainage Standard Details - Cut Pipe Rockwall (HW4) - Sheet 9 of 13	15.07.2013
215023-D-D-330-060	D	General Drainage Standard Details - Soakhole Details - Sheet 10 of 13	9.10.2013
215023-D-D-330-061	D	General Drainage Standard Details - Stormfilter Detail - Stormfilter 1 - Sheet 11 of 13	9.10.2013
215023-D-D-330-062	B	General Drainage Standard Details - Stormfilter Detail - Stormfilter 3/4 - Sheet 12 of 13	9.10.2013
215023-D-D-330-063	A	General Drainage Standard Details - Stormfilter Detail - Stormfilter 3/4 - Sheet 13 of 13	9.10.2013
215023-D-D-330-070	C	Water Quality Pond - Details	15.07.2013

215023-D-D-330-100	D	SH16 St Lukes Stormwater - Pipe Schedules - Sheet 1 of 2	9.10.2013
215023-D-D-330-101	D	SH16 St Lukes Stormwater - Pipe Schedules - Sheet 2 of 2	9.10.2013
215023-D-D-330-102	D	SH16 St Lukes Stormwater - Catchpit/Manhole Schedule - Sheet 1 of 2	9.10.2013
215023-D-D-330-103	D	SH16 St Lukes Stormwater - Catchpit/Manhole Schedule - Sheet 2 of 2	9.10.2013
215023-D-D-330-104	C	SH16 St Lukes Stormwater - Catchpit/Manhole Schedule	15.07.2013
Proposed Stormwater Longsections			
215023-D-D-340-001	C	Proposed Stormwater Long Sections - Sheet 1 of 16	15.07.2013
215023-D-D-340-002	D	Proposed Stormwater Long Sections - Sheet 2 of 16	9.10.2013
215023-D-D-340-003	C	Proposed Stormwater Long Sections - Sheet 3 of 16	15.07.2013
215023-D-D-340-004	D	Proposed Stormwater Long Sections - Sheet 4 of 16	9.10.2013
215023-D-D-340-005	D	Proposed Stormwater Long Sections - Sheet 5 of 16	9.10.2013
215023-D-D-340-006	C	Proposed Stormwater Long Sections - Sheet 6 of 16	15.07.2013
215023-D-D-340-007	C	Proposed Stormwater Long Sections - Sheet 7 of 16	15.07.2013
215023-D-D-340-008	C	Proposed Stormwater Long Sections - Sheet 8 of 16	15.07.2013
215023-D-D-340-009	C	Proposed Stormwater Long Sections - Sheet 9 of 16	15.07.2013
215023-D-D-340-010	D	Proposed Stormwater Long Sections - Sheet 10 of 16	9.10.2013
215023-D-D-340-011	D	Proposed Stormwater Long Sections - Sheet 11 of 16	9.10.2013
215023-D-D-340-012	D	Proposed Stormwater Long Sections - Sheet 12 of 16	9.10.2013
215023-D-D-340-014	D	Proposed Stormwater Long Sections - Sheet 14 of 16	9.10.2013
215023-D-D-340-016	D	Proposed Stormwater Long Sections - Sheet 16 of 16	9.10.2013
215023-D-D-340-050	C	Water Quality Pond - Long Section	15.07.2013

215023-D-D-340-313	A	Single Left Turn Lane Option - Great North Road - Proposed Int Stormwater LS - Sheet 13 of 16	05.11.2013
215023-D-D-340-315	A	Single Left Turn Lane Option - Great North Road - Proposed Int Stormwater LS - Sheet 15 of 16	05.11.2013
215023-D-D-340-316	A	Single Left Turn Lane Option - Great North Road - Proposed Int Stormwater LS - Sheet 16 of 16	05.11.2013
Road Lighting			
215023-D-E-161-001	C	Road Lighting Sheet 1 of 8	31.05.2013
215023-D-E-161-002	C	Road Lighting Sheet 2	31.05.2013
215023-D-E-161-004	C	Road Lighting Sheet 4	31.05.2013
215023-D-E-161-005	C	Road Lighting Sheet 5	31.05.2013
215023-D-E-161-006	C	Road Lighting Sheet 6	31.05.2013
215023-D-E-161-007	C	Road Lighting Sheet 7	31.05.2013
215023-D-E-161-008	B	Road Lighting Sheet 8	31.05.2013
Schematic Montrose Box			
215023-D-E-161-052	B	Schematic Montrose Box MB1	31.05.2013
215023-D-E-161-053	B	Schematic Montrose Box MB2	31.05.2013
215023-D-E-161-054	B	Schematic Montrose Box MB3	31.05.2013
215023-D-E-161-055	B	Schematic Montrose Box MB4	31.05.2013
215023-D-E-161-056	B	Schematic Montrose Box MB5	31.05.2013
215023-D-E-161-057	B	Schematic Montrose Box MB6	31.05.2013
Proposed Gearplate Cable Termination			
215023-D-E-161-058	B	Typical Details Gearplate Cable Termination Within Single Arm Lighting Pole	31.05.2013
215023-D-E-161-059	B	Typical Details Gearplate Cable Termination Within Double Arm Lighting Pole	31.05.2013
215023-D-E-161-060	B	Typical Details Gearplate Cable Termination Single Phase Power Supply	31.05.2013
215023-D-E-161-061	B	Underground Reticulation Typical Vector's Cable and Duct Configurations	31.05.2013
Lighting			
215023-D-E-161-070	B	Lighting Standard Details	31.05.2013

215023-D-E-161-071	B	Lighting Standard Details Sheet 2	31.05.2013
215023-D-E-161-072	B	Lighting Standard Details Sheet 3	31.05.2013
215023-D-E-161-100	A	Legend Sheet	31.05.2013
215023-D-E-161-101	B	Road Lighting Sheet 1	31.05.2013
215023-D-E-161-303	A	Single Left Turn Lane Option - Great North Road - Road Lighting Sheet 3	05.11.2013
215023-D-E-161-312	A	Single Left Turn Lane Option - Great North Road - Road Lighting Sheet 2	05.11.2013
Retaining Walls Elevation and Plans			
215023-D-J-240-001	B	Retaining Walls General Arrangement Sheet 1 of 3	31.05.2013
215023-D-J-240-003	B	Retaining Walls General Arrangement Sheet 3 of 3	31.05.2013
215023-D-J-240-100	B	Retaining Walls Sheet Layout	31.05.2013
215023-D-J-240-101	B	General Integral TL5 Barrier Wall Notes and Details	31.05.2013
215023-D-J-240-102	B	General Integral TL5 Barrier Wall Typical Details	31.05.2013
215023-D-J-240-201	B	RW-102 Meola Creek MSE Stone Strong Wall General Notes	31.05.2013
215023-D-J-240-202	B	RW-102 Meola Creek MSE Stone Strong Wall Elevation and Plan	31.05.2013
215023-D-J-240-203	B	RW-102 Meola Creek MSE Stone Strong Wall Details – Sheet 1 of 2	31.05.2013
215023-D-J-240-204	B	RW-102 Meola Creek MSE Stone Strong Wall Details – Sheet 2 of 2	31.05.2013
215023-D-J-240-301	B	RW-104 Chamberlain park Stone Strong Wall Elevation and Plan – Sheet 1 of 2	31.05.2013
215023-D-J-240-302	B	RW-104 Chamberlain park Stone Strong Wall Elevation and Plan – Sheet 2 of 2	31.05.2013
215023-D-J-240-303	B	RW-104 Chamberlain park Stone Strong Wall General Notes and Details	31.05.2013
215023-D-J-240-311	B	RW-120 Great North Road Stone Strong Wall Elevation and Plan	31.05.2013

215023-D-J-240-312	B	RW-120 Great North Road Stone Strong Wall General Notes and Details	31.05.2013
215023-D-J-240-321	B	RW-124 Cycle Path Stone Strong Wall Elevation and Plan	31.05.2013
215023-D-J-240-322	B	RW-124 Cycle Path Stone Strong Wall General Notes and Details	31.05.2013
215023-D-J-240-401	B	RW-105 Western Springs Community Centre L-Shape Barrier Elevation and Plan – Sheet 1 of 5	31.05.2013
215023-D-J-240-402	B	RW-105 Western Springs Community Centre L-Shape Barrier Elevation and Plan – Sheet 2 of 5	31.05.2013
215023-D-J-240-403	B	RW-105 Western Springs Community Centre L-Shape Barrier Elevation and Plan – Sheet 3 of 5	31.05.2013
215023-D-J-240-404	B	RW-105 Western Springs Community Centre L-Shape Barrier Elevation and Plan – Sheet 4 of 5	31.05.2013
215023-D-J-240-405	B	RW-105 Western Springs Community Centre L-Shape Barrier Elevation and Plan – Sheet 5 of 5	31.05.2013
215023-D-J-240-406	B	RW-105 Western Springs Community Centre L-Shape Barrier General Notes and Details	31.05.2013
215023-D-J-240-411	B	RW-122 Great North Road Carpark L-Shape Wall General Notes and Details	31.05.2013
215023-D-J-240-412	B	RW-122 Great North Road Carpark L-Shape Wall Elevation and Plan – Sheet 1 of 2	31.05.2013
215023-D-J-240-413	B	RW-122 Great North Road Carpark L-Shape Wall Elevation and Plan – Sheet 2 of 2	31.05.2013
215023-D-J-240-501	A	St Lukes Road Interchange General Basalt Cut Slope General Notes	31.05.2013
215023-D-J-240-502	A	St Lukes Road Interchange General Basalt Cut Slope Detail – Sheet 1 of 2	31.05.2013
215023-D-J-240-503	A	St Lukes Road Interchange General Basalt Cut Slope Detail – Sheet 2 of 2	31.05.2013

215023-D-J-240-504	A	RW-111 St Lukes Road Interchange Southern Abutment Basalt Cut Slope Elevation and Plan – Sheet 1 of 2	31.05.2013
215023-D-J-240-505	A	RW-111 St Lukes Road Interchange Southern Abutment Basalt Cut Slope Elevation and Plan – Sheet 2 of 2	31.05.2013
215023-D-J-240-510	B	RW-112 St Lukes Road Interchange Northern Abutment Basalt Cut Slope Elevation and Plan – Sheet 1 of 4	31.05.2013
215023-D-J-240-511	B	RW-112 St Lukes Road Interchange Northern Abutment Basalt Cut Slope Elevation and Plan – Sheet 2 of 4	31.05.2013
215023-D-J-240-512	B	RW-112 St Lukes Road Interchange Northern Abutment Basalt Cut Slope Elevation and Plan – Sheet 3 of 4	31.05.2013
215023-D-J-240-513	B	RW-112 St Lukes Road Interchange Northern Abutment Basalt Cut Slope Elevation and Plan – Sheet 4 of 4	31.05.2013
215023-D-J-240-520	B	RW-123 Westbound On-ramp Basalt Cut Slope Elevation and Plan	31.05.2013
215023-D-J-240-605	B	St Lukes Bridge Southern Abutment Pile Ground Improvement Details	31.05.2013
215023-D-J-240-606	A	St Lukes Bridge Southern Abutment Pile Ground Improvement Elevation	31.05.2013
215023-D-J-240-701	A	RW-115 St Lukes Road Interchange Stone Strong Pile Wall General Notes	31.05.2013
215023-D-J-240-702	A	RW-115 St Lukes Road Interchange Stone Strong Pile Wall Elevation and Plan – Sheet 1 of 2	31.05.2013
215023-D-J-240-703	A	RW-115 St Lukes Road Interchange Stone Strong Pile Wall Elevation and Plan – Sheet 2 of 2	31.05.2013
215023-D-J-240-704	A	RW-115 St Lukes Road Interchange Stone Strong Pile Wall Details – Sheet 1	31.05.2013
215023-D-J-240-705	A	RW-115 St Lukes Road Interchange Stone Strong Pile Wall Details – Sheet 2	31.05.2013

215023-D-J-240-706	E	Southern Abutment and Wall Detail (Previously 215023-D-A-919-070)	26.08.2013
215023-D-J-240-801	B	RW-119 Eastbound On-ramp Gabion Wall Elevation and Plan	31.05.2013
215023-D-J-240-802	B	RW-119 Eastbound On-ramp Gabion Wall General Notes and Details	31.05.2013
215023-D-J-240-811	B	RW-121 St Lukes Road Gabion Wall Elevation and Plan	31.05.2013
215023-D-J-240-812	B	RW-121 St Lukes Road Gabion Wall General Notes and Details	31.05.2013
215023-D-J-240-932	A	RW- Single Left Turn Lane Option Great North Road	10.12.2013
Proposed Vector Relocations			
215023-D-U-146-001	A	Proposed Vector Plans Electricity and Gas Sheet 1 of 8	18.03.2013
215023-D-U-146-002	A	Proposed Vector Plans Electricity and Gas Sheet 2 of 8	18.03.2013
215023-D-U-146-004	A	Proposed Vector Plans Electricity and Gas Sheet 3 of 8	18.03.2013
215023-D-U-146-005	A	Proposed Vector Plans Electricity and Gas Sheet 4 of 8	18.03.2013
215023-D-U-146-006	A	Proposed Vector Plans Electricity and Gas Sheet 5 of 8	18.03.2013
215023-D-U-146-007	A	Proposed Vector Plans Electricity and Gas Sheet 7 of 8	18.03.2013
215023-D-U-146-008	A	Proposed Vector Plans Electricity and Gas Sheet 8 of 8	18.03.2013
215023-D-U-146-303	A	Single Left Turn Lane Option - Great North Road - Proposed Vector Plans Electricity and Gas Sheet 3 of 8	01.11.2013
Proposed Chorus Relocations			
215023-D-U-148-001	A	Proposed Chorus Plans Sheet 1 of 8	18.03.2013
215023-D-U-148-002	A	Proposed Chorus Plans Sheet 2 of 8	18.03.2013
215023-D-U-148-004	A	Proposed Chorus Plans Sheet 4 of 8	18.03.2013
215023-D-U-148-005	A	Proposed Chorus Plans Sheet 5 of 8	18.03.2013
215023-D-U-148-006	A	Proposed Chorus Plans Sheet 6 of 8	18.03.2013
215023-D-U-148-007	A	Proposed Chorus Plans Sheet 7 of 8	18.03.2013

215023-D-U-148-008	B	Proposed Chorus Plans Sheet 8 of 8	18.03.2013
215023-D-U-148-303	A	Single Left Turn Lane Option - Great North Road - Proposed Chorus Plans Sheet 3 of 8	01.11.2013
Proposed Telstra Clear Relocations			
215023.D-U-149-001	A	Proposed Telstra Clear Plans Sheet 1 of 8	31.05.2013
215023-D-U-149-002	B	Proposed Telstra Clear Plans Sheet 2 of 8	31.05.2013
215023-D-U-149-004	B	Proposed Telstra Clear Plans Sheet 4 of 8	31.05.2013
215023-D-U-149-005	B	Proposed Telstra Clear Plans Sheet 5 of 8	31.05.2013
215023-D-U-149-006	B	Proposed Telstra Clear Plans Sheet 6 of 8	31.05.2013
215023-D-U-149-007	A	Proposed Telstra Clear Plans Sheet 7 of 8	31.05.2013
215023-D-U-149-008	B	Proposed Telstra Clear Plan-Sheet 8 of 8	31.05.2013
215023-D-U-149-303	A	Single Left Turn Lane Option - Great North Road - Proposed Telstra Clear Plan-Sheet 3 of 8	01.11.2013
Existing Designation			
215023-SK-C-100-021	B	General Arrangement Existing Designations Sheet 1 of 1	03.10.2013
Great North Rd – Single Left Turn Lane Option			
215023-SK-C-100-500	A	Single Left Turn Lane Option - Great North Road - General Arrangement	03.10.2013
215023-SK-C-103-503	A	Single Left Turn Lane Option - GNR Cross Sections - MCG0 - Sheet 1 of 4	03.10.2013
215023-SK-C-103-504	A	Single Left Turn Lane Option - GNR Cross Sections - MCG0 - Sheet 2 of 4	03.10.2013
215023-SK-C-103-505	A	Single Left Turn Lane Option - GNR Cross Sections - MCG0 - Sheet 3 of 4	03.10.2013
215023-SK-C-103-506	A	Single Left Turn Lane Option - GNR Cross Sections - MCG0 - Sheet 4 of 4	03.10.2013
Earthworks			
215023-SK-C-400-001	A	Earthworks General Arrangement Sheet 1 of 3	23.09.2013

215023-SK-C-400-002	A	Earthworks General Arrangement Sheet 2 of 3	03.10.2013
215023-SK-C-400-003	A	Earthworks General Arrangement Sheet 3 of 3	03.10.2013
Watercare Works Over Approval			
215023-SK-C-300-010	B	Water Quality Pond - Cut/Fill Depth Bands	15.07.2013
215023-SK-C-300-011	A	Watercare Works Over Approval (Construction Works)	11.10.2013
215023-SK-D-001	A	Orakei Main Sewer - Section Layout Plan	18.09.2013
215023-SK-D-002	A	Orakei Main Sewer - Earthworks Sections - Sheet 1 of 3	18.09.2013
215023-SK-D-003	A	Orakei Main Sewer - Earthworks Sections - Sheet 2 of 3	18.09.2013
215023-SK-D-004	A	Orakei Main Sewer - Earthworks Sections - Sheet 3 of 3	18.09.2013
215023-SKE-LT-001	03	Spill Lighting Assessment - Area: Eastern Designation	15.10.2013
215023-SKE-LT-002	03	Spill Lighting Assessment - Area: Western Designation	15.10.2013
215023-SKE-LT-003	03	Spill Lighting Assessment - Area: St Lukes Interchange Southern Area	15.10.2013
215023-SKE-LT-004	03	Spill Lighting Assessment - Area: St Lukes Interchange Northern Area	15.10.2013

and all information and methodologies, being:

Reference Number	Title	Author	Date
Updated Planning Assessment	Project: SH16 St Lukes Western Ring Route Project Planning Assessment	Aurecon	6 November 2013, received by the Auckland Council on 29 November 2013
Appendix B	State Highway Management Team Report Rev 15	NZTA	Undated, lodged with application on 12 July 2013
Appendix C	Project: SH16 St Lukes Western Ring Route Project St Lukes Interchange Options Assessment	Aurecon	27 May 2013

Appendix D	Waterview Connection – SH16 to St Lukes Landscape and Urban Design Masterplan	LA4 Landscape Architects	31 May 2013
Appendix E	SH16 Waterview Connection St Lukes Road/Great South Road Intersection	LA4 Landscape Architects	May 2013
Appendix E	SH16 Waterview Connection St Lukes/Great North Road Intersection Landscape and Visual Assessment	LA4 Landscape Architects	September 2013
Appendix E	SH16 Waterview Connection St Lukes/Great North Road Intersection Landscape and Visual Assessment – Addendum	LA4 Landscape Architects	October 2013
Appendix F	Project: Waterview St Lukes Interchange Stormwater Design Report	Aurecon	17 May 2013
Appendix G	Project: SH16 St Lukes Detailed Design Report: Stormwater	Aurecon	15 July 2013
Appendix H	An Arboricultural Implication Report on the Proposed Realignment of the Waterview Connection St Lukes Interchange, Western Springs, Auckland	The Specimen Tree Company Ltd	April 2013
Appendix H	Arboricultural Implication Report	The Specimen Tree Company Ltd	October 2013
Appendix H	Addendum Arboricultural Implication Report	The Specimen Tree Company Ltd	October 2013
Appendix J	Project: SH16 St Lukes Interchange Project Indicative Constructability Report	Aurecon	24 April 2013
Appendix K	Auckland SH16 Motorway Widening St Lukes Interchange (St Lukes to Great North Road) Preliminary Design Safety Audit	Traffic Planning Consultants Ltd, MWH and O'Brien Traffic	13 December 2013
Appendix L	SH16 – Sector 6 Road – Traffic Noise Assessment	Aurecon	7 May 2013
Appendix M	Project: SH16 St Lukes Erosion and Sediment Control Plan	Aurecon	22 May 2013
Appendix N	Land Requirement Plan 215023-D-C-951-001B	Aurecon	2 October 2013

Appendix O	Bol conditions – Waterview Connection Project	LA4 Landscape Architects	19 April 2013
Appendix Q	Consultation records	NZTA/AT	various
Appendix R	Iwi letters	NZTA/AT	various
Appendix S	Landowner Approval application letter	Aurecon	4 October 2013 and 30 October 2013
Appendix T	Objectives and policies	Aurecon	N/A
S92 Response	Letter titled “Section 92 Request for Further Information” dated 10 September 2013 Including Appendices as bound.	Aurecon	10 September 2013
S92 Response	Letter titled “Section 92 Request for Further Information” dated 23 September 2013 Including Appendices as bound.	Aurecon	23 September 2013
S92 Response	Letter titled “Section 92 Request for Further Information Dated 23 August and 2, 4 and 7 October 2013” dated 15 October 2013 Including Appendices as bound.	Aurecon	15 October 2013
Urban Design and Landscape Design Framework	Western Ring Route – Waterview Connection Urban Design and Landscape Design Framework	Beca/Jasmax/ Stephen Brown Environments	June 2010

and referenced by the Council as “R/LUC/2013/2533, R/LUC/2013/2535, R/REG/2013/2539, R/REG/2013/2541, R/REG/2013/2542, R/REG/2013/4722, R/REG/2013/2616, R/LUC/2013/2545, R/LUC/2013/5030, R/REG/2013/2550, R/REG/2013/2551, R/REG/2013/2552 AND R/REG/2013/4724”. If there is any conflict between the application documents and the specific conditions which follow, the specific conditions are to prevail. If there is any conflict between the plans in the stated volumes and the plans revised/updated/produced during processing the application, the later plans prevail.

Disputes Resolution

2. In the event of any dispute, disagreement or inaction arising as to any Auckland Council Manager certification/ approvals required by the designation conditions, or as to implementation of, or monitoring required by, the conditions, the disputed matters shall be referred in the first instance to the NZTA Regional State Highway Manager and to the Resource Consents Manager, Auckland Council to determine a resolution process.

If a resolution cannot be agreed, then the matter may be referred to an independent and appropriately qualified expert in resource management and/or roading matters, agreeable to both parties (such agreement not to be unreasonably withheld by either party), setting out in writing the details of the matter to be referred for determination and the reasons the parties have not agreed.

The independent and appropriately qualified expert shall be appointed within 10 working days of the NZTA or the Auckland Council giving notice to the other of its intention to seek an expert determination. The expert shall, as soon as possible, issue a written decision on the matter including the reasons for his or

her decision. In making the decision, the expert shall be entitled to seek further information and to hear from the parties as he or she sees fit in his or her sole discretion. The reasonable fees of the expert, including GST (if any), shall be paid equally by both disputing parties.

Advice note: The dispute resolution process provided for by this condition does not prejudice any party's right to take enforcement action in relation to implementation of the designation conditions. However, the dispute resolution process will be applied before any formal enforcement action is taken by the Council, except for urgent situations.

3. This alteration to designation will lapse if it is not given effect to before the expiry of February 2018, being 5 years from the date on which it is included in the District Plan under section 184(1) of the Resource Management Act 1991 ("the Act").

4. Except as modified by the conditions below, the works shall be undertaken in general accordance with the information provided by the New Zealand Transport Agency ("NZTA", being the Requiring Authority), the Notice(s) of Requirement ("NoR") and the supporting documents, and supplementary information provided. In summary, this information is:

a. Waterview Connection Project. Assessment of Environmental Effects report (dated August 2010). Parts A-E;

b. Waterview Connection Project. Assessment of Environmental Effects report (dated August 2010). Part F: Plans and Drawings, except as updated through processing the NoR and applications (Refer Schedule A for current plan and drawing references); and

c. Waterview Connection Project. Assessment of Environmental Effects report (dated August 2010). Part G: Technical Reports:

i. Technical Report G.1 Assessment of Air Quality Effects

ii. Technical Report G.2 Assessment of Archaeological Effects

iii. Technical Report G.3 Assessment of Avian Ecological Effects

iv. Technical Report G.4 Assessment of Coastal Processes

v. Technical Report G.5 Assessment of Construction Noise Effects

vi. Technical Report G.6 Assessment of Freshwater Ecological Effects

vii. Technical Report G.7 Assessment of Groundwater Effects

viii. Technical Report G.8 Assessment of Herpetofauna Ecological Effects

ix. Technical Report G.9 Assessment of Land and Groundwater Contamination

x. Technical Report G.10 Assessment of Lighting Effects

xi. Technical Report G.11 Assessment of Marine Ecological Effects

xii. Technical Report G.12 Assessment of Operational Noise Effects

xiii. Technical Report G.13 Assessment of Ground Settlement Effects

xiv. Technical Report G.14 Assessment of Social Effects

xv. Technical Report G.15 Assessment of Stormwater and Streamworks Effects

xvi. Technical Report G.16 Assessment of Temporary Traffic Effects

xvii. Technical Report G.17 Assessment of Terrestrial Vegetation Effects

xviii. Technical Report G.18 Assessment of Transport Effects

xix. Technical Report G.19 Assessment of Vibration Effects

xx. Technical Report G.20 Assessment of Visual and Landscape Effects

xxi. Technical Report G.21 Construction Environmental Management Plan (CEMP)

xxii. Technical Report G.22 Erosion and Sediment Control Plan (ESCP)

xxiii. Technical Report G.23 Coastal Works

xxiv. Technical Report G.24 Geotechnical Interpretive Report

xxv. Technical Report G.25 Traffic Modelling Report

xxvi. Technical Report G.26 Operational Model Validation Report

xxvii. Technical Report G.27 Stormwater Design Philosophy Statement

xxviii. Technical Report G.28 Geotechnical Factual Report – 500 Series

xxix. Technical Report G.29 Geotechnical Factual Report – 700 Series

xxx. Technical Report G.30 Assessment of Associated Sediment and Contaminant Loads

xxxi. Technical Report G.31: Technical Addendum Report (September 2010)

- d. PT & Active Mode Transport Routes Existing and Proposed (Refer Schedule A, Row 22).
- e. Waterview Connection Project, evidence and supplementary information provided to the Board of Inquiry:
 - i. Evidence in Chief (Numbers 1-37)
 - ii. Rebuttal Evidence (Numbers 1-33)
 - iii. Supplementary Information (Numbers 1-8)
- f. SH16 St Lukes Western Ring Route Project Planning Assessment and supporting documentation.

Construction Environmental Management Plan (“CEMP”)

5. The NZTA shall update and finalise the draft Construction Environmental Management Plan (“CEMP”) submitted with the NZTA Waterview Connection Project, including all the Management Plans which form part of the CEMP and are included as appendices, submitted with this application, to ensure compliance with the consent and designation conditions imposed by the Board of Inquiry. The CEMP shall be provided to the Major Infrastructure Projects Team Manager, Auckland Council, for review at least 20 working days prior to the commencement of works to certify compliance and consistency with the conditions. Construction shall not commence until the certification is obtained.

Advice note: For clarity, the CEMP will be updated and finalised in accordance with the Board of Inquiry conditions for both the resource consents and designations. Any amendments will be limited to reflecting the requirements of the conditions, specifying personnel, and completing the Environmental Risk Register.

6. As some works may commence well in advance of others, for the purposes of staging works, NZTA may provide staged or site-specific CEMPs for those works to the Major Infrastructure Team Manager, Auckland Council. The NZTA shall consult with the Major Infrastructure Team Manager about the need and timing for any other site-specific or staged CEMPs and shall provide any required site-specific or staged CEMPs to the Major Infrastructure Team Manager, Auckland Council for review at least 20 working days prior to commencement of such the specific stage (including enabling) or site works.

Note: This condition has been carried over from the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent (CEMP.1B).

7. The certification process of the CEMP (and its appendices), as required by condition 5, shall confirm that the CEMP gives effect to the relevant conditions, as well as those matters in condition 11 (CEMP.6), and that it includes details of:

- a. Staff and contractors’ responsibilities;
- b. Training requirements for employees, sub-contractors and visitors;
- c. Environmental incident and emergency management;
- d. Communication and interface procedures (in accordance with the Communication Plan required under condition PI.2 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent;
- e. Environmental complaints management (including the procedures required under condition PI.4 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent;
- f. Compliance monitoring;
- g. Reporting (including detail on the frequency of reporting to the Auckland Council);
- h. Environmental auditing; and
- i. Corrective action.

8. The management of key environmental effects associated with the construction phase of the project is detailed in environmental management plans included in the CEMP as appendices. This suite of management plans as shown on Figure CEMP.A comprises:

- a. Construction Noise and Vibration Management Plan (“CNVMP”);
- b. Construction Air Quality Management Plan (“CAQMP”);
- c. Erosion and Sediment Control Plan (“ESCP”);
- d. Temporary Stormwater Management Plan (“TSMP”);

- e. Ecological Management Plan (“ECOMP”);
- f. Groundwater Management Plan (“GWMP”);
- g. Settlement Effects Management Plan (“SEMP”);
- h. Contaminated Soils Management Plan (“CSMP”);
- i. Hazardous Substances Management Plan (“HSMP”);
- j. Archaeological Site Management Plan (“ASMP”);
- k. Construction Traffic Management Plan (“CTMP”);
- l. Concrete Batching and Crushing Plant Management Plan (“CBCPMP”);
- m. Electrical Infrastructure Site Development and Construction Management Plan (“EISDCMP”) (to be prepared in accordance with condition CEMP.15 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent);
- n. Waste Management Plan (to be prepared in accordance with condition CEMP.10 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent; and
- o. Temporary Construction Lighting Management Plan (to be prepared in accordance with condition L.2 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent.

9. The CEMP shall be implemented and maintained throughout the entire construction period.

10. A copy of the CEMP shall be held on each construction site at all times and shall be available for inspection on request by the Auckland Council.

11. The finalised CEMP shall include specific details on demolition, construction and management of all works associated with the project. The certification process for the CEMP shall confirm that the CEMP includes details of the following:

- a. Details of the site or project manager and the community liaison person, including their contact details (phone, facsimile, postal address, email address);
- b. The location of large notice boards that clearly identify NZTA and the project name, together with the name, telephone, email address and address for service of the site or project manager and the community liaison person;
- c. An outline construction programme of the work indicating in particular likely time periods for road closures and anticipated traffic diversion effects;
- d. The hours of work, which should reflect the need to ensure that residents enjoy reasonable freedom from noisy or intrusive construction activity in their neighbourhood at night, on Sundays and during public holidays;
- e. Measures to be adopted to maintain the land affected by the works in a tidy condition in terms of disposal/ storage of rubbish, storage and unloading of building materials and similar construction activities;
- f. Location of worker’s offices and conveniences (e.g. portaloos);
- g. Procedures of controlling sediment run-off, dust and the removal of soil, debris and demolition and construction materials from public roads or places. Dust mitigation measures should include use of water sprays to control dust nuisance on dry or windy days;
- h. Methods to stabilise ingress and egress points to construction sites, to the standard required by the former ARC’s Technical Publication 90 (Nov 2007) (“TP 90”);
- i. Procedures for ensuring that residents within 100 metres of construction areas or other people whose use of an area may be disrupted by construction works are given notice of the commencement of construction activities and are informed about the expected duration of the works, including potentially through the community liaison person;
- j. Procedures to be followed to ensure that those working in the vicinity of identified heritage and ecological features are aware of the heritage or ecological values of these features and the steps which need to be taken to meet the conditions applying to work on the site;
- k. Means of ensuring the safety of the general public;
- l. Procedures for the community liaison person to receive and respond to complaints about construction activities, including dust and odour from the works;
- m. Methods of mitigating the local and network wide effects of construction of individual elements of the

- project, including measures to ensure that parking of staff vehicles on surrounding streets is restricted;
- n. All temporary boundary/ security fences shall be maintained in good order, with any graffiti removed as soon as possible;
- o. Confirmation of a project arborist; and completion of a “STEM” assessment of the preliminary list of Amenity Trees in Schedule E.7 of the AEE lodged with the Board of Inquiry for the Waterview Connection Project to confirm the final amenity trees; and
- p. The process to minimise the removal of amenity trees, maximise the protection of those retained, undertake relocation of amenity trees and replacement of specimen trees (in accordance with conditions LV.10 and ARCH.9 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent.

Advice note: For the purposes of this condition, “amenity tree” in o) and p) is defined as a tree or trees that contribute significantly to amenity, taking account of its form, size, health, ecological or historical significance (a preliminary list of these trees is provided in Appendix E.7 of the AEE lodged with the Board of Inquiry for the Waterview Connection Project).

12. The layout of the construction yards, including associated buildings, fencing and site access shall be developed in accordance with Waterview Connection Project Construction Yards Plans submitted as part of the AEE for the Waterview Connection Project. The layout drawings shall be provided to the Major Infrastructure Projects Team Manager, Auckland Council, at least 20 working days prior to occupation of the yard, for review and certification that the final layout of the construction yards is in accordance with the conditions. The layout drawings shall incorporate the following:

- a. The main access to the construction yards to be located as far as practicable from residential dwellings, taking into account site and public safety and environmental constraints, in the locations shown on Waterview Connection Project Construction Yards Plans;
- b. Noisy construction activities to be located as far as practicable, and preferably no less than 100m, from residential dwellings;
- c. Construction of temporary boundary/ security fences to be undertaken in a manner which minimises impacts on existing trees;
- d. Temporary acoustic fences and visual barriers;
- e. Temporary buildings greater than 8 metres in height to be located in a position which minimises visual impact on adjacent residential dwellings; and
- f. Location of workers’ and project vehicle parking.

13. All storage of material and equipment associated with the construction works shall take place within the boundaries of the designation.

14. Temporary protection shall be installed to prevent vehicles damaging drains, footpaths, berms, kerbs, vehicle crossings and the roads during the site preparation and construction phase of the project. Any damage to the drains, footpaths, berms, kerbs, vehicle crossings and the road attributable to any vehicle associated with construction activities shall be repaired to the same or similar standards as existed prior to such damage at no cost to the Auckland Council.

15. The NZTA shall finalise and implement the Hazardous Substances Management Plan (“HSMP”), through the CEMP (as required by condition 5; CEMP.1), submitted with the NZTA Waterview Connection Project, prior to works commencing on the site. The certification process of the CEMP shall confirm that the HSMP clearly identifies the requirements for proper storage, handling, transport and disposal of hazardous substances during the construction phase of the project and confirm that there shall be no storage of explosives on the project site.

16. The NZTA shall develop and implement a Waste Management Plan in accordance with the waste management principles, controls and methods set out in the certified CEMP. The Plan shall be provided to the Major Infrastructure Projects Team Manager, Auckland Council for approval and the approved Plan is to be implemented throughout the entire construction period.

17. The approved CEMP shall be reviewed by the NZTA at least annually or as a result of a material change to the project. The review shall take into consideration:

- a. Compliance with designation and consent conditions;
- b. Any changes to construction methods;
- c. Key changes to roles and responsibilities for the project;
- d. Changes in industry best practice standards;
- e. Changes in legal or other requirements;
- f. Results of inspections, monitoring, incidents, corrective actions, internal or external assessments; and
- g. Public complaints.

A summary of the review process undertaken shall be kept by the NZTA, provided annually to the Major Infrastructure Projects Team Manager, Auckland Council and made available (with any related data) to the Auckland Council on request.

18. Following the review process (as described in condition 17 and CEMP.12 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent) the CEMP may require updating. Any material change proposed to the CEMP (including appended Management Plans) shall be submitted for approval to the Major Infrastructure Projects Team Manager, Auckland Council at least 10 working days prior to the proposed changes taking effect.

Advice Note: "Material change" will include amendment to any base information informing the CEMP or any process, procedure or method of the CEMP (such as the environmental constraints map, compliance monitoring process, complaints procedure or mitigation / remedial methods identified) which has the potential to increase adverse effects on a particular value. For clarity changes to personnel and contact schedules do not constitute a material change.

19. The CEMP shall include, as an appendix, an Electrical Infrastructure Site Development and Construction Management Plan ("EISDCMP)". The EISDCMP shall be provided to the Major Infrastructure Projects Team Manager, Auckland Council, and include:

a. Methods and measures:

- i. To ensure that the existing high voltage infrastructure can be accessed for maintenance at all reasonable times, or emergency works at all times, during and after construction activities.
 - ii. To appropriately 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 the overhead transmission lines
 - iii. To ensure that no activity is undertaken during construction that would result in ground vibrations and/or ground instability likely to cause material damage to the transmission lines, including support structures.
 - iv. To ensure that changes to the drainage patterns and runoff characteristics do not result in adverse effects from stormwater on the foundations for any high voltage transmission line support structure.
- b. Sufficient detail to confirm that new planting and maintenance of vegetation will comply with the New Zealand Electricity (Hazard from Trees) Regulations 2003, including, but not limited to, the provisions of Schedule (Growth Limit Zones) to those Regulations.
- c. Sufficient detail to confirm that the works will comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001), including, but not limited to, the provisions of:
- i. Clause 2.2 with respect to excavations near overhead support structures;
 - ii. Clause 2.4 with respect to buildings near overhead support structures;
 - iii. Section 3 with respect to minimum separation between buildings and conductors;
 - iv. Section 5 with respect to minimum safe distances for the operation of mobile plant; and,
 - v. Table 4 with respect to minimum safe separation distances between the ground and the overhead conductors.
- d. Confirmation that Transpower has been provided a copy of the EISDCMP for its review at least 20 working days prior to construction.

Advice note: With respect to clause (c), specific consideration must be given to the height and location of temporary structures (such as project offices and other construction site facilities) and permanent structures (such as lighting poles, signage, gantries and acoustic barriers).

20. The NZTA will be responsible for all service relocations required for construction of the project. The NZTA shall liaise with the providers of infrastructure service networks (including, but not limited to, water, gas, stormwater, wastewater, power and telecommunications) and private property owners with on-site services to develop methodologies and timing for necessary services relocation required for the project, with the objective of minimising disruption to the operation of these service networks and on-site services.

Advice note:

a. It is noted that if separate consents are required for relocations for any services of network utility operators or landowners, such consents will be obtained before construction commences in the relevant area, and any effects of those relocations would be considered at that time. The same applies to any alteration of consents if required.

b. Network infrastructure owned and operated by Watercare Services is located within the designation. An operating agreement will be developed by NZTA and Watercare Services which will include appropriate notification and access protocols where works are to be undertaken by either network operator on or adjacent to Watercare Services infrastructure within the designations.

Landscape, Urban Design, Visual

21. The requiring authority shall implement the project planting in accordance with the Landscape and Urban Design Masterplan and planting details (referenced in condition 1) during the first planting season following completion of the construction works, the project planting shall be maintained in a healthy state for a period of 10 years thereafter.

Advice note: Ongoing control and management of the landscaping within the designation is the responsibility of the NZTA.

22. The requiring authority shall ensure that any areas within the project area affected by construction activities have sub-soil rehabilitated and topsoil replaced so that the hydrological response including the volume of stormwater runoff generated is as close as practicable to the pre-development situation. The methodologies to achieve this shall be documented and provided to the Major Infrastructure Projects Team Manager on completion of construction works.

23. Where possible the requiring authority shall use locally eco-sourced native plants in the project area.

24. All noise walls shall be located in accordance with the Noise Walls and Fences plans (rather than the Landscape and Urban Design Masterplans) referenced in plan series '215023-D-C-918-001'.

25. In certifying the Urban Design and Landscape Masterplan prepared in accordance with condition LV.1 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent, the Major Infrastructure Projects Team Manager, Auckland Council shall be satisfied the plans include:

- a. Planting to screen houses and noise walls (including cross section details);
- b. Ecological Management Plan, prepared in accordance with Conditions V.1, A.1, H.1, F.1 and M.1 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent;

26. The NZTA shall have implemented the Urban Design and Landscape Masterplan plans within 6 months of practical completion of construction of the project.

27. The NZTA shall implement the Urban Design and Landscape Masterplan taking into account the pest plant management guidelines detailed in the Ecological Management Plan (as required by condition 18, CEMP.3 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent.

Air Quality

28. The NZTA shall finalise and implement, through the CEMP, the Construction Air Quality Management Plan (“CAQMP”) submitted with the Waterview Connection Project notices of requirement and resource consent applications.

At least 20 working days prior to construction activities being undertaken the CAQMP shall be provided by the requiring authority to the Major Infrastructure Projects Team Manager, Auckland Council for review and certification that it includes the following details:

- a. Daily visual monitoring of dust emissions;
- b. Procedures for responding to process malfunctions and accidental dust discharges;
- c. Criteria, including consideration of weather conditions and procedures for use of water sprays on stockpiles and operational areas of the site;
- d. Continuous monitoring of Total Suspended Particulate (“TSP”) concentrations and meteorology;
- e. Monitoring of the times of detectable odour emissions from the ground;
- f. Procedures for responding to discharges of odour (including in the event of excavation of contaminated sites);
- g. Monitoring of construction vehicle maintenance;
- h. Process equipment inspection, maintenance, monitoring and recording, including baghouses, pressure relief valves and high level alarms;
- i. Complaints investigation, monitoring and reporting; and
- j. The identification of staff and contractors’ responsibilities.

29. The NZTA shall review the CAQMP at least annually and at any time there is a material change to the project. Any consequential changes will be undertaken in accordance with condition 18 (CEMP.13) of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent.

30. All construction activities shall be operated, maintained, supervised, monitored and controlled at all times so that all emissions authorised by this consent are maintained at the minimum practicable level.

31. The NZTA shall undertake construction activities in accordance with the approved CEMP and CAQMP, such that:

- a. Hard surfaced areas of the construction yards and active construction areas are vacuum swept or scraped down at least twice each week and additionally as reasonably required;
- b. All unsealed areas of the site used for vehicle movement are maintained visibly damp by the use of water sprays or a water cart during weather conditions where the potential for dust emissions exist;
- c. Wheelwash systems are installed at all truck exits from unpaved areas of the site onto public roads are used for all trucks that depart from the site;
- d. All stockpiles are constructed and positioned to minimise the potential for dust emissions. The surfaces of all stockpiles are maintained adequately damp at all times to minimise the release of particulate matter;
- e. Belt conveyors for moving dry materials are fitted with water sprays or enclosed to minimise wind entrainment of dust. Where installed, water suppression is used whenever the conveyors are used for moving dry materials.

32. Unless expressly provided for by conditions of this designation, there shall be no odour, dust or fumes beyond the site boundary caused by discharges from the site which, in the opinion of a Council enforcement officer, is noxious, offensive or objectionable.

33. All offensive or objectionable dust beyond the designation boundaries caused as a result of construction processes shall be mitigated forthwith in accordance with the requirements of the Construction Air Quality Management Plan.

34. Beyond the designation boundaries there shall be no hazardous air pollutant caused by discharges that causes, or is likely to cause, adverse effects on human health, environment or property.

35. No discharges from any activity carried out as part of the project works shall give rise to visible emissions, other than water vapour, to an extent which, in the opinion of a Council enforcement officer, is noxious, dangerous, offensive or objectionable.

36. The NZTA shall undertake visual inspections of dust emissions as follows:

- a. Visual inspections of all active construction areas at least three times daily during October to April inclusive, whenever there are construction activities. The results of visual monitoring shall be logged.
- b. Visual inspections of dust emissions from the concrete batching plants and rock crushing plant shall be undertaken daily while the plant is operating.

37. The operation of water sprays shall be checked by or on behalf of the requiring authority at least once each day.

38. All records, logs, monitoring and test results that are required by the conditions of this designation shall be made available on request, during operating hours, to an Auckland Council enforcement officer and shall be kept by the consent holder for the duration of the designation.

39. Construction logbooks shall be maintained that record all relevant information that is required to demonstrate compliance with the conditions of this designation. This information shall include, but is not limited to:

- a. Visual assessments of any dust emissions from the site and the source;
- b. Any dust control equipment malfunction and any remedial action taken;
- c. When a water cart was used and, if so, the frequency of use and the volume of water used (including identification of location);
- d. Any additional dust control measures undertaken; and
- e. The date and time of the entry and the signature of the person entering the information.

40. The NZTA shall maintain a log of any complaints received relating to air quality. Details of each complaint received shall be forwarded to the Major Infrastructure Projects Team Manager, Auckland Council, within 24 hours of receipt of the complaint. The log shall include any complaints lodged with the Auckland Council where the Council has informed the NZTA of the complaint. The log shall include, but not be limited to the following:

- a. The date, time, location and nature of the complaint;
- b. Weather conditions at the time of the complaint (including approximate wind speed, wind direction, cloud cover);
- c. Any possible other contributing factors (such as a fire, smoky vehicle, a local chimney emission, etc.);
- d. The name, phone number and address of the complainant (unless the complainant elects not to supply these details);
- e. Any remedial actions undertaken; and
- f. The date and time of the entry and the signature of the person entering the information.

Traffic

41. The NZTA shall update and finalise the Construction Traffic Management Plan ("CTMP") submitted with the Waterview Connection Project AEE, in accordance with these conditions, and implement it through the CEMP. In finalising the CTMP, the NZTA shall:

- a. Provide simulation modelling demonstrations to understand the effects of construction of the project on the affected road network better;
- b. Include measures to avoid road closures and restrictions of vehicle, bus, cycle and pedestrian movements;
- c. Where road closures or restrictions cannot reasonably be avoided, the particular vulnerabilities and sensitivities of pedestrian diversions and restricted conditions shall be taken into account in the planning of any closures or restrictions.

42. The CTMP shall require the development of Site Specific Traffic Management Plans ("SSTMPs") and

their approval by the Traffic Management Project Governance Group (as defined by the CTMP) for each construction activity that may affect traffic or transportation infrastructure and services. The SSTMPs shall be provided to the Traffic Management Coordinator(s) for the relevant road controlling authority at least 10 working days prior to each construction activity.

43. Each SSTMP shall describe the measures that will be undertaken to avoid, remedy or mitigate the local and network wide effects of construction of the project. In particular, the SSTMP shall include the following matters:

- a. Traffic management measures to address and maintain, traffic capacity, including bus services, at peak traffic periods during weekdays (6:00 to 9:00 and 16:00 to 19:00) and peak traffic periods at weekends (including Great North Road);
- b. Methods to manage the effects of traffic during construction including the requirement to detour or divert traffic. These methods shall seek to avoid, remedy or mitigate effects on access to and from businesses and other organisations in the area;
- c. Any road closures that will be required and the nature and duration of any traffic management measures that will result, including any temporary restrictions, detours or diversions for general traffic and buses;
- d. Methods to avoid, remedy or mitigate the local and network-wide effects of the construction of individual elements of the project (e.g. intersections/ overbridges) and the use of staging to allow sections of the project to be opened to the traffic while other sections are still under construction;
- e. Methods to manage the effects of the delivery of construction material, plant and machinery (including cranes and oversized trucks) during construction;
- f. Any routes where construction traffic movements will be restricted (either for particular times for construction periods);
- g. Measures to maintain existing vehicle access, as far as practicable, or where the existing property access is to be removed or becomes unsafe as a result of the construction works, measures to provide alternative access arrangements in consultation with the Auckland Council and the affected landowner; and
- h. Measures to maintain pedestrian and cycle access with thoroughfare to be maintained on all roads and footpaths adjacent to the construction works, where practicable (e.g. unless provision of such access is severed by the works or such access will become unsafe as a result of the construction works). Such access shall be safe, clearly identifiable, provide permanent surfacing and seek to minimise significant detours. (This condition does not act as a qualification to the commitment to maintain access to open space and education facilities as required in condition OS.13 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent).

44. The SSTMPs shall include traffic management measures developed in consultation with Auckland Transport, Bus and Coach Association and the Auckland Council, to address and maintain, where practicable, existing levels of service for buses particularly at peak periods (6:00 to 9:00 and 16:00 to 19:00) on weekdays.

45. The NZTA shall consult with the Traffic Operations Manager, Auckland Transport with regard to the most appropriate means for providing access on Council roads within and adjacent to the designation. The NZTA shall also coordinate and consult directly with the proponents of any major construction or major traffic generating event occurring concurrently with, and in the vicinity of, the project.

46. The SSTMPs shall include measures developed in consultation with Auckland Transport to enable, as far as practicable, continued public walking and cycling passage along the existing North-western Cycleway (between the Te Atatu Interchange and the St Lukes Interchange) and along Great North Road and the public walkway along Oakley Creek, with any interruptions being as short as feasible.

47. The NZTA shall restrict construction truck movements during peak hours (6:00 to 9:00 and 16:00 to 19:00) on weekdays and during the peak periods at the weekends to avoid the following:

- a. Great North Road Interchange, city bound during the morning peak hours
- b. Great North Road Interchange, west bound onto SH16 and southbound onto Great North road during the afternoon peak.
- c. St Lukes Interchange, during afternoon peak hours, and morning peak hours from eastbound onto

SH16.

Construction truck movements during these hours shall be allowed only under exceptional circumstances agreed in advance with the Traffic Management Project Governance Group.

48. The NZTA shall maintain at least the existing active traffic lane configuration capacity on SH16, at St Lukes Road at the St Lukes interchange and on Great North Road during peak periods being 6:00 to 9:00 and 16:00 to 19:00 on weekdays and during the peak periods on weekends, for the duration of the temporary construction programme.

49. The NZTA shall monitor the impact of construction traffic in terms of traffic speeds and volumes on SH16, Great North Road and St Lukes Road at the St Lukes interchange throughout the construction period to confirm the expected traffic effects as set out in the Temporary Traffic Assessment (Technical Report G.16) submitted with the Notice of Requirement.

- a. This monitoring will be undertaken on a daily, weekly and monthly basis; and
- b. Monitoring results will be made available to the Traffic Operations Manager, Auckland Transport on request.

50. If monitoring undertaken pursuant to condition 49 (TT.10) indicates that traffic volumes or traffic conditions are significantly different from those expected, the SSTMPs will be reviewed by the requiring authority and as appropriate amended to the satisfaction of the Traffic Management Project Governance Group.

51. In collaboration with Auckland Transport, the NZTA shall prepare a Network Integration Plan ("NIP") for the project, or relevant project phases, to demonstrate how the project integrates with the existing local road network and with future improvements (identified in NZTA's Western Ring Route (Northwest) Network Plan, dated September 2010) planned by the Auckland Council. The NIP shall include details of proposed physical works at the interface between the State Highway and the local road network, and shall address such matters as pedestrian/ cycleways, lane configuration, traffic signal co-ordination, signage and provision for buses. In addition, the NIP is to address:

- a. The commitment of the NZTA to progress bus priority measures northbound on Great North Road as part of the reinstatement of Great North Road, as proposed by Auckland Transport. This is subject to the agreement with Auckland Transport;
- b. How the works committed to by the NZTA for pedestrian and cycleways, as detailed in the PT and Active Mode Transport Routes Plan Set (condition DC.1(d) of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent) integrate with pedestrian and cycleways on the wider transport network;
- c. The commitment of the NZTA to provide for cycle "aspects" (cycle signal lights) at the Great North Road Interchange.

Works identified in the NIP which are the responsibility of the NZTA will be undertaken as at the time of construction works for the project.

Geotechnical

52. The proposed development must be generally located as indicated on the Aurecon drawings "General Arrangement Sheets 1 to 8" dated 31-05-2013 (ref: 215023-D-C-100-001 Rev D to 007 Rev D and 215023-D-C-100-008 Rev B).

53. A further detailed geotechnical investigation must be undertaken to confirm design parameters including foundation depths for the St Lukes interchange widening (including both the proposed new bridge and any widening to the approach ramps, including the new retaining wall for Chamberlain Golf Course) plus the new cycleway bridge and abutments and the stormwater pond.

54. Any foundations and piles plus the excavation for these must be specifically designed by a chartered professional structural engineer based on the above detailed geotechnical investigation and the Aurecon study (Ref: 'Indicative Constructability Report: SH16 St Lukes Interchange Project, prepared by Aurecon

and dated 24 April 2013).

55. A chartered professional engineer with experience of geotechnics shall inspect and certify any pile holes for foundations and any retaining works.

56. Any foundations in the vicinity or that span over the reinforced earth retaining structure of the current St Lukes Rd overbridge must be suitably designed to ensure the retaining structure is not damaged.

57. A chartered professional engineer with appropriate experience shall design the groundwater control measures.

58. All temporary excavations (except those in rock) unless suitably designed by a chartered professional engineer are limited to an open face of not more than 3 metres horizontal distance at any one time and shall be limited to an unsupported gradient of 1 vertical to 2 horizontal.

59. Excavations through any basalt shall be inspected by a chartered professional engineer with experience of geotechnical engineering or an experienced engineering geologist who shall advise the Major Infrastructure Projects Team Manager on the stability of the excavation and any requirement for support measures (including any necessity for rock bolting or netting etc).

60. All excavations (other than in rock) that intercept a line 1 vertical to 2 horizontal from an adjacent boundary are to be retained with a suitable retaining structure designed for at-rest conditions.

61. Construction works shall be under the control of a chartered professional engineer with experience of geotechnical engineering. The construction works shall follow the recommendations of the detailed geotechnical report for foundation types (including depth of foundations required), retaining works and earthworks, including temporary works and any required stability measures) provided with the AEE (Ref: 'Indicative Constructability Report: SH16 St Lukes Interchange Project', prepared by Aurecon and dated 24 April 2013). This will include supervision of piling, excavations, the foundations, retention measures and floor slabs. Provision must be made for over deepening of any foundations where soft or weak soils are encountered.

62. Prior to commencement of any works on the site, the requiring authority shall provide to the Major Infrastructure Projects Team Manager, a site management plan ("SMP") that includes an excavation and construction methodology acceptable to the Council that shall include specific details relating to the construction/management/monitoring of all works associated with the SH16 St Lukes Western Ring Route Project. The Major Infrastructure Projects Team Manager shall have approved the SMP prior to construction works commencing. The approved SMP shall be implemented and maintained throughout the entire works period. Items to be included in the construction methodology are:

- a. Key inspection stages during excavation, retaining and foundation construction;
- b. Timeframes for exposed excavated ground;
- c. Monitoring procedures for vibration and noise;
- d. Location and timeframes for temporary support of excavations.

63. No fill material shall be placed as part of the final development without being supervised by a chartered professional engineer with geotechnical experience.

64. Excavations in exposed ground shall be protected from the detrimental effects of weathering e.g. by the use of polythene, basecourse or other similar methods. Alternatively, material damaged by the weather shall be removed to a depth determined by a chartered professional engineer with experience of geotechnics.

65. All spread foundations should be founded a minimum of 600mm below cleared ground level and into natural ground or engineered made ground (fill). If non-engineered made ground exists at this level, then the excavation must be deepened to penetrate through the made ground and into the natural materials. For

made ground greater than 1m depth, specific design of foundations is required.

66. All stormwater from any new hard surfaces and any groundwater collected from behind retaining walls is to be collected and disposed of to an appropriate reticulated or otherwise Council approved system.

67. The requiring authority shall implement appropriate sediment control measures prior to and during all earthworks to ensure that all stormwater runoff from the site is managed and controlled to ensure that no silt, sediment or water containing silt or sediment is discharged into stormwater pipes, drains, channels or soakage systems in accordance with the Auckland Council District Plan: Isthmus Section, Annexure 14 guidelines for sediment control.

68. Prior to any work commencing on the site, the requiring authority shall submit to the Major Infrastructure Projects Team Manager for approval, a plan of action to arrest and remedy any adverse effects that may occur to any adjacent structure in the event the structure may be affected during construction.

Lighting

69. Lighting shall be designed and screened to minimise the amount of lighting overspill and illumination of residential areas in general accordance with the 'SH16 St Lukes Adverse Environmental Effects Report – Street Lighting', prepared by Aurecon and dated 30 September 2013 and the plans referenced in series '215023-D-E-161'. All lighting shall be designed in accordance with relevant rules provided in Part 13 of the Auckland City Bylaw (April 2008).

70. A Temporary Construction Lighting Management Plan shall be prepared for all construction zones and construction yards prior to commencement of any night time works within the construction zones and construction yards. The Temporary Construction Lighting Management Plan shall be independently verified by a lighting specialist and that verification shall be provided to the Major Infrastructure Projects Team Manager, Auckland Council for certification of compliance 10 working days prior to any night time work commencing.

The certification process shall ensure that the Temporary Construction Lighting Management Plan includes (but is not limited to):

- a. The layout and arrangement of all temporary lighting required for night time works, and that shows that the temporary lighting complies with relevant rules provided in the Unitary Plan;
- b. Provision for a 10m buffer between the night time work and any residential boundary at all times to minimise potential for light spill; and
- c. General operating procedures requiring lighting as outlined in the CEMP.

71. Asymmetrical floodlights with horizontal glass visors that are not raised more than 3 degrees above the horizontal plane shall be used for any temporary construction night time lighting requirements. Alternative temporary lighting arrangements may be used, subject to the prior approval of the Major Infrastructure Projects Team Manager, Auckland Council, where it can be demonstrated to the satisfaction of the Team Manager that the proposed lighting is similar or better to asymmetrical floodlights with glass visors. Glare shall be kept below the recommendation given in AS 4282 – 1997 "Control of the Obtrusive Effects of Outdoor Lighting" Tables 2.1 and 2.2.

Noise and Vibration

72. The NZTA shall finalise and implement, through the CEMP, a Construction Noise and Vibration Management Plan ("CNVMP") throughout the entire construction period of the project.

The CNVMP shall describe the measures adopted to meet:

- a. the noise criteria set out in conditions 73 and 74 (CNV.2 and CNV.3) below;
- b. the vibration criteria set out in condition 75 (CNV.4) below; or
- c. where (a) or (b) cannot be met, the process that will be followed to appropriately mitigate noise and vibration effects including methods that may be applied outside the designation.

The CNVMP shall be provided to the Major Infrastructure Projects Team Manager, Auckland Council at least 20 working days prior to construction activities being undertaken for review and certification that the

CNVMP, as a minimum, addresses the following:

- i. Construction noise and vibration criteria conditions 73, 74 and 75 (CNV.2, CNV.3, and CNV.4 – of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent);
- ii. Hours of operation, including times and days when noisy and/or vibration inducing construction activities would occur;
- iii. Machinery and equipment to be used as part of construction works;
- iv. Vibration testing of equipment to confirm safe distances to buildings prior to construction;
- v. Preparation of building condition surveys of critical dwellings prior to, during and after completion of construction works;
- vi. Roles and responsibilities of personnel on site;
- vii. Construction operator training procedures;
- viii. Methods for monitoring and reporting on construction noise and vibration;
- ix. A hierarchy of mitigation options that will be assessed for the project noise mitigation, including alternative strategies where full compliance with the relevant noise and/or vibration criteria cannot be achieved;
- x. Management schedules containing site specific information;
- xi. Measures for liaising with and notifying potentially affected receivers of proposed construction activities and the potential for noise and vibration effects, specifically:
 - Methods for ensuring residents affected by night works (within 100m of the construction site night works), are notified of such works (i.e. any works during the hours of 20:00 to 06:30) at least 5 days prior to the commencement of any such work.
- xii. Methods for receiving and handling complaints about construction noise and vibration;
- xiii. Measures for preventing the occurrence of rogue fly rock, including management of charge weights and face loading procedures, stemming of charge holes and profiling of the face to maintain minimum burden (face cover);
- xiv. Investigations on the practicability of implementing permanent noise mitigation works for construction mitigation in accordance with condition 78 (CNV.7 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent);
- xv. Investigations of the practicability of implementing building modification mitigation, as required in accordance with conditions ON.6 and ON.11 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent, prior to commencement of construction within 100m of the relevant Protected Premises and Facilities (“PPFs”) (including those on the Unitec site); and
- xvi. The process for developing Site Specific Noise Management Plans (“SSNMP”), and a certification process for the Major Infrastructure Projects Team Manager, Auckland Council in accordance with condition 80 (CNV.13 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent) to confirm the process of SSNMP review of noise mitigation options where the modelled/predicted levels or subsequent actual levels exceed the criteria in conditions 73 and/or 75 (CNV.2 and/or CNV.4 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent).

73. Except where certified by the Council through the SSNMP in accordance with condition 80 (CNV.13), construction noise (excluding noise from blasting Monday to Saturday inclusive) shall be measured and assessed in accordance with NZS 6803:1999 “Acoustics - Construction Noise” and shall comply with the following criteria:

Note: In this condition, (T) means a duration between 15 minutes and 60 minutes, in accordance with NZS6803:1999.

a. Project Construction Noise Criteria: Residential Receivers

Time of the week	Time Period	Project Construction Noise Criteria -	
		Sector 6 Works, dBA	St Lukes Bridge Works (dBA)

		Leq	LMax	Leq	LMax
Monday to Saturday	0630-0730	60	75	55	75
	0730-1800	70	85	70	85
	1800-2000	65	80	65	80
	2000-0630	60	75	50	75
Sunday and Public Holidays	0630-0730	45	75	45	75
	0730-1800	60	85	55	85
	1800-2000	45	75	45	75
	2000-0630	45	75	45	75

b. Project Construction Noise Criteria: Commercial and Industrial Receivers

Time Period	Project Construction Noise Criteria (Long Term Construction) dB
	LAeq(T)
0730-1800	70
1800-0730	75

c. Project Construction Noise Criteria: Internal noise for Licensed Educational Facilities

Time Period (School Days)	Project Construction Noise Criteria Inside	
Teaching Hours	45 dB LAeq(T) or existing, whichever is the higher	Classrooms, library, offices, teaching, laboratories, manual, arts, workshops
Teaching Hours	40 dB LAeq(T) or existing, whichever is the higher	School hall, lecture theatre

*Note: In part c. of this condition "Teaching hours" means: Primary schools and Kindergartens: 9am to 3pm
Unitec: 8am to 9pm*

74. Project Construction Noise Criteria: Airblast (excluding Sundays)

Category	Type of Blasting Operations	Peak Sounds Level (LZpeak dB)
Human Comfort Limits		
Sensitive Site	Operations lasting longer than 12 months or more than 20 blasts	115 dB for 95% blasts per year. 120 dB maximum unless agreement is reached with occupier that a higher limit may apply
Sensitive Site	Operations lasting less than 12 months or less than 20 blasts	120 dB for 95% blasts per year. 125 dB maximum unless agreement is reached with occupier that a higher limit may apply

Occupied non-sensitive sites such as factories and commercial properties	All blasting	125 dB maximum unless agreement is reached with the occupier that a higher limit may apply. For sites containing equipment sensitive to vibration, the vibration should be kept below manufacturer's specifications of levels that can be shown to adversely affect the equipment operation
Damage Control Limits		
Structures that include masonry, plaster and plasterboard in their construction and also unoccupied structures of reinforced concrete or steel construction	All Blasting	133 dB unless agreement is reached with owner that a higher limit may apply.
Service structures such as pipelines, powerlines and cables located above ground	All Blasting	Limit to be determined by structural design methodology

75. Except where certified by the Council through the SSNMP in accordance with condition 80 (CNV.13 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent), construction vibration received by any building shall be measured and assessed in accordance with the German Standard DIN 4150-3:1999 “Structural vibration – Part 3: Effects of vibration on structures”, and shall comply with the following criteria:

Type of Structure	Short- term vibration			Long-term vibration	
	PPV at the foundation at the frequency of			PPV at horizontal plane of highest floor (mm / s)	PPV at horizontal plane of highest floor (mm / s)
	1 – 10Hz (mm/s)	1-50 10Hz (mm/s)	50-100 10Hz (mm/s)		
Commercial/Industrial	20	20-40	40-50	40	10
Residential/School	5	5-15	15-20	15	5
Historic or Sensitive Structures	3	3-8	8-10	8	2.5

76. Notwithstanding condition 74 (CNV.3):

a. Blasting activities shall be conducted so that at least 95% of the blasts undertaken (measured over any twenty blasts on the foundation of any building outside the designation boundary) shall produce peak particle velocities not exceeding 5mm/s and 100% of the blasts undertaken shall produce peak particle velocities not exceeding 10mm/s irrespective of the frequency of the blast measured.

b. Construction activities, which occur within Sectors 1, 6, 8 and 9 of the Waterview Connection Project which are identified in the Technical Report no. G.19 Assessment of Vibration Effects, submitted with the AEE for the Waterview Connection Project, as being at a ‘High Risk’ of exceeding the DIN 4150-3:1999 criteria (being excavation, piling, compaction and drilling) shall be conducted so that 95% of the activities undertaken (measured over at least 20 representative samples of the relevant activity on any residential building) shall produce peak particle velocities not exceeding the relevant criterion in DIN 4150-3:1999 and 100% of the activities undertaken shall not exceed 10mm/s irrespective of the frequency of the activity measured.

77. Blasting shall be undertaken between 09:00h and 17:00h, Monday to Saturday, except that blasting may be undertaken between 09:00h and 17:00h on Sundays where:

a. The blasting produces peak particle velocities at any residential building not exceeding 0.5mm/s; and

b. The project construction noise criteria set out in condition 72 (CNV.2 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent) for Sundays are complied with.

78. Where practicable, the permanent (traffic) noise barriers detailed in the Noise Walls and Fences plans (referenced in plan series '215023-D-C-918-001') shall be erected prior to noise generating construction works commencing. Where this is not practicable, temporary noise mitigation measures shall be implemented by the consent holder in accordance with the CNVMP prior to noise generating construction works commencing.

79. Pile driving or pile removal shall not be undertaken at night (i.e. during the hours of 20:00 – 06:30).

80. Construction SSNMPs required by condition 72 (CNV.1(xvi) of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent) shall be submitted to Major Infrastructure Projects Team Manager, Auckland Council for review and certification at least 7 working days prior to the proposed works commencing.

Advice Note: A decision will be provided by the Council within 5 working days of receipt of the SSNMP.

Works are not to commence until certification is received from the Major Infrastructure Projects Team Manager, Auckland Council. The Council may, in its sole discretion, waive the requirement for individual SSNMPs to be submitted to the Council where an SSNMP is required.

If monitoring shows that construction noise levels specified in an approved SSNMP are being exceeded, the work generating the exceedance is to stop and not recommence until further mitigation is implemented in accordance with an amended SSNMP approved by the Major Infrastructure Projects Team Manager, Auckland Council.

Advice note: It is accepted that the criteria of conditions 73 and 75 (CNV.2 and CNV.4 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent) may not be met at all times, but that the NZTA will take all practical steps to achieve compliance, taking into account the hierarchy of mitigation options outlined in condition 72 (CNV.1 (ix) of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent).

81. Existing ambient vibration levels shall be measured at critical locations nominated by the NZTA, and submitted to the Major Infrastructure Projects Team Manager, Auckland Council for approval prior to the commencement of works. These baseline measurements will establish pre-project vibration levels for comparison with future vibration levels.

82. The NZTA shall implement the traffic noise mitigation measures identified in the Acoustic Report prepared by Aurecon and dated 14 October 2013 (Ref: 'SH16 – Sector 6: Changes in Noise and Vibration Effects', 'Widening of St Lukes Bridge: Assessment of Construction Noise and Vibration Effects', and 'St Lukes Bridge Widening: Assessment of Operational Noise Effects') and dated 5 March 2013 (Ref: 'SH16 – Sector 6: Road Traffic Noise Assessment').

Public Information Conditions

83. **PI.1.** A community liaison person shall be appointed by the NZTA for the duration of the construction phase of the Project to be the main and readily accessible point of contact for persons affected by the Project. The liaison person's name and contact details shall be made available in the CEMP and on site signage by the NZTA. This person must be reasonably available for on-going consultation on all matters of concern to affected parties arising from the Project.

PI.2. The NZTA shall prepare and implement a Communications Plan that sets out procedures detailing how the public, Ministry of Social Development, Housing New Zealand Corporation and other organisations representing the particular demographic characteristics of the community (including but not limited to Primary Health Organisations, general practitioners, youth, education organisations, aged care groups and groups representing ethnic and migrant communities) will be communicated with throughout the construction and monitoring periods (as prescribed in the designation and consent conditions).

In preparing the Communications Plan, the NZTA will liaise with Auckland Council to access its community liaison databases. The Communications Plan will include details of:

- a. The site or Project manager and the community liaison person, including their contact details (phone, facsimile, postal address, email address);
- b. In accordance with these Conditions, the database of the key construction activities and monitoring

- requirements that are the subject of the Communications Plan;
- c. The database of stakeholders and residents who will be communicated with;
- d. Communication methods, an assessment of how these methods reach the different audience/ stakeholder groups (including those methods set out in Condition CEMP.6), and detail on when each of these methods will be used (e.g. regular communication or event specific methods);
- e. The appointed specialist in Environmental and Occupational Medicine, including contact details (as per Condition SO.13 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent);
- f. Any stakeholder specific communication plans required; and
- g. Monitoring and review procedures for the Communications Plan.

The Communications Plan shall be written in accordance with the external communication procedures set out in the CEMP and provided at least 20 working days prior to construction commencing, to the Major Infrastructure Team Manager, Auckland Council, Working Liaison Group and the Community Liaison Group(s) established by Condition PI.5. The structure of the communication groups set out in these conditions is attached as Figure PI.A.

PI.3. At least 15 working days prior to the commencement of construction, and at 15 working day intervals thereafter, or as required depending on the scale of works and effects on the community, advertisements will be placed in the relevant local newspapers and community notice boards (as identified in Condition CEMP.6(b)) detailing the nature of the forthcoming works, the location of the forthcoming works and hours of operation. All advertisements will include reference to a 24 hour toll free complaints telephone number. Where relevant, advertisements will also include but not be limited to details of:

- a. Any traffic disruptions or controls or changes to property access, pedestrian/ cycle routes and bus stops; and
- b. Any other construction activities, including night time works, blasting, and structure-borne noise, as identified in the conditions.

PI.4. The NZTA shall manage, investigate and resolve (as appropriate) all complaints for the duration of the construction works in accordance with the environmental complaints section of the CEMP. The implementation strategy for complaints includes:

- a. A 24 hour toll free telephone number and email address, which shall be provided to all potentially affected residents and businesses. The number shall be available and answered at all times during the entire duration of the works for the receipt and management of any complaints. A sign containing the contact details shall be located at each site specific work activity;
- b. The NZTA shall maintain a record of all complaints made to this number, email or any site office, including the full details of the complainant and the nature of the complaint;
- c. Upon receiving a complaint, within 10 days of complaint receipt, a formal written response will be provided to the complainant and Auckland Council;
- d. The NZTA shall undertake corrective action where necessary to resolve any problem identified. All action taken and relevant information shall be documented. For the avoidance of doubt, 'where necessary' refers to where the works are not being carried out in accordance with conditions of this designation;
- e. Where issues and complaints about effects cannot be resolved through the CEMP complaints management process, a meeting shall be held between the NZTA, the complainant and the Auckland Council representative(s) to discuss the complaint and ways in which the issue may be resolved. If parties cannot agree on a resolution, an independent qualified mediator will be appointed, agreeable to all parties and at the shared cost of all parties, to undertake mediation of the dispute or concerns; and
- f. All information collected in Conditions PI.4 (b), (c) and (d) shall be detailed in a Construction Compliance Report (including the means by which the complaint was addressed, whether resolution was reached and how the response was carried out) prepared by the NZTA. This Report shall be submitted to the Major Infrastructure Team Manager, Auckland Council on a quarterly basis commencing at the beginning of the works and for the entire duration of construction.

PI.5. The NZTA shall establish Community Liaison Group(s) at least two months prior to construction commencing in each of the following key construction areas:

- a. Te Atatu (including the SH16 Causeway)
 - b. Waterview (including works to St Lukes on SH16 and on the Waterview Estuary and Causeway Bridges)
 - c. Owairaka
- and hold regular meetings (at least three monthly) throughout the construction period and up to 24 months following construction completion relevant to these areas (or less if the members of the Group agree), so that on-going monitoring information can continue to be disseminated.

The Community Liaison Group(s) shall be open to all interested parties within the Project area including,

but not limited to the following groups:

- a. Auckland Council and Auckland Transport;
- b. Educational facilities within the Project area (including schools, kindergartens, childcare facilities and Unitec Institute of Technology);
- c. Relevant community/ environmental groups (including but not limited to Friends of Oakley Creek, Star Mills Preservation Group, Cycle Action Auckland and representatives from those organisations identified in the Communications Plan (as required by Condition PI.2) and local residents;
- d. Department of Conservation;
- e. Local Boards;
- f. Iwi groups with Mana Whenua;
- g. Public transport providers; and
- h. Housing New Zealand Corporation.

Advice note: The purpose of the Community Liaison Group(s) is to provide a regular forum through which information about the Project can be provided to the community, and an opportunity for concerns or issues to be raised.

PI.6. The Community Liaison Group(s) shall be provided opportunities to review and comment on the following (amongst other things):

- a. The Outline Plan of Works detailing designs for the northern and southern ventilation buildings and stacks (the outcomes of this consultation will be reported in accordance with the processes required Conditions in DC.8(n) and DC.9(k) of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent);
- b. The Open Space Restoration Plans (as required by Condition OS.3 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent);
- c. Finalisation and amendment to Urban Design and Landscape Plans (UDL Plans) (as required by Condition LV.1 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent);
- d. The Oakley Inlet Heritage Plan (as required by Conditions OS.5(b)(i) and ARCH.6 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent);
- e. The detail of the Oakley Creek restoration (as required by Condition STW.20 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent);
- f. Publicly available results of environmental monitoring as required by the designation and/or these Consents (e.g. air quality monitoring); and
- g. The finalisation of the STEM assessment required by CEMP.6(o) and a schedule of trees that are required to be removed for consideration of timber use in heritage projects as required by Condition SO.7.

Advice Note: Attention is drawn to the Vegetation conditions concerning identification and protection of Significant Vegetation and Valued Vegetation.

- h. Detailed design features of the Te Atatu underpass (e.g. lighting and architectural treatment).

Open Space Conditions

84. **OS.13** During construction, the NZTA shall maintain pedestrian accessways to all open space available for public use during construction and education facilities where access is affected by the works, including any public access that crosses private land. Such access shall be safe, clearly identifiable, provide appropriate surfacing and seek to minimise significant detours. The access shall be of a same or similar standard as that disrupted and will be provided and maintained by the NZTA.

Advice note: This specifically includes the existing pedestrian access that provides a connection to the crossing over Oakley Creek between 1510 Great North Road and Unitec Mt Albert Campus.

85. **OS.15** The works shall not result in any permanent loss of carparking from Western Springs Garden carpark.

Social Conditions

86. **SO.1** In addition to the Community Liaison Groups established pursuant to Condition PI.5, the NZTA shall establish an Education Liaison Group (including representatives from local schools, kindergartens, childcare facilities, Unitec Institute of Technology, the Ministry of Education and Housing New Zealand Corporation), to provide a forum through which:

- a. Relevant monitoring data can be provided (e.g. air quality monitoring);

- b. Notice can be provided of when particularly noisy activities will occur in close proximity to schools and education facilities, to enable the opportunity to identify any potential conflict with particular sensitive periods, and the requirement for specific mitigation strategies (e.g. rescheduling of construction activities where practicable);
- c. Particular concerns can be raised by educational facilities or parents, discussed and potentially addressed;
- d. Notice can be provided of potential construction impacts on school transport routes (including pedestrian/cycle access) to enable the opportunity to identify specific mitigation preferences of the education facilities (e.g. any detour routes) and to enable these facilities to appropriately inform students and/or parents; and
- e. Learning and teaching opportunities for educational facilities to participate in Project works (e.g. planting or artworks).

The Education Liaison Group shall be established at least 2 months prior to construction commencing and shall have regular meetings (at least three monthly) throughout the construction period. The Education Liaison Group shall continue to meet for at least 12 months following the completion of the Project (or less if the members of the Education Liaison Group agree), so that ongoing monitoring information can continue to be disseminated.

SO.2 In addition to Condition SO.1(b) above, where noisy construction activities (that are projected to exceed the Noise Criteria in the CNVMP) are proposed in close proximity or adjacent to schools/ childcare centres, the NZTA shall, when preparing their SSNMP (in accordance with Condition (CNV.1) above) give specific consideration to options to carry out these works outside school hours or during school holidays as a mitigation option.

SO.6 In addition to the Community Liaison Group established pursuant to Condition PI.5, the NZTA shall establish a Working Liaison Group (WLG) inviting the following:

- a. Auckland Council;
- b. Housing New Zealand Corporation;
- c. Te Kawerau Iwi Tribal Authority;
- d. Ngati Whatua o Orakei;
- e. KiwiRail;
- f. Department of Conservation;
- g. Ministry of Education; and
- h. Local Boards.

The purpose of this WLG will be to provide a forum through which:

- a. Opportunities for public work development (including social housing, passenger transport or recreation / open space) are identified in areas where the NZTA confirms that the designation is no longer required (e.g. following construction activities);
- b. Comment can be provided on updated Urban Design and Landscape Plans, including the finalised designs of structural elements for the Project (prior to their submission to the Auckland Council);
- c. Opportunities for integration of other environmental projects (e.g. restoration plantings) are identified;
- d. Consideration is given to appropriate protocols for commencement and completion of construction activities (including blessings for commencement of construction phases); and
- e. Comment can be provided by Te Kawerau a Maki on the detailed lighting design of SH16, to consider how lighting effects on cultural sites and practices might be mitigated without compromising traffic safety or those performance standards identified in Condition L.1 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent.

The Working Liaison Group shall be established at least 2 months prior to construction commencing and shall have regular meetings (at least three monthly) throughout the construction period.

SO.7 A schedule of trees that require removal for construction of the Project will be identified and reported to the Community Liaison Group for their consideration of potential provision of timber for heritage projects (including in particular the provision of Robinia wood for heritage boat building). If the demand for this timber is identified to the Construction Team, appropriate measures for felling and removal from the site will be confirmed.

Vegetation Conditions

87. **V.1** The NZTA shall finalise the ECOMP submitted with this application, prior to works commencing on site. The ECOMP shall be implemented through the CEMP. The ECOMP shall clearly identify the location and identity of:

- a. All Significant Vegetation within the designation that is to be fully protected or relocated; and

b. All Valued Vegetation within the designation that is affected by the works (protected or removed).

Note: Significant and Valued Vegetation shall be as defined in the ECOMP.

V.2 The NZTA shall employ a suitably experienced botanist ('nominated botanist') for the duration of the works to monitor, supervise and direct all works affecting or otherwise in close proximity to the Significant Vegetation and Valued Vegetation identified in the ECOMP.

V.3 Prior to any site works commencing, a pre-commencement site meeting shall be held so that the conditions that pertain to the Significant Vegetation and Valued Vegetation and all vegetation in general (both native and exotic) are explained by the nominated botanist to all contractors or sub-contractors who will be working on site within the close vicinity of that vegetation.

V.4 The NZTA shall minimise the amount of vegetation (both native and exotic) which is to be cleared, with the exception of weeds (both woody and otherwise, unless agreed with the Major Infrastructure Team Manager, Auckland Council and the Community Liaison Group that the retention of these 'weeds' has other environmental or ecological benefits that warrant their retention). All vegetation clearance shall be undertaken in accordance with the measures set out in the ECOMP.

V.5 The NZTA shall install protective fencing around, or otherwise clearly demarcate, all of the Significant Vegetation identified in the ECOMP as requiring full protection, under the supervision of the nominated botanist.

V.6 The NZTA shall replace any terrestrial Valued Vegetation that is required to be removed as a result of construction activities, in accordance with the ECOMP and the Urban Design and Landscape Plans.

V.7 The nominated botanist shall supervise all trimming, pruning and relocation work associated with the Significant Vegetation and Valued Vegetation required as part of the works.

V.8 Immediately prior to planting, and for a period of 2 years following completion of construction, the NZTA shall undertake weed control and management of all invasive plant pests within the vegetated areas of the surface designation for the Project. Following this 2 year period, on-going control and management of all invasive plant pests within these areas will be the responsibility of the NZTA.

V.9 The nominated botanist shall undertake a monitoring programme throughout the construction period, including monitoring of:

- a. The condition, repair and location of the temporary protective fencing or other forms of demarcation used to identify the Significant Vegetation;
- b. Any works within the vicinity of the Significant Vegetation and Valued Vegetation;
- c. The general health of the Significant Vegetation and Valued Vegetation (including any Significant or Valued Vegetation that has been relocated away from the works area); and
- d. Compliance with the vegetation conditions of designation by way of fortnightly inspections during the construction period.

V.10 Any planting utilising native plants shall use plants genetically sourced from the Tamaki Ecological District where possible or otherwise shall use plants that have been genetically sourced from within the Auckland Ecological Region.

Avian Conditions

88. **A.1** The NZTA shall finalise, and implement through the CEMP, ECOMP submitted with this application to include the matters set out in Conditions A.2 to A.6 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent.

Herpetofauna Conditions

89. **H.1** The NZTA shall finalise and implement through the CEMP, the ECOMP submitted with this application to include details of lizard management to be undertaken, including the following:

- a. Lizard capture methodology, including timing;
- b. Lizard release locations(s);
- c. Lizard habitat enhancement at population release sites, including a detailed pest control programme for a minimum of one month prior to release and for a minimum of three consecutive years' duration after release;
- d. Location(s), monitoring and maintenance of lizard protective fencing;
- e. Post-release monitoring methodology; and

f. Lizard captive management methodology.

Archaeology Conditions

90. **ARCH.1** The NZTA shall complete, and implement through the CEMP, the Archaeological Site Management Plan (ASMP) submitted with the notice of requirement, to include, but not be limited to:

- a. Identification of the Project archaeologist, their role and responsibility on the Project;
- b. Who reports to the Project archaeologist;
- c. Specific sites requiring supervision, and measures to be undertaken to protect and manage these sites;
- d. Whether Heritage New Zealand and/or Auckland Council heritage and/or iwi supervision is required for the specific site (the latter to be determined through consultation with the relevant iwi groups); and
- e. Accidental discovery protocols in the event that unknown archaeological sites are uncovered.

ARCH.2 The NZTA shall employ at its expense a qualified archaeologist (the Project archaeologist) who shall be on site to monitor all initial earthworks, including surface stripping of the site, for all specific areas identified in the ASMP to establish whether any sub-surface archaeological features are present. This includes, but is not limited to, the following areas:

- a. All unmodified areas in the vicinity of Rosebank Road;
- b. All works in the vicinity of the "Oakley Inlet Heritage Area", located adjacent to the Great North Road Interchange;
- c. Works in the vicinity of two midden sites (recorded R11/2214 and R11/2215) within Great North Road Interchange, and all previously unmodified areas near the banks of the Oakley Inlet;
- d. Any ground disturbance works in Construction Yard 7 within Oakley Creek Reserve.

ARCH.3 If any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- a. Immediately it becomes apparent that a possible archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease;
- b. The site supervisor shall immediately secure the area in a way that ensures that any artefacts or remains are untouched and notify the Project archaeologist;
- c. The Project archaeologist shall inspect the site to assess the relevance of the find, and then the Auckland Council shall be advised of the significance;
- d. If the site is confirmed to be an archaeological site by the Project archaeologist, the site supervisor shall then notify tangata whenua, Heritage New Zealand, and the Auckland Council that an archaeological site has been exposed so that appropriate action can be taken;
- e. In the case of human remains, the NZ Police shall be notified.

ARCH.8 All contractors and subcontractors working on the Project shall be trained on the archaeological requirements set out in the ASMP.

Advice note: Any archaeological sites within the area affected by the Project shall not be modified or disturbed in any way unless written authorisation has been obtained from Heritage New Zealand.

Contaminated Land and Contaminated Discharges Conditions

91. **CL.1** The NZTA shall finalise and implement through the CEMP, the Contaminated Soil Management Plan (CSMP) submitted with this application prior to commencement of any site works. The CSMP shall include, but not be limited to:

- a. Measures to be undertaken in the handling, storage and disposal of all material excavated during the construction works;
- b. Soil validation testing and groundwater testing;
- c. Soil verification testing to be undertaken to determine the nature of the excavated spoil and potential reuse or disposal options;
- d. Measures to be undertaken in the event of unexpected contamination being identified during construction activities; and
- e. Measures to be undertaken for the handling of asbestos containing material.

92. **CL.2** Prior to the main construction works commencing, the baseline quality of soils and groundwater within Sector 5 (the southern bank of Oakley Creek coincident with the location of the former tannery) and Sector 7 (particularly in relation to works in the vicinity of Great North Road) shall be investigated and established. The investigations shall be carried out in accordance with appropriate Ministry for the Environment and Auckland Council guidelines. The findings of the soil and groundwater investigations shall be used to determine the specific constructions methods during work in this area to manage any likely environmental effects in relation to the Project.

93. **CL.3** Prior to the main construction works commencing, soils and fill materials within Alan Wood Reserve (Sector 9) shall be further classified so as to determine the distribution and extent of cleanfill, managed fill and contaminated/hazardous fill materials.

94. **CL.4** All excavated soil shall be tested by the NZTA in general accordance with the CSMP, prior to either reuse on site or disposal off site. The testing regime shall be submitted for approval by the Major Infrastructure Team Manager, Auckland Council.

CL.5 The NZTA shall notify the Major Infrastructure Team Manager, Auckland Council within 5 working days of identification of any contamination at the site which was not identified in the reports submitted in support of this application, including contaminated soil, surface water or groundwater.

CL.6 The removal of any excavated contaminated soil shall be in accordance with the CSMP. The removal and disposal of any contaminated groundwater/ surface water from the site shall be in accordance with the GWMP and the ESCP.

CL.7 The NZTA shall engage a suitably qualified contaminated land specialist to supervise the works, excavation and removal of any contaminated soils from the site and undertake sampling (if required) of imported material.

CL.8 All testing / sampling techniques shall be carried out in accordance with the Ministry for the Environment's Contaminated Land Management Guidelines or other equivalent standards approved in writing by the Major Infrastructure Team Manager, Auckland Council.

95. **CL.9** During and following the tunnel construction works beneath Sector 8, groundwater quality monitoring shall be carried out at locations within and down hydraulic gradient of Phyllis Street Landfill. Monitoring shall be undertaken on at least a monthly basis, and for a period up to 12 months following completion of the tunnel construction works. The monitoring programme shall be submitted for approval by the Auckland Council as landowner.

96. **CL.10** Prior to, during and following tunnel construction works beneath Phyllis Street Landfill, monitoring for landfill gas shall be carried out from existing monitoring boreholes within the landfill. Monitoring shall be undertaken on at least a monthly basis, for a period of no less than 6 months prior to, and up to 12 months following completion of the tunnelling works. The monitoring programme shall be submitted for approval by the Auckland Council as landowner.

97. **CL.11** The NZTA shall submit to the Major Infrastructure Team Manager, Auckland Council, a Site Closure Report no later than three (3) months after the completion of the earthworks. The Report shall be prepared in accordance with the Ministry for the Environment's Contaminated Land Management Guidelines and include:

- a. Results of any soil reuse and imported material testing carried out to ensure compliance with the CSMP;
- b. Volumes of soil removed from site;
- c. Copies of the waste disposal receipts; and
- d. Reports of any non-compliance with the CSMP procedures or complaints received while undertaking the site works

Freshwater Conditions

98. **F.1** The NZTA shall finalise, and implement through the CEMP, the ECOMP submitted with this application. The ECOMP shall be updated to ensure compliance with the conditions of this consent and include changes to the details of construction processes prior to construction commencing. The ECOMP shall include, but not be limited to details of:

- a. Monitoring of freshwater ecology;
- b. Monitoring of freshwater and stream sediment quality;
- c. Trigger event criteria for undertaking additional monitoring;
- d. Procedures for responding to accidental discharges of contaminants to the freshwater environment; and
- e. Contingency plans and/or remedial measures in the event monitoring results identify adverse effects.

99. **F.2** The NZTA shall engage a suitably qualified ecologist and water quality scientist to undertake freshwater monitoring programme prior to, during and following construction to monitor the effect of the Project on the freshwater ecology. The freshwater monitoring shall be undertaken in Oakley Creek, Pixie Stream and Meola Creek. The freshwater monitoring programme shall be undertaken in accordance with the details set out in the ECOMP and include:

- a. Cross sectional profiles;
- b. Macro invertebrate sampling; and
- c. Freshwater fish monitoring.

100. **F.3** The freshwater monitoring programme shall, as a minimum, be undertaken in accordance with the following frequency:

- a. Prior to construction – two baseline ecological surveys.
- b. During construction – twice per year for fish and macro invertebrates and cross sectional profiles, within one month prior to the beginning of the earthworks season and within one month either side of the end of the earthworks season.
- c. Post construction – on an annual basis for a maximum period of three years, or less if the Major Infrastructure Team Manager, Auckland Council is satisfied that no adverse effects have occurred or are likely to occur from the Project.
- d. Monthly water quality samples at the five existing Oakley Creek sample locations to be analysed for pH, turbidity, suspended solids, metals (Zn, Cu and Pb) and nutrients.
- e. Four “event based” samples per annum from each of the current two Oakley Creek sites. The samples are to be analysed for pH, turbidity, suspended solids, metals (Zn, Cu and Pb), hydrocarbons (TPH) and nutrients.
- f. Two sediment quality samples per annum (January and July) at the five existing water quality Oakley Creek sites (if there is sufficient sediment to sample). The samples are to be analysed for metals (Zn, Cu and Pb), polycyclic aromatic hydrocarbons (PAH), hydrocarbons (TPH) and semi-volatile organic compounds.

Advice note: The sample collection and analysis required under sub-clauses (d) to (f) shall be undertaken following an IANZ accredited methodology by a suitably accredited laboratory (International Accreditation New Zealand).

101. **F.4** The NZTA shall undertake additional freshwater monitoring in the event of a ‘trigger event’ for freshwater habitats. For the purposes of this consent, a ‘trigger event’ for freshwater habitats is defined in the ECOMP.

102. **F.5** The NZTA’s ecologist/hydrologist (required by condition F.2 shall review, every six months, the freshwater monitoring results, provided from Conditions F.2 to F.4, and results in monitoring detailed in earthworks Conditions E.9 and E.19 and Groundwater Condition G.10 of the Final Report and Decision of the Board of Inquiry into the NZTA Waterview Connection Proposal – Volume 2 Conditions of Consent. In the event that potential adverse effects are identified, including through review of the Condition G.10 monitoring results by the hydrologist and freshwater ecologist required by Condition G.12, the NZTA shall develop and submit for the approval of the Major Infrastructure Team Manager, Auckland Council appropriate contingency plans and/or remedial measures in accordance with the measures set out in the ECOMP.

103. **F.6** Freshwater monitoring reports shall be compiled from the monitoring undertaken pursuant to Conditions F.2 to F.4 and the review of Condition F.5, and a report provided to the Major Infrastructure Team Manager, Auckland Council every 6 months.

104. ADVICE NOTES – RELEVANT TO ALL RESOURCE CONSENTS AND ALTERATIONS TO DESIGNATIONS FOR BOTH NZTA AND AT (UNLESS SPECIFIED)

- a. These consents and alterations to designation are to be read in conjunction with the previously approved resource consents and alterations to designation for the Waterview Connection Project and does not negate NZTA or AT’s requirement to continue to comply with the conditions of the resource consents and designations approved by the Board of Inquiry, subject to all the amendments approved above.
- b. The scope of these resource consents and alterations to designations is defined by the information lodged to the Auckland Council Resource Consents and Regional and Local Planning Departments.
- c. In respect of the resource consents, if you disagree with any of the above conditions, or disagree with the additional charges relating to processing the application you have a right of objection pursuant to ss357A or 357B of the Act. Any objection must be made in writing to the Council within 15 working days of notification of these decisions.
- d. The Auckland Council Resource Consents Department shall be paid any compliance and monitoring costs on an ‘actual and reasonable’ basis in accordance with section 36 of the Resource Management Act.
- e. Pursuant to section 126 of the Act, if these resource consents have been exercised, but are not subsequently exercised for a continuous period of five years, the consents may be cancelled by the Auckland Council Resource Consents Department unless other criteria set out in section 126 are met.
- f. These resource consents do not constitute a building consent approval. Please check whether building

consents are required under the Building Act 2004.

g. A copy of these resource consents should be held on the site at all times during the establishment and construction phase of the activity. The consent holders are requested to notify the Council, in writing, of their intention to begin works, a minimum of seven days prior to commencement. Such notification should be sent to the Major Infrastructure Projects Team Manager and include the following details:

- i. site address to which the consent(s) relates;
- ii. name and telephone number of the project manager and the site owner;
- iii. activity to which the consent relates; and
- iv. expected duration of works.

h. These consents do not relieve the consent holders of their individual responsibilities to apply for any other consents which may be required under the Building Act 2004 or other legislation, and/or by Heritage New Zealand.

i. In the event of archaeological site evidence (e.g. shells, middens, hangi or ovens, pit depressions, defensive ditches, artefactual material or human bones) being uncovered during construction, operations shall cease in the vicinity of the discovery and the archaeologist, Auckland Council, is to be contacted so the appropriate action can be taken before any work may recommence there. All archaeological sites are protected under the provisions of the Historic Places Act 1993 ("HPA"). It is an offence under that Act to destroy, damage or modify any archaeological site, whether or not the site is entered on Heritage New Zealand register of historic places, historic areas, wahi tapu and wahi tapu areas. Under ss11 and 12 of the HP Act, applications must be made to Heritage New Zealand for an authority to destroy, damage or modify an archaeological site(s) where avoidance of effect is not practicable. It is the responsibility of the consent holder to consult with Heritage New Zealand about the requirements of the HPA and to obtain the necessary authorities under the HPA should these become necessary as a result of any activity associated with the proposed development.

j. These resource consents do not in any way allow either of the consent holders to enter and construct drainage or other works on or in neighbouring properties, without first obtaining the agreement of all owners and occupiers of said land to undertake the proposed works. Any negotiation or agreement is the full responsibility of the consent holders, and is a private agreement that does not involve the Council in any capacity whatsoever. To obtain sign-off for the resource consents, the services described by the conditions are required to be in place to the satisfaction of the Council.

k. All proposed changes to the stormwater proposal must be discussed through the Major Infrastructure Projects Team Manager with the Team Leader – Stormwater, Natural Resources and Specialist Input, prior to implementation. Any changes to the proposal which will affect the capacity of performance of the stormwater system and/or will result in a change to the conditions of this consent will require an application to be made in accordance with section 127 of the Act.

l. It is anticipated that meetings will be arranged by the consent holder/requiring authority for each of the stormwater catchments following completion of the different stages of the development.

m. The planting plan may be submitted as part of a wider landscaping plan or strategy for the site however it is expected to include information to meet the specific requirements of the stormwater permit.

n. Stormwater360 Stormfilter proprietary devices are those that have been considered and assessed in association with this consent and the alterations to designations. Any changes to the proposed proprietary device media, type or configuration may result in the need to vary this consent and / or designation under section 127 of the Act.

o. If construction takes place over the winter period, extra account should be taken of the potential for larger inflows of surface and groundwater into excavations;

p. Any building over or adjacent to public drains needs to be constructed to Council standards and may include piling in accordance with the Council's requirements;

q. If any building spans over common boundaries, consideration must be given to piling foundations to ensure that any differential settlement is minimised;

r. Where applicable, a wheel wash or similar (or if appropriate, a stabilised construction entrance with a water pressure wash system) should be constructed for all sites and all vehicles exiting the sites are required to use this facility;

s. There may be further requirements for design or geotechnical information as part of a building consent application. Extensions, alterations and diversions to the public infrastructure will require an "Engineering Approval" consent from the Auckland Council.

t. Auckland Transport is advised to enter into discussions with the Auckland Council with regard to the drawback of designation D05-08 (956 Great North Road) to reflect the new footprint of the St Lukes interchange, established through the confirmation of NoR PA362. This process can be undertaken by completing Form 23 of the Resource Management (Forms, Fees and Procedure) Regulations 2003 and Section 182 of the RMA.

Attachments

Figure CEMP.A – Construction Environmental Management Framework

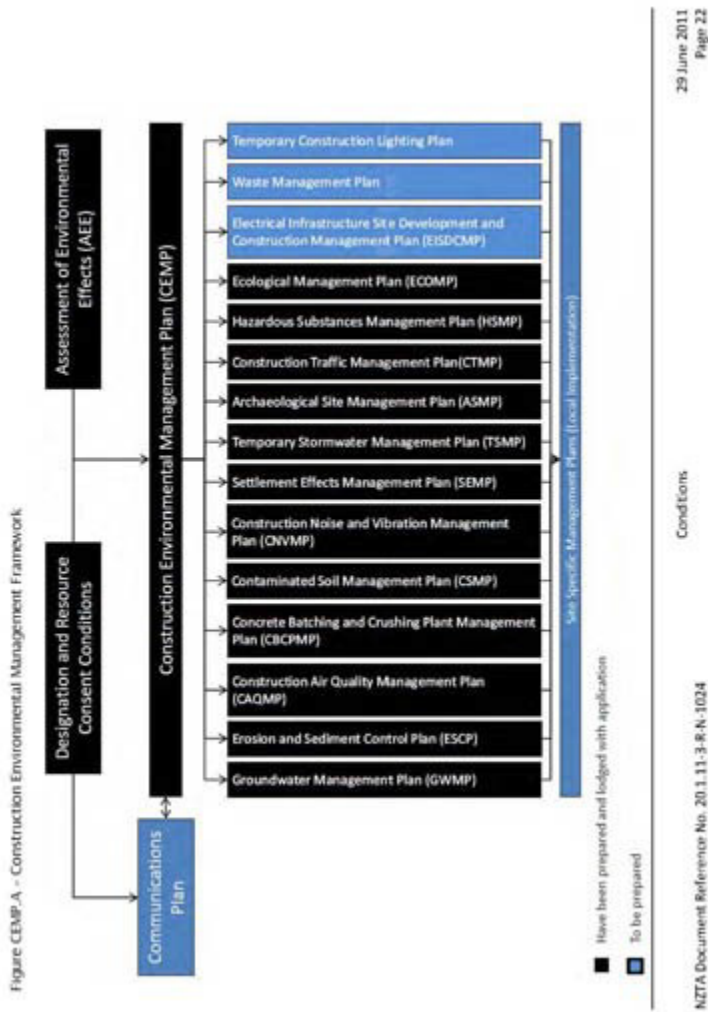
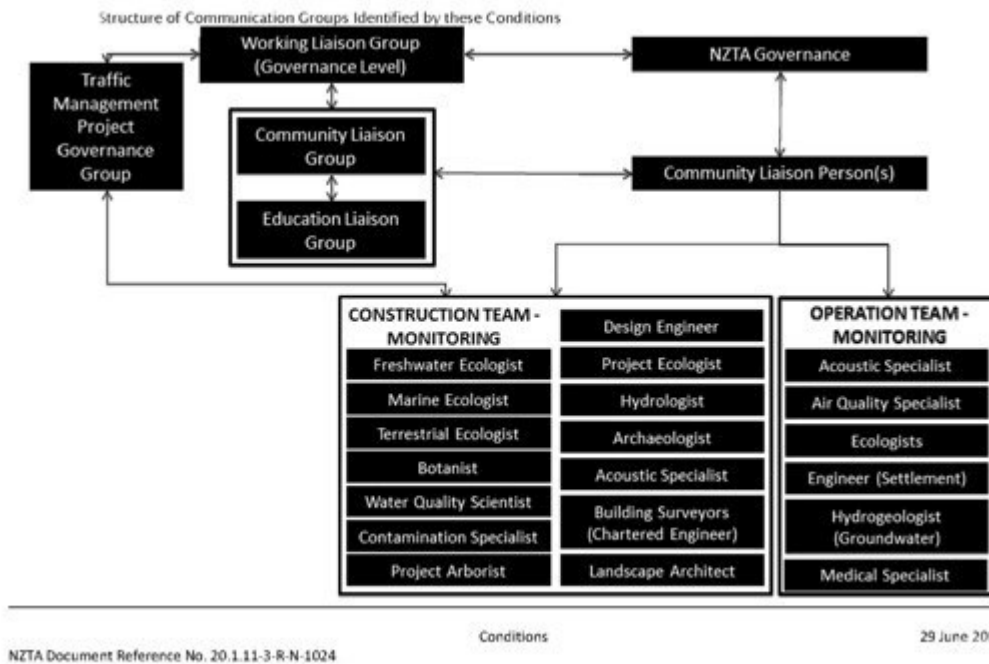


Figure PI.A – Structure of Communication Groups



6733 State Highway 20 – Interchange access from Maioro St Mt Roskill

Designation Number	6733
Requiring Authority	New Zealand Transport Agency
Location	State Highway 20 in the vicinity of Earnie Pinches Street, Mt Roskill
Rollover Designation	Yes
Legacy Reference	Designation H08-07, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

The designation is for the following work:

- a A designation of land between Queenstown Road and the eastern end of Ernie Pinches Street as a road for state highway / motorway purposes (Map Ref 6731 (formerly H08-05));
- b A designation of land between Queenstown Road and New Windsor Road as road, accessway or service lane for access (Map Ref 6732 (formerly H08-06));
- c A designation of land westward from a point opposite Sandringham Road as road for access to and / or for state highway / motorway purposes; this component of the designation being necessary to allow for the connection of the proposed motorway to the local roading network and future grade separation between road and rail when an adjoining railway purposes designation is given effect to (Map Ref 6733 (formerly H08-07));

including the construction, operation and maintenance of those roads, accessways and service lanes and all ancillary structures, works and activities directly associated with the proposed extension of State Highway 20 from Hillsborough Road to Maioro Road.

Conditions

1. General

1.1 To move the requirement boundary to the southeast (towards Ernie Pinches Street) to minimise encroachment over the southeastern boundary of Christ the King Church and School at 288-292 Richardson Road as shown on Plan 1/86/32/3914/8 Revision C.

1.1A That the designation be modified by reducing its size so that the part of the designation extending from Carr Road does not extend onto Lot 2, DP 77953 owned by Swift New Zealand Limited and held in Certificate of Title 34A/1386. This modification shall be as shown on Drawing Number 1/86/32/1914/2. The part of the designation on the Hayr Road boundary shall remain.

1.1B No work shall occur within the area of Winstone Park which is currently protected by the Reserves Act 1977 until determination of the High Court appeal AP123/02 (or any subsequent and related Court of Appeal proceeding), dismissing the appeal and / or authorising work within the Winstone Park Reserve.

1.1C That the designation be altered by adjusting its boundaries at 133 Stoddard Road, 67 Ernie Pinches Street and 90 May Road (the Roseman Avenue pond). This alteration shall be as shown on the following drawings produced by Transit NZ and URS NZ Ltd:

- a. P-03-087, P-03-088, P-03-89 (dated 26 Sept 02); and
- b. P-02-057, P-02-058, P-02-061 (dated 13 Aug 02).

1.1D That the designation be altered by adjusting its boundaries at 43 to 53 Hendry Avenue and 1 to 11A Maioro Street. This alteration shall be as shown on the following drawings produced by Transit NZ and URS NZ Ltd:

- a. P-03-086, P-03-090 (dated 26 Sept 02); and
- b. P-02-055, P-02-060 (dated 4 Feb 03).

1.1E That the designation be altered by adjusting its boundaries at Mt Roskill Grammar School. This alteration shall be as shown on the following drawings produced by Transit NZ and URS NZ Ltd:

- a. P-03-092 dated 26 Sept 2002;
- b. P-02-064 dated 4 February 2003;
- c. S-35-126 revision OD dated 28 May 2003;
- d. S-35-101 revision B dated 14 November 2002; and
- e. P-03-086-091 dated 4 Oct 2002.

1.1F That the designation be altered by adjusting its boundaries at the Dominion Road frontage to Winstone Park. This alteration shall be as shown on the following drawings drawn by URS Ltd:

- a. P-100-200 'Figure A' dated 21 May 2004; and
- b. P-100-202 'Figure B' dated May 2004.

1.1G That the designation be altered by adjusting its boundaries at the corner of Hendry Avenue and Queenstown Road (Lot 2 DP 55660). This alteration shall be as shown on the following drawings drawn by Transit NZ and URS NZ Ltd:

- a. P-100-011 dated March 2004; and
- b. C-121A, dated April 2004.

1.1H That the designation be altered by adjusting its boundaries at 110, 138A and 155 Hillsborough Road. This alteration shall be as shown on the 'SH20 - Mt Roskill Extension Proposed Alteration to Designation' drawings drawn by Transit NZ and URS NZ Ltd and referred to as:

- a. Figure 2 Rev A, Site 138 Hillsborough Road (dated October 2004);
- b. Figure 3 Rev A, Site 155 Hillsborough Road (dated October 2004); and
- c. Figure 4, Rev A, Site 110 Hillsborough Road (dated October 2004).

1.2 Except as modified by the conditions below, the work shall be undertaken in general accordance with the information provided by Transit New Zealand at the hearing; the Notice of Requirement and supporting documents, namely:

- a. 'SH20 Hillsborough to Richardson Road, Assessment of Effects on the Environment', Traffic Design Group and URS NZ Ltd, dated 2 November 2000;
- b. 'SH20 Hillsborough to Richardson Road, Scheme Assessment Report', Volume 1 – Report, Volume 2 – Drawings, Traffic Design Group and URS NZ Ltd, dated 2 November 2000;
- c. Revised attachments to the Notice of Requirement. In particular, the following drawings drawn by Traffic Design Group and URS NZ Ltd;
- d. 'Proposed designation as amended in response to matters raised during hearing 26 March-6 April 2001', Drawing numbers 1/86/32/1914/1-4 Revision E; and
- f. 'Property identification and designation boundaries (as revised post-notification)', 1/86/32/3914/1-9 Revision C.

1.3

- a. Except as modified by conditions below, works on and disturbance of the northern slopes of the Mt Roskill volcanic cone between Dominion Road and Roseman Avenue shall be generally in accordance with the works shown on Figure A (Project Drawing Number P-100-200) drawn by

URS NZ Ltd dated 21 May 2004 (hereafter referred to as "Figure A"); and

b. If as a result of detailed design, the Requiring Authority proposes any departure from the works shown on Figure A that affects Mt Roskill volcanic cone between Dominion Road and Roseman Avenue but which remains in general accordance with the drawing, the Requiring Authority shall consult with the Department of Conservation before adopting any such a departure; and

c. No excavation beyond that associated with the extent of work shown on Figure A is permitted, except where:

- i. the work does not result in any further excavation of unmodified parts of the cone within Winstone Park; and
- ii. the work is consistent with Condition 2.1B.

1.4 Where the State highway connects with Richardson Road, the route shall be redesigned and shifted towards the southeast so as to minimise the need for works to encroach across the southeastern boundary of Christ the King Church and School at 288-292 Richardson Road.

1.5 Condition deleted.

1.6 Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

1.7 As soon as practicable following confirmation of the designation and completion of construction, the Requiring Authority shall give notice to the Council in accordance with Section 182 of the RMA for removal of the existing designation 6729 (formerly F05-05) 'proposed motorway; proposed motorway and railway; proposed road, Hayr Road to Richardson Road'.

1.8 As soon as practicable following confirmation of the designation and completion of construction, the Requiring Authority shall give notice to the Council in accordance with Section 182 of the RMA for removal of the existing designation 6718 (formerly A07-01) 'motorway' in the vicinity of Hendry Road where designation 6718 is replaced by the new designation.

1.9 As soon as practicable, following completion of construction, the Requiring Authority shall give notice to the Council in accordance with Section 182 of the RMA for removal of those parts of the designation which are not required for the long term operation and maintenance of the State highway.

1.9A

- a. Within three months following completion of construction of the state highway between Dominion Road and Roseman Avenue, the Requiring Authority shall give notice to the Council in accordance with Section 182 of the RMA for the adjustment of the southern boundary of the designation between Dominion Road and Roseman Avenue to a new position approximately 18 metres northwards; and
- b. Activities within the zone 2 metres to the north of the adjusted designation boundary shall thereafter be limited to inspection and maintenance purposes.

1.9B Works within Winstone Park along the Dominion Road frontage shall be undertaken in accordance with the following:

- a. The design of the proposed footpath between the Winstone Park access road and the Dominion Road interchange shall be generally in accordance with the works shown on Figure A (Project Drawing Number P- 100-200) drawn by URS NZ Ltd dated 21 May 2004.
- b. The detailed design of the new footpath between the Winstone Park access road and the Dominion Road interchange shall be determined in consultation with the council. The following

matters shall be taken into account in the final design:

- i. The appropriate width;
 - ii. Lighting;
 - iii. The connection between the new footpath and the existing footpath along Dominion Road;
 - iv. The need to ensure changes to the Winstone Park vehicle access clearly define the pedestrian crossing point.
- c. The construction of the proposed footpath between the Winstone Park access road and the Dominion Road interchange shall be undertaken in a manner which minimises excavation of the natural ground surface.
- d. Prior to any construction work commencing protective fencing shall be erected to protect the trees near the area of works. Where practicable the fencing shall be to the standard described within Attachment 2 – Protective Fencing.
- e. All pruning works and construction activity at the base of the existing mature puriri and totara trees adjacent to the proposed footpath shall be undertaken in consultation with the council's parks arborist. The work shall also be undertaken in accordance with the arborist's report dated 27 February 2004, included with the notice of requirement.
- f. With regard to the mature puriri to the immediate south of the Winstone Park access road, the portion of the batter within the dripline of the puriri shall be excavated under arborist's supervision, incorporating hand digging as required. All roots encountered shall be cut cleanly back to the soil face with sharp pruning tools. The exposed face shall be immediately covered with up to 50mm of high quality topsoil and the topsoil lightly compacted.
- g. Any pruning of trees required to achieve clearance for the footpath shall be undertaken by a recognised arboricultural contractor who is approved by the council's parks arborist.
- h. The New Zealand Transport Agency (NZTA)'s contractor shall contact the council's parks arborist a minimum of five working days prior to any arboricultural work commencing to arrange for a pre-works commencement meeting. All contractors and sub-contractors involved in the arboricultural work shall be present. The location of protective fencing shall be agreed in consultation with the council's parks arborist at that time.

1.10 The Requiring Authority shall pay the Council a compliance monitoring charge of \$5,000 (inclusive of GST), plus any further monitoring charge or charges to recover the actual and reasonable costs that have been incurred to ensure compliance. (This charge is to cover the cost of inspecting the site, carrying out tests, reviewing conditions, updating files and all work required to ensure compliance with the conditions on the designation). This monitoring charge shall be paid at the time an Outline Plan is submitted.

1.11 Any land taken or held for works shall be maintained to a reasonable standard until physical works commence to the satisfaction of the Council.

1.12 That a permanent liaison person shall be appointed by the Requiring Authority for the duration of the State Highway 20 extension project to be the main and readily accessible point of contact for persons affected by the designation and construction work. The liaison person's name and contact details shall be advised to affected parties by the Requiring Authority. This person must be available for on-going consultation on all matters of concern to affected persons.

1.13 Access shall be maintained to the land currently leased by the Pat Noton (1984) Trust under New Zealand Railways Corporation Leases L43520 and N2080, and to the land currently leased by South International Finance under New Zealand Railways Corporation Lease L44406/C25209 while those parties remain in valid occupation of the land.

2. Construction

2.1 Prior to commencement of any works on any part of the land included within the designation, the Requiring Authority shall submit a Construction Management Plan to the Council in respect of that land. The Construction Management Plan shall include specific details relating to the demolition, construction and management of all works associated with this development, including:

- a. Details of the site or project manager, including their contact details (phone, facsimile, postal address);
- b. The location of large noticeboards that clearly identify the name, telephone number and address for service of the site or project manager;
- c. Any means, such as a restriction on the size of construction vehicles and machinery, required to ensure that no damage occurs to street trees throughout the construction period;
- d. Any means of protection of services such as pipes and watermains within the road reserve;
- e. Measures to be adopted to maintain the land in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building materials and similar construction activities;
- f. Measures to be adopted to ensure that pedestrian access past the works is provided where practicable and that such access is safe;
- g. Location of workers conveniences (e.g. porta-loos);
- h. Ingress and egress to and from the works for vehicles during the construction period;
- i. Proposed maximum numbers and timing of truck movements throughout each day and the proposed routes;
- j. Procedures for controlling sediment runoff, dust and the removal of soil, debris and demolition and construction materials from public roads or places. Dust mitigation measures should include use of water sprays to control dust nuisance on dry or windy days;
- k. Location of vehicle and construction machinery access during the construction period;
- l. Procedures to be followed for ensuring that residents within 100 metres of blast sites receive at least 24 hours written notice of any imminent blasting;
- m. Hours of operation and days of the week for construction activities;
- n. Means of providing safe pedestrian access between Keith Hay Park and the Mt Roskill Schools, and between Ernie Pinches Street and Stoddard Road during construction;
- o. Means of ensuring the safety of the general public;
- p. Procedures for ensuring that residents in the immediate vicinity of construction areas are given prior notice of the commencement of construction activities and are informed about the expected duration of the works;
- q. Procedures to be followed to ensure that those working in the vicinity of Mt Roskill volcanic cone are aware of the heritage values of the cone and the steps which need to be taken to meet the conditions applying to work in this area.

The Construction Management Plan shall be implemented and maintained throughout the entire demolition and construction period.

2.1A With respect to the 20 metre wide strip situated to the north of the southern boundary of the designation within Winstone Park, during construction:

- a. Storage of materials, and vehicle or machinery parking shall only be carried out within the same area 10 metres extending from and parallel to the southern boundary of the designation;
- b. Prior to the commencement of any construction activity, a temporary 2 metre high fence shall be erected along the southern boundary of the designation to separate the Winstone Park reserve from all construction activities, and the fence shall not be removed until either all related construction activity is completed or the area is no longer required for that purpose.

2.1B Once construction of the motorway within the designated area between Dominion Road and Roseman Avenue is completed, any land on Mount Roskill, within the 18 metre strip previously

designated (as referred to in Condition 1.8), must be reinstated in conformity with the natural landscape and form in that vicinity, as soon as practicable.

2.2 Any commercial earthmoving equipment or similar shall be stored or parked within the boundaries of this designation at all times and not on surrounding streets.

2.3 All storage of materials and loading and unloading of equipment associated with the construction works shall take place within the boundaries of this designation.

2.4 Pedestrian access and thoroughfare shall be maintained on all roads and footpaths adjacent to the construction works where practicable. Such access shall be safe and clearly identifiable.

2.5 Temporary protection shall be installed to prevent vehicles damaging drains, footpaths, berms, kerbs, vehicle crossings and the road during the site preparation and construction phase of development. Any damage to the drains, footpaths, berms, kerbs, vehicle crossings and the road attributable to any vehicle associated with construction activities shall be repaired to the same or similar standard as existed prior to such damage.

2.6 During construction, the New Zealand Standard NZS 6803:1999 Acoustics – Construction Noise, shall be complied with. The limits of Table 2 shall also be applied to school buildings.

2.7 Appropriate measures shall be taken during construction to minimise potential dust nuisance.

2.8 Pedestrian access between Keith Hay Park and the Mt Roskill Schools, and between Ernie Pinches Street and Stoddard Road shall be maintained during construction.

2.9 Prior to the commencement of construction in the vicinity of Winstone Park (at the Mt Roskill cone), The New Zealand Transport Agency (NZTA) shall use its best endeavours to relocate the existing childrens' playground in the Park to a location approved by the Council.

3. Landscape and Visual Effects

3.1 A detailed landscape plan, including an implementation and maintenance programme, shall be prepared by a suitably qualified landscape architect in consultation with the Council, at the time of submitting an Outline Plan.

a. The plan shall include details of the plant sizes at the time of planting and intended species.

b. In preparing the landscape plan, the following matters shall be taken into account:

i. The integration of the highway alignment into the surrounding landscape;

ii. Mitigation of effects on properties in the vicinity of the alignment;

iii. Any proposed planting of mature trees (including replanting);

iv. Planting in respect of waterways, including stormwater ponds;

v. Planting of earth bunds;

vi. The suitability of particular species of plants to the conditions of any particular area, and the beneficial effects of any particular species in terms of air quality;

vii. The staging of landscaping with the staging of construction;

viii. Landscaping in respect of Maioro Street.

c. Such a plan is to include appropriate measures for:

i. screening views of the motorway from adjacent properties and public places;

ii. screening noise attenuation fences;

iii. retention or relocation of existing trees where practicable;

iv. revegetation of the realigned stream located between Ernie Pinches Street and Stoddard Road.
d. The landscaping shall be implemented in accordance with the landscaping plan within the first planting season following the completion of the construction works, and shall be maintained for the next five years.

3.2

- a. The Requiring Authority shall consult with the Department of Conservation ('DOC'), Auckland Conservation Board ('ACB') and the Auckland Volcanic Cones Society Inc ('AVCS') on the final design of the works shown on Figure A and associated safety fence at the base of the Mt Roskill Cone;
- b. The design of the safety fence shall incorporate materials, textures and colours appropriate to the visual and historical context of the cone;
- c. Batter slopes shall be planted with trees or shrubs suited to the conditions of the site and to the natural context of the cone;
- d. The associated safety fence shall be a minimum 1.4 metres in height and shall include appropriate safety features. The fence shall be designed to be as visually transparent as possible, while still meeting the required safety standards;
- e. The results of consultation with DOC, ACB and AVCS shall be taken into account in finalising the design of the batter slopes, reinstatement works and safety fence;
- f. Plans for the design of the batter slopes, reinstatement works and safety fence, together with a report on the consultation with DOC, ACB and AVCS, shall be provided to the Auckland Council at the time an Outline Plan is submitted;
- g. A photographic record shall be taken as the cut proceeds to provide a visual record of the geology of the cone

3.3 Vehicle access past the oak tree at the rear of St Martin's Church (1358 Dominion Road) shall be provided in a manner which minimises excavation and damage to the tree roots.

3.4 To the extent that stormwater management allows, a landscape bund shall be constructed along the boundary of Keith Hay Park and the motorway to achieve visual and landscaping mitigation. No part of the bund shall extend beyond the boundary of the designation without specific approval from Auckland Council as land owner.

3A. Somerset Road Tress

Trees requiring trimming or removal for the construction of the Keith Hay Park pedestrian and cycle bridge

3A.1 All tree work identified on drawing S-35-126 revision OD dated 28 May 2003 (produced by Transit and URS NZ Ltd) shall be undertaken by a recognised arboricultural contractor who is approved by the Council's parks arborist.

3A.2 The New Zealand Transport Agency (NZTA)'s Contractor shall contact the Council's parks arborist a minimum of 5 working days prior to any arboricultural work commencing to arrange for a pre works commencement meeting. All contractors and sub- contractors involved in the arboricultural works shall be present.

3A.3 All tree removals and pruning works shall be undertaken in consultation with Council's parks arborist.

3A.4 All tree pruning works shall employ recognised arboricultural target pruning practices. All such works shall be supervised by the Council's parks arborist who shall be available in

accordance with the 5 days notice required in condition 3A.2.

3A.5 All tree removal work shall employ recognised arboricultural felling and dismantling practices, and shall be undertaken in a manner that avoids or minimises damage or disturbance to adjacent trees to be retained.

Protection of seven trees on southern side of Somerset Road

3A.6 Prior to any construction activities commencing a temporary barrier shall be erected as close as practicable to the edge of the dripline of trees numbered 1211-1217 (as identified on drawing S-35-126 revision OD dated 28 May 2003 produced by Transit and URS NZ Ltd). The location of the temporary barrier shall be determined in consultation with the Council parks arborist. The temporary barrier shall be a minimum of 2 metres in height and shall be of sturdy construction. It shall remain in place for the entire duration of all works within the vicinity of the Somerset Road trees. The temporary barrier shall be clearly identified as a 'restricted area / tree protection area' by the placement of the appropriate signage.

3A.7 Any pruning on the southern side of the poplar trees numbered 1211-1217 that may be required to provide clearance from the construction site shall be undertaken in consultation with Council's parks arborist.

3A.8 All pruning works shall be performed by a qualified competent arborist using recognised arboricultural target pruning practice. All such works shall be supervised by the Council's parks arborist who shall be available in accordance with the 5 days notice required in condition 3A.2.

3A.9 Prior to any construction activities commencing, a layer of mulch shall be laid over the entire area within the fenced area referred to in 3A.6 above. The mulch shall be a minimum thickness of 200mm, and shall be maintained at this level for the entire duration of the construction works within the vicinity of the Somerset Road trees.

3A.10 At no time shall the fenced area referred to in 3A.6 above be used for storage even temporarily of construction materials, fill, or any other materials associated with the State Highway 20 project.

3A.11 At no time shall any vehicles or equipment be even temporarily parked, stored, or manoeuvred within the fenced area referred to in 3A.6 above.

3A.12 All excavations in close proximity to the dripline of trees 1211-1217 shall require direct supervision by a competent arborist. Any root pruning which is required shall be undertaken by the arborist using recognised root pruning procedures.

4. Sediment Control and Stormwater

4.1 The Requiring Authority shall implement suitable sediment control measures during all earthworks and after construction to ensure that all stormwater run off from the site is managed and controlled to ensure that in so far as is practicable no silt, sediment or water containing silt or sediment is discharged into stormwater pipes, drains, channels or soakage systems in accordance with Attachment 1 – Silt and Sediment Control Measures. In the event that material is deposited on the street, the Requiring Authority shall take immediate action at their own expense, to clean the street.

4.2 The Requiring Authority shall implement suitable arrangements for stormwater treatment and detention in accordance with relevant ARC guidelines.

5. Noise (Following Construction)

5.1 A noise management plan, detailing noise reduction measures to be implemented, and prepared by a suitably qualified acoustic expert, shall be submitted to the Council at the time an Outline Plan is lodged. The noise management plan shall include:

a. Measures to ensure compliance with the New Zealand Transport Agency (NZTA)'s 'Guidelines for the Management of Road Traffic Noise – State Highway Improvements' (December 1999), provided that the noise management plan shall not apply to the Christ the King Parish Precinct zoned land occupied by Christ the King Church and School at 288- 292 Richardson Road.

5.2 The noise management plan shall identify existing dwellings for which acoustic treatment is required in order to ensure compliance with the New Zealand Transport Agency (NZTA)'s 'Guidelines for the Management of Road Traffic Noise – State Highway Improvements' (December 1999). Those dwellings shall be referred to as 'affected dwelling(s)'.

5.3 Not less than three months prior to the completion of construction of the State highway, the Requiring Authority shall give written notice to the owner of each affected dwelling as follows:

- a. Advising the options available for mitigation treatment to the affected dwelling and the predicted benefits of implementation of such options in term of noise levels;
- b. Advising that the owner has nine months within which to decide whether or not to accept mitigation treatment to the dwelling.

5.4 The Requiring Authority shall advise the Council of:

- a. All written notices served in accordance with condition 5.3;
- b. Any responses received to those written notices;
- c. Those affected dwellings in respect of which no response has been received.

5.5 Where acoustic treatment is required to a dwelling, the Requiring Authority shall be deemed to have complied with condition 5.1 above where:

- a. The Requiring Authority has completed noise mitigation treatment to an affected dwelling; or
- b. The owner of the affected dwelling has refused to accept the Requiring Authority's offer to implement noise mitigation treatment to the dwelling prior to the expiry of six months after the completion of the State highway; or
- c. The owner of the affected dwelling cannot after reasonable enquiry be found prior to the expiry of six months after the completion of the State highway construction.

5.6 Subject to condition 5.5, all noise mitigation work identified by the noise management plan shall be implemented before the use of the State highway commences.

5.7 Low noise generating surfaces, such as friction course surfacing, shall be investigated for use on the motorway and in Maioro Street as a method of meeting New Zealand Transport Agency (NZTA)'s Guidelines.

6. Noise and Vibration from Blasting

6.1 Blasting activities shall be so controlled as to ensure that any ground vibration as the result of any blasting will not adversely affect the structural stability of any building or structure including electrical equipment (that is not connected with the site covered by this designation) or cause a reduction in its utility value. Peak particle velocities measured on any foundation or uppermost full storey of any building not related to the site, which do not exceed the limits set out in Table 1 of German Standard DIN 4150 Part 3:1986 'Structural Vibration in Buildings – Effect on Structures',

will be deemed to meet these requirements. Peak particle velocity means the maximum particle velocity in any of the three mutually perpendicular directions. The units are millimetre per second (mm/s).

6.2 The noise created by the use of explosives for blasting shall either not exceed a peak overall sound pressure level of 128 dB (i.e. peak over pressure of 0.05 kPa) or alternatively the noise shall not exceed a peak sound level of 122 dBC. The measurement shall be made in either case at 1m from the most exposed window or door of any occupied building (that is not subject to this designation).

[Refer also condition 2.1(l) relating to notifying residents of imminent blasting.]

7. Parking, Roding and Property Access

7.1 During the detailed design stage, the Requiring Authority will consult with the Council with regard to the most appropriate means (e.g. flush medians, right turn bays) for providing access on Council roads within the designation.

7.2 Any existing on-site parking and manoeuvring areas which are affected by the works shall, as far as practicable, and in consultation with the Council and the affected landowner, be relocated or reinstated to achieve compliance with Auckland Unitary Plan standards. Details of any such relocations or reinstatements shall be provided to the Council at the time an Outline Plan is submitted.

7.3 Alternative access arrangements shall be provided as far as practicable, and in consultation with the Council and the affected landowner, where existing property access is removed or becomes unsafe as a result of the works. Details of any alternative access arrangements shall be provided to the Council at the time an Outline Plan is submitted.

7.4 The right of way serving the properties at 55B and 55C Stamford Park Road (Lots 1 and 2, DP46097) shall not be used by the Requiring Authority for construction access.

7.5 Any bus stops which need to be moved or shifted as direct a result of the proposed works shall be relocated in consultation with the Council. Christ the King School shall also be consulted about the relocation of the bus stop serving the school.

7.6 The Requiring Authority shall consult with the Council to preserve the Council's ability to construct a rapid transit connection at the Dominion Road interchange as set out in the Council's Notice of Requirement for designation for 'proposed enhancement of the Dominion Road passenger transport services'.

7.7 Hendry Avenue shall be severed into two cul-de-sacs for the purposes of construction of certain aspects of the project. The Requiring Authority shall reconsider whether the final form of Hendry Avenue should constitute cul-de-sacs or a through road after undertaking both further consultation with residents of Hendry Avenue, Stephen Lysnar Place and Kelsey Crescent and a further assessment of effects of both options. The New Zealand Transport Agency (NZTA) will consult with Council officers regarding the results of the further consultation and further assessment of effects before determining the final form of Hendry Avenue.

7.8 The State highway shall be constructed with 3m wide shoulders for traffic safety purposes and to provide for potential future bus lanes.

8. Pedestrian Access

8.1 Appropriate crossing facilities for pedestrians, to mitigate the effects of the proposed works, design and consultation with the Council, shall be provided at the following intersections and roads:

- a. the Hillsborough interchange;
- b. Sandringham Road / Stoddard Road intersection;
- c. Richardson Road / Maioro Street intersection;
- d. Maioro Street / New Windsor Road intersection;
- e. the Dominion Road interchange;
- f. Maioro Street;
- g. any other intersections included within the designation.

Details of crossing facilities shall be provided to the Council at the time an Outline Plan is submitted.

8.2 Fully signalised pedestrian crossings, with a separate phase for pedestrians shall be provided at Richardson Road / Maioro Street, and Maioro Street / New Windsor Road, for the safety of school children using these intersections.

8.3 Pedestrian access shall be provided from Hillsborough Road to Melrose Road.

8.4 Provision shall be made to ensure that the works do not preclude the Council's ability to construct the proposed southwestern cycleway. In particular, and in partnership with the Council, provision shall be made for a southwestern cycleway at the following locations:

- a. Adjacent to the motorway where it passes under May Road;
- b. To be accessed from the pedestrian / cycleway bridge at Ernie Pinches Street (with adequate provision for bicycle turning movements);
- c. In the vicinity of Hendry Avenue (particularly if a decision is made that the final form of Hendry Avenue shall constitute cul-de-sac heads).

8.5 Pedestrian / cycle bridges conforming to the design standards of the Austroads Guide to Traffic Engineering Part 6: Pedestrians shall be provided between Somerset Road / Frost Road and Keith Hay Park, and between Ernie Pinches Street and Stoddard Road. The Requiring Authority shall also consult with Mt Roskill Schools regarding the design and location of the pedestrian / cycle bridge between Somerset Road / Frost Road and Keith Hay Park. Details of the pedestrian / cycle bridges shall be provided to the Council at the time an Outline Plan is submitted.

8.6 Boundary fencing for pedestrian safety shall be constructed along the shared boundaries of the motorway and Keith Hay Park, Akarana Golf Club, and Winstone Park.

9. Archaeological and Geological Areas

9.1 The Requiring Authority shall employ at its expense a qualified archaeologist who shall:

- a. Be on site to monitor all initial earthworks in the immediate vicinity of the Mt Roskill cone, including surface stripping of the site, to establish whether any sub-surface archaeological features are present;
- b. Advise the Council in writing within 24 hours if any archaeological features have been discovered.

9.2 Detailed protocols for the management of archaeological and waahi tapu discoveries shall be specifically discussed with tangata whenua prior to construction.

9.3 If any archaeological sites, including human remains are exposed during site works then the following procedures shall apply:

- a. Immediately it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease;
- b. The site supervisor shall immediately secure the area in a way that ensures that any artefacts or remains are untouched;
- c. The site supervisor shall notify tangata whenua, Heritage New Zealand, the Department of Conservation, City Planning of the Auckland Council that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any authority required from Heritage New Zealand is obtained.

9.4 The Requiring Authority shall employ at their expense a qualified geologist who shall:

- a. Be on site to monitor all initial earthworks in the immediate vicinity of the Mt Roskill cone;
- b. Periodically review construction activities in the vicinity of the Mt Roskill cone;
- c. Be available on call to inspect any geological features encountered during excavation at the base of the Mt Roskill cone and to enable identification of any significant geological features;
- d. Advise the Council in writing within 24 hours if any significant geological features have been discovered.

9.5 Any geological discoveries such as lava caves shall be recorded and, where practicable, damage to these features minimised. Records of any such geological discoveries shall be provided to the Auckland Council and the Department of Conservation for information and future reference.

10. Lighting

10.1 Where encroachment into areas subject to view protection controls in the Auckland Unitary Plan cannot be avoided by structures such as lighting poles and fixtures, such structures shall be designed to have minimum impact, taking into account the assessment criteria in any Volcanic Viewshafts and Height-sensitive Areas sections of the Auckland Unitary Plan. Details of any such encroachments together with an assessment of effects shall be provided to the Council at the time an Outline Plan is submitted.

10.2 Lighting shall be designed and screened to minimise the amount of lighting overspill and illumination of residential areas.

11. Air Emissions

11.1 Onsite monitoring of air emissions from vehicles shall be carried out over a six week period at the Maioro Street / Richardson Road intersection, adjacent to Christ the King Church and School prior to any physical works associated with the motorway being undertaken in the vicinity. The results shall be provided to the Council at the time an Outline Plan is lodged. The monitoring results shall measure the levels of carbon monoxide, nitrogen dioxide, particulate matter (PM10), and hydrocarbons in relation to air quality guidelines.

11.2 A plan for post construction monitoring of air emissions from vehicles at the Maioro Street / Richardson Road intersection adjacent to Christ the King Church and School shall be provided to the Council at the time an Outline Plan is lodged. The monitoring programme shall include the following:

- a. Engagement of an air emissions expert with specialist equipment to monitor air emissions at the above location;
 - b. Measurement of carbon monoxide, nitrogen dioxide, particulate matter (PM10), and hydrocarbons in relation to air quality guidelines;
 - c. Details of the number and location of monitoring positions;
 - d. A requirement for copies of all air emissions monitoring reports to be provided to the Council;
- The monitoring shall be carried out over a six week period within one year of the opening of the SH

20 extension. Monitoring shall be undertaken during the time of year which is expected to give rise to worse case meteorological conditions in terms of air quality.

Advice Notes

1. The Requiring Authority needs to obtain all other necessary consents and permits and comply with all relevant Council bylaws.
2. Under Heritage New Zealand Pouhere Taonga Act 2014 an Authority to Modify an Archaeological Site is required from the Heritage New Zealand before any work takes place on an archaeological site.
3. Some of the land is subject to existing designations. The provisions of Section 177 of the Resource Management Act 1991 apply accordingly.
4. The Council holds a comprehensive discharge consent and has a comprehensive stormwater management plan for the Oakley catchment.
5. The Requiring Authority and the Council will continue to work together to progress the design of the southwestern cycleway generally following the alignment of the State Highway 20 extension.

Attachments

Attachment 1 – Silt and Sediment Control Measures

SILT AND SEDIMENT CONTROL MEASURES

EARTHWORKS

Uncontrolled earthwork activities can remove or smother valuable vegetation and cause silt runoff into streams and coastal waters. This silt can smother biological life and affect fish feeding and breeding areas. By choosing the right methods you can prevent unnecessary soil erosion and help the community protect the streams, beaches and coastal areas of the Auckland region. This pamphlet is aimed at helping you make those choices when planning and carrying out earthworks.

The land owner is responsible for making sure that any activity disturbing the soil is carried out in a way to prevent soil erosion and to stop sediment entering waterways.

To carry out earthworks a resource consent may be needed, depending on the area where the work is to take place and the size of the job. You should enquire with Auckland Council, to find out whether a consent is needed. For very large earthworks you may also need a consent from Auckland Council. The Council has comprehensive guidelines (Technical Publication No 90) which will be helpful for larger projects.

Regardless of the size of the earthworks, you are required to take the appropriate measures to prevent soil loss and erosion.

Some facts about siltation

- earthworks sites generate up to 1000 times as much silt as undisturbed land
- doubling the angle of the slope produces a 4 fold increase in silt
- doubling the area of earthworks can produce a 3 fold increase in silt

METHODS TO PREVENT EROSION AND SEDIMENT LOSS

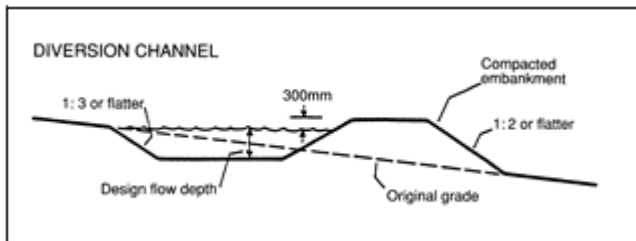
- a. Prevent silt runoff by employing erosion control measures

- i. expose only as much ground as needed at any one time
 - ii. provide runoff diversion channels, contour drains, or earth bunds to divert clean water away from the site onto stable ground (grassed or sealed)
- b. Use one of more of these sediment control measures to capture silt
 - i. silt fences
 - ii. hay bales
 - iii. vegetation buffer strips
 - iv. sediment ponds
 - v. earth bunds
- c. To finish
 - i. topsoil and regrass the exposed ground, or cover with a mulch, as soon as possible.

EROSION CONTROL METHODS

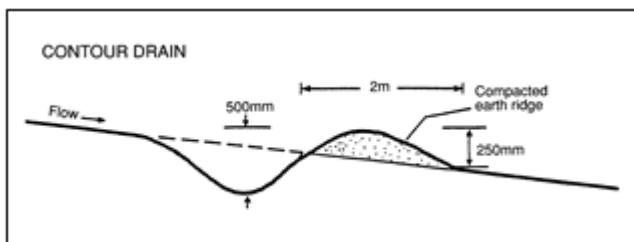
Runoff Diversion Channels

- a. used to protect work areas from up-slope runoff
- b. water from channel can be discharged to areas of vegetation
- c. can be used to divert water to other sediment retention systems
- d. have shallow grades on channel to prevent scouring (1%-2%)
- e. may need to be stabilised against erosion by regrassing



Contour Drains

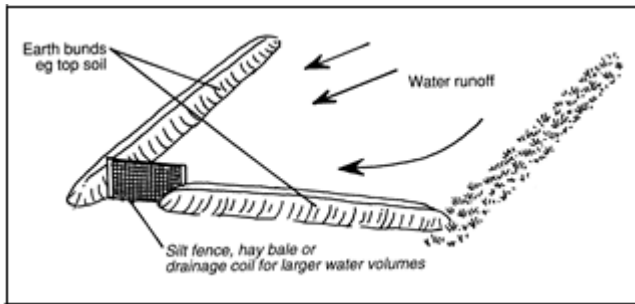
- a. use across earthworks area to break up slope
- b. use more than one drain on steeply sloping sites
- c. decrease spacing of drains as slope increases
- d. water can be discharged to vegetation or into sediment control structures



SEDIMENT CONTROL METHODS

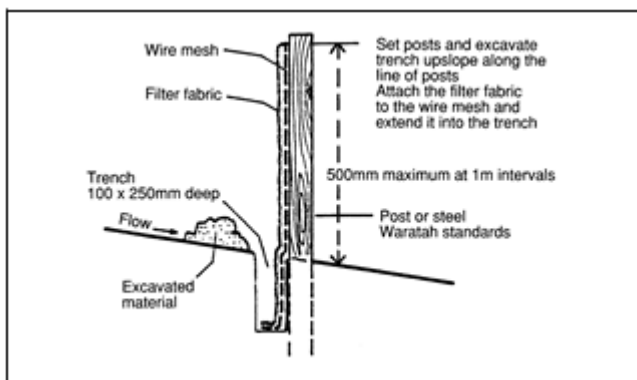
Earth Bunds

- a. construct across slope to control and detain runoff
- b. use near edge of site to prevent sediment from leaving area
- c. can use topsoil from site to create bund



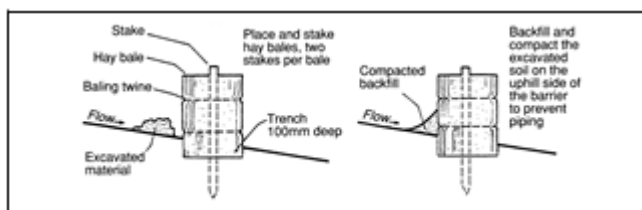
Silt Fences

- for small disturbed areas or low slope angles
- use more than one on steeply sloping sites
- decrease spacing between fences with increasing site slope
- filter fabric is stretched between posts at maximum spacing of 1 metre



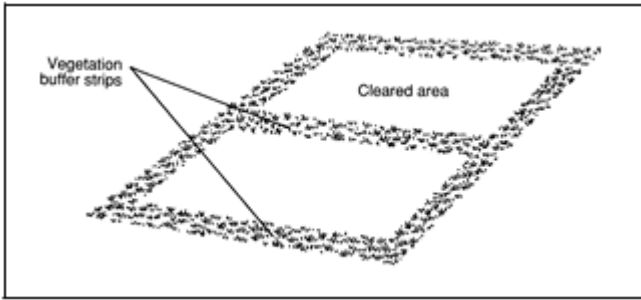
Hay Bales

- for small sites and short term control
- should be dug into ground, tied together and anchored by staking
- regular inspection and maintenance is essential



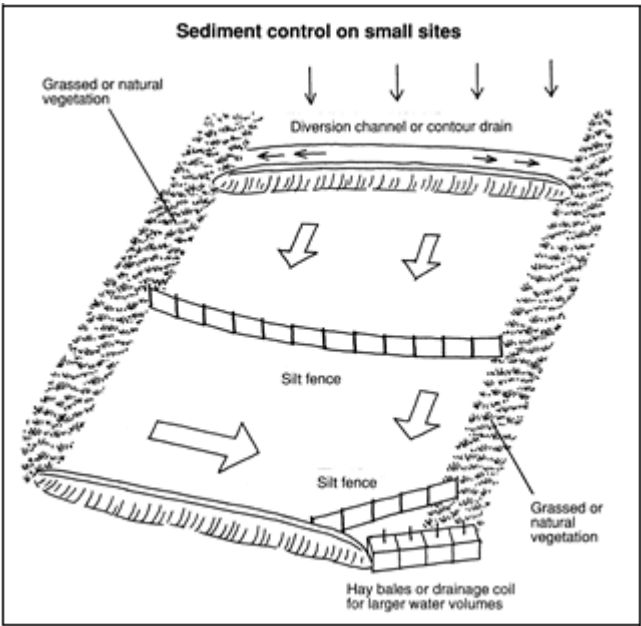
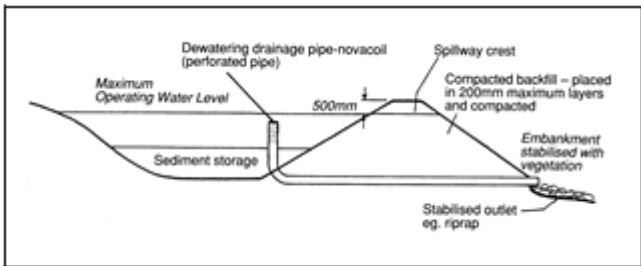
Vegetation Buffer Strips

- should always be provided along watercourses
- to filter sediment from overland flow where runoff rates are low and not concentrated
- use more than one buffer strip on steep slopes
- decrease buffer strip spacing with increasing slope
- to keep machinery away from watercourses



Sediment Ponds

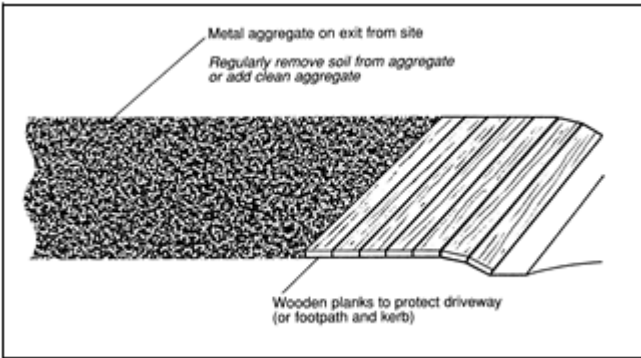
- a. do not construct in streams
- b. size at 1-2% of site area (ie 1-2m³/100m²)
- c. clean out sediment regularly
- d. must have dewatering/drainage facility



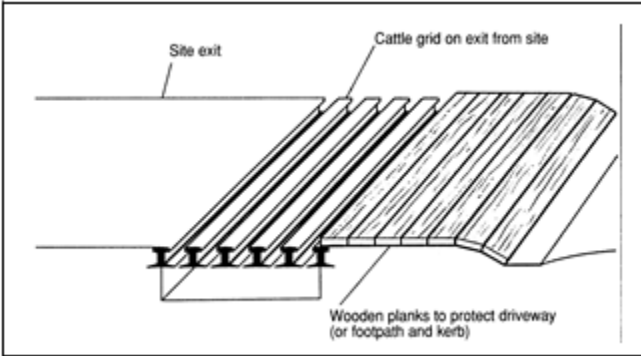
For more details see the Auckland Council publication "Erosion and Sediment Control Guidelines for Land Disturbing Activities in the Auckland Region" (Technical Publication Number 90).

KEEPING THE ROADS CLEAN

It is important that soil from the site is not spread onto the road by vehicle tyres. To prevent this from occurring a stabilised entranceway must be built. The simplest method is to spread metal aggregate on all exitways from the site, where the soil will have a chance to fall off before the vehicle enters the road. Other methods for larger sites are cattle grids or wheel washes. The site manager or site owner is responsible for cleaning up any spilt soil to other materials that get on to the road from the site.

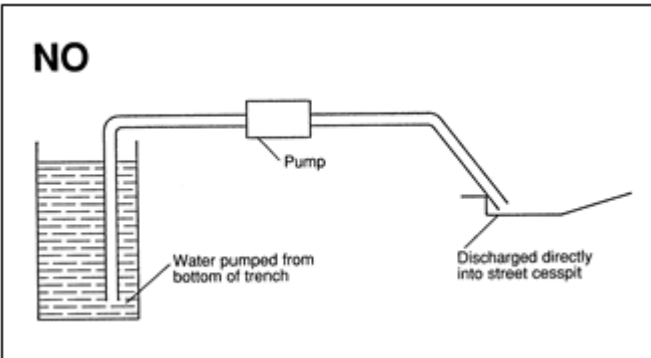
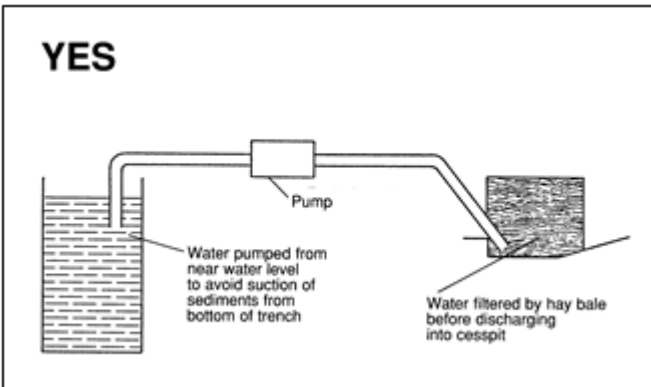


Remember also to protect the footpath, berm and kerb from damage by crossing vehicles.



PUMPING WATER FROM THE SITE

If it is necessary to remove water from trenches or other areas of the site, then this should be done in a manner to prevent sediment in the water from entering any drain or watercourse. Water should not be taken from the bottom of any trench and sediment should be properly filtered out from the dirty water by some appropriate means such as the use of hay bales. Once the sediment has been filtered out it can then be discharged to a cesspit or a grassed area, or a watercourse if no other disposal point is available.



Attachment 2 – Protective Fencing

Before any materials or machinery are brought on site, or before any demolition, or development begins protective fencing must be erected around all trees which are to be retained. Trees on adjacent properties affected by the construction works must also receive appropriate protective fencing. See Figure 1.

The fencing must be strong and appropriate to the degree of construction activity taking place on the site.

The protected area around trees must be of dimensions recommended in Figure 2. The temporary fencing around this area must be maintained throughout construction works. The temporary fencing shall be 1.8 - 2m high and must prevent access within the protected area.

No works shall be carried out within the protected area. No materials shall be stored within the protected area.

Notices should be erected on the fencing with words such as 'Protected area - no operations within fenced area'.

Figure 1: The fencing must be strong and appropriate to the degree of construction activity taking place on the site.

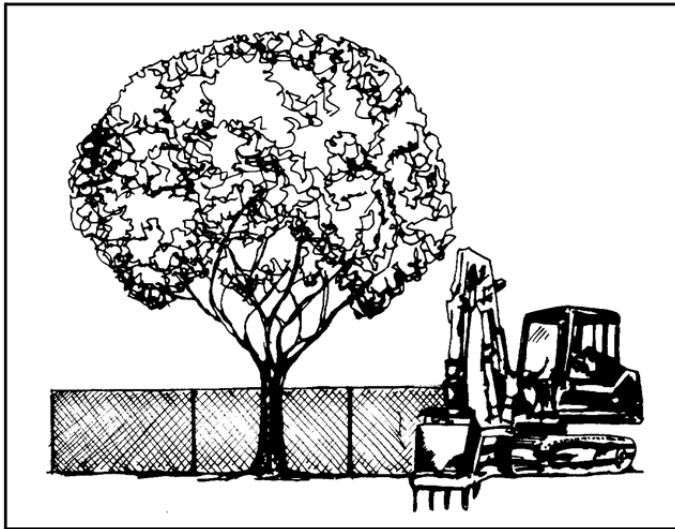
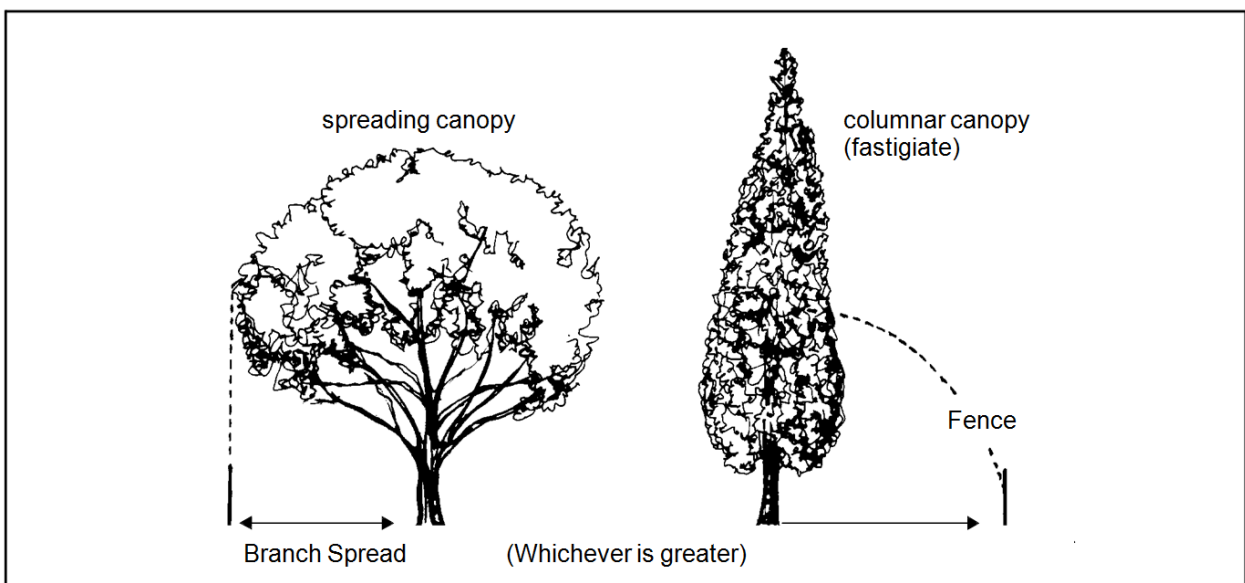


Figure 2: Dimensions for locating protective fencing



6735 State Highway 1 – Wellington St to Victoria Park Tunnel

Designation Number	6735
Requiring Authority	New Zealand Transport Agency
Location	State Highway 1 from Wellington Street to Victoria Park, Auckland Central
Rollover Designation	Yes
Legacy Reference	Designation 283, Auckland Council District Plan (Central Area) 2005
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

The designation is to include, and allow for, the control of this State Highway, including planning, design, supervision, construction and maintenance in accordance with the provisions of the Government Roading Powers Act 1989.

Conditions

1. General

1.1 Except as modified by the conditions below and subject to final design, the project works shall be undertaken in general accordance with the information provided at the hearing by the Requiring Authority the New Zealand Transport Agency (formerly Transit New Zealand), the Notices of Requirement and the supporting documents, namely:

- a. 'Harbour Bridge To City Project - Overview, Notices of Requirement and Attachments - Volume 1', prepared for Transit New Zealand by Beca Infrastructure Ltd, dated October 2005;
- b. 'Harbour Bridge To City Project - Assessment of Environmental Effects - Volume 2', prepared for Transit New Zealand by Beca Infrastructure Ltd, dated October 2005;
- c. 'Harbour Bridge To City Project - Technical Appendices - Volume 3', prepared for Transit New Zealand by Beca Infrastructure Ltd [et al.] dated October 2005;
- d. 'Harbour Bridge To City Project -A3 Plans - Volume 4', prepared for Transit New Zealand by Beca Infrastructure Ltd, dated October 2005;
- e. Further information provided with the response provided under Section 92 Resource Management Act 1991 (dated 2 February 2006).

Note: The Harbour Bridge to City project has been renamed the " Vic Park Tunnel Project" (the Project).

1.2 As soon as practicable following completion of construction of the Vic Park Tunnel (VPT) Project, the Requiring Authority shall give notice to the Auckland Council in accordance with Section 182 of the Resource Management Act ("RMA") for removal of those parts of the existing designations (those in existence prior to the lodgement of the new designation subject to condition 1.1 above) between the Auckland Harbour Bridge and Wellington Street overbridge, being:

1. Designations 6718 and 6719 in the Unitary Plan; and
2. Designation 6735 in the Unitary Plan.

1.3 As soon as practicable following completion of construction of the Project, the Requiring Authority shall give notice to Auckland Council in accordance with Section 182 of the RMA for removal of those parts of the designation which are not required for the long term operation, maintenance and mitigation of effects of the State highway.

Note:

This condition is specific to land no longer required for construction purposes once the Project is completed.

1.4 A liaison person shall be appointed by the Requiring Authority for the duration of the Project to be the main and readily accessible point of contact for persons affected by the designation and construction work. The liaison person's name and contact details shall be advised to affected parties by the Requiring Authority. This person must be reasonably available for on-going consultation on all matters of concern to affected persons.

1.5 Where requested by the owners, the Requiring Authority shall physically peg out the extent of the designation boundary on individually affected properties once the designation has been confirmed or all appeals have been determined, whichever is later.

2. Project Management Plan ("PMP") and Outline Plans

2.1 The Requiring Authority shall prepare a PMP, which shall include mitigation/management plans as referred to in conditions dealing with specific issues below. A schedule of how the subsidiary plans that are required by these conditions relate back to the PMP follows these conditions as Annexure A.

2.2 No works shall be undertaken in any particular location(s) until:

1. The PMP, or such part(s) of the PMP as are relevant to the location(s) are submitted to and approved by the Auckland Council Chief Planning Office; and
2. Any outline plan(s) required by section 176A of the Resource Management Act 1991 (RMA) in relation to the works in the location(s), have been submitted to the Auckland Council.

2.3 Where an outline plan or plans are required by section 176A of the RMA for works in any particular location(s) and the Auckland Council agrees that the PMP or relevant part(s) of the PMP contains adequate details to satisfy section 176 of the RMA, then the PMP or relevant part(s) of the PMP shall be deemed to be a waiver of the requirement for an outline plan in respect of the works in the particular location(s), as provided for in section 176(2)(c) RMA.

2.4 The works shall be undertaken in accordance with the approved PMP and outline plan of works (where required).

3. Other Plans

3.1 The PMP shall include an Environmental Management Plan (EMP) to be provided to the Auckland Council prior to the commencement of works. The purpose of the Environmental Management Plan is to avoid, remedy or mitigate all adverse environmental effects associated with the construction and operation of the Project. The EMP is to include a Construction Environmental Management Plan (CEMP) and Environmental Monitoring Guidelines (EMG).

3.2 The PMP shall include a Construction Management Plan (CMP) to be provided to Auckland Council Chief Planning Office prior to commencement of works. The purpose of the CMP is to avoid, remedy or mitigate any effects of construction, through methods identified in the CMP, including the preparation of management plans. The CMP shall be prepared in consultation with the directly affected parties and parties affected by proximity (including other neighbouring submitters) as shown in Appendix 1 to the decision (refer to Plan Modification 32).

3.3 The CMP shall include specific details relating to the demolition, construction and management of all works associated with the Project, including the details indicated below:

1. Details of the site or project manager, including their contact details (phone, facsimile (if any)),

postal address, email address);

2. The location of large notice boards that clearly identify the name, telephone number and address for service of the site or project manager;
3. An outline construction programme of the works indicating in particular likely time periods for partial or complete road closures and anticipated traffic diversion effects;
4. Any means to ensure that no damage occurs to street trees throughout the construction period;
5. Any means of protection of services such as pipes and watermains within the road reserve;
6. Measures to be adopted to maintain the land affected by the works in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building materials and similar construction activities;
7. Location of workers' offices and conveniences (e.g. portaloos);
8. Procedures for controlling sediment runoff, dust and the removal of soil, debris and demolition and construction materials from public roads or places, including wheel wash for construction vehicles. Dust mitigation measures should include use of water sprays to control dust nuisance on dry or windy days;
9. Procedures for ensuring that residents in the immediate vicinity of construction areas are given prior notice of the commencement of construction activities and are informed about the expected duration of the works;
10. Procedures for ensuring that blasting events, if any, occur at times least likely to disturb all people in the immediate vicinity of the construction areas, and for reasonable notice or warning of any blasting events to be given;
11. Procedures to be followed to ensure that those working in the vicinity of identified heritage features are aware of the heritage values of these features and the steps which need to be taken to meet the conditions applying to work on the site;
12. Procedures to be followed to ensure that iwi representatives are notified of the proposed commencement of works and of the discovery of any koiwi or other artefacts;
13. Procedures to be followed in the event that any historic artefacts are disturbed, being in accordance with any Authority obtained under the Heritage New Zealand Pouhere Taonga Act 2014;
14. Means of ensuring the safety of the general public;
15. Methods for receiving and responding to complaints about construction dust and odour from the works;
16. Protocols for offering mitigation such as temporary relocation of households where noise and other impacts cannot be managed to comply with relevant standards.

NOISE AND VIBRATION

4. Operational Noise

4.1 A Noise Management Plan (NMP) shall be prepared by a suitably qualified acoustics expert for the purposes of avoiding, mitigating or remedying any adverse noise effects from the operation of the Project following its construction. The NMP shall be provided to the Auckland Council Chief Planning Office prior to the commencement of works.

4.2 The NMP shall include:

1. General measures to achieve, at a minimum, compliance with the New Zealand Transport Agency 'Guidelines for the Management of Road Traffic Noise - State Highway Improvements' (December 1999), including (but not limited to) the following mitigation measures:
 - i. the construction of noise walls (to a maximum of 5 metres in height in the St Mary's Bay area);
 - ii. the use of Open Graded Porous Asphalt "OGPA" or equivalent material to surface the carriageway;
2. Specific measures for existing dwellings, where these are necessary in addition to the general measures under (a) above to achieve at a minimum, compliance with the New Zealand Transport Agency (NZTA)'s 'Guidelines for the Management of Road Traffic Noise - State Highway Improvements' (December 1999).

4.3 The NMP shall identify the existing dwellings for which specific measures are required in accordance with condition 4.2.2 above. These dwellings are referred to as the 'affected dwelling(s)'.

4.4 Not less than three months prior to the completion of construction of the Project, the Requiring Authority shall give written notice to the owner of each affected dwelling:

1. Advising the options available for mitigation treatment to the affected dwelling and the predicted benefits of implementation of such options in term of noise levels; and
2. Advising that the owner has six months within which to decide whether or not to accept mitigation treatment to the dwelling.
3. Once an agreement on mitigation is reached between the Requiring Authority and the owner, the mitigation shall be implemented in an accepted timeframe between the Requiring Authority and the owner.

4.5 The Requiring Authority shall advise the Auckland Council Chief Planning Office of:

1. All written notices served in accordance with condition 4.4;
2. Any responses received to those written notices;
3. Those affected dwellings in respect of which no response has been received.

4.6 Where specific measures are required for an affected dwelling, the Requiring Authority shall be deemed to have complied with condition 4.1 where:

1. The Requiring Authority has completed noise mitigation treatment to an affected dwelling; or
2. The owner of the affected dwelling has refused to accept the Requiring Authority's offer to implement noise mitigation treatment to the dwelling prior to the expiry of six months after the practical completion of the Project; or
3. The owner of the affected dwelling cannot after reasonable enquiry be found prior to the expiry of six months after the completion of construction of the Project.

4.7 Subject to condition 4.6, all noise mitigation measures identified by the NMP shall be implemented prior to the completion of construction of the Project.

4.8 As required by the New Zealand Transport Agency 'Guidelines for the Management of Road Traffic Noise - State Highway Improvements' (December 1999), measurements of noise levels existing prior to construction shall be used to establish ambient noise levels. Measurements shall be undertaken by a suitably qualified person and the results of 24 hour ambient noise measurements at a total of six (6) positions within 100 metres of the designation boundary, together with site maps and photographs detailing the measurement positions and key data on measurement conditions shall be forwarded to the Auckland Council Chief Planning Office prior to the commencement of construction.

4.9 Following completion of the Project, the Requiring Authority shall arrange for an appropriately qualified person to undertake monitoring of the level of traffic noise at the above six (6) sites for which ambient noise level data has been previously recorded, within a period between 2 and 3 years following completion of construction of the Project and shall report the findings of monitoring to the Auckland Council Chief Planning Office, within one month of the monitoring being undertaken.

5. Operational Vibration

5.1 Vibration levels of the existing State Highway 1 operations shall be measured at critical locations nominated by the New Zealand Transport Agency (NZTA), and submitted to the Auckland Council Chief Planning Office, prior to the commencement of works. These baseline measurements will provide levels for current use and for comparison with future levels.

6. Construction Noise and Vibration

6.1 The Construction Management Plan shall be implemented and maintained throughout the entire demolition and construction periods of the Project and shall include the following:

Noise

1. The CMP shall include a Construction Noise and Vibration Management Plan (CNVMP) describing the measures adopted to, as far as practicable, meet the requirements of NZS6803:1999 Acoustics - Construction Noise. The CNVMP shall refer to noise management measures set out in Annexure E of NZS6803:1999, and as a minimum shall address the following:

- i. Construction sequence;
- ii. Machinery and equipment to be used, including the use of non-percussive machinery where practicable;
- iii. Hours of operation, including times and days when noisy construction work would occur;
- iv. The design of noise mitigation measures such as temporary barriers or enclosures;
- v. Construction noise limits for specific areas;
- vi. Development of alternative strategies where full compliance with NZS6803:1999 cannot be achieved, including consultation with residents and other occupiers to achieve acceptable outcomes;
- vii. Methods for monitoring and reporting on construction noise;
- viii. Methods for receiving and responding to complaints about construction noise.

Vibration

2. The CNVMP shall also describe measures adopted to, as far as practicable, meet the vibration criteria of the German Standard DIN 4150, and shall address the following aspects:

- i. Vibration monitoring measures;
- ii. Criteria;
- iii. Possible mitigation measures;
- iv. Complaint response;
- v. Reporting procedures;
- vi. Notification and information for the community of the proposed works;
- vii. Vibration testing of equipment to confirm that the vibration limits will not be exceeded;
- viii. Location for vibration monitoring when construction activities are adjacent to critical buildings;
- ix. Operational times;
- x. Preparation of dilapidation reports on critical dwellings prior to, during and after completion of works.

7. Blasting

7.1 If any blasting is required during construction, it shall be so controlled as to ensure that any ground vibration as a result of any blasting will not adversely affect the structural stability of any building or structure including electrical equipment (that is not connected with the site covered by this designation) or cause any reduction in its utility value. Peak particle velocities measured on any foundation or uppermost full storey of any building not related to the site, which do not exceed the limits set out in Table 1 of German Standard DIN 4150 Part 3:1986 'Structural Vibration in Buildings - Effect on Structures', will be deemed to meet these requirements. Peak particle velocity means the maximum particle velocity in any of the three mutually perpendicular directions. The units are millimetre per second (mm/s).

7.2 The noise created by the use of explosives for blasting shall not exceed a peak overall sound pressure of 128dB (i.e. peak over pressure of 0.05kPa) or alternatively the noise shall not exceed a peak sound level of 122dBC. The measurement shall be made in either case at 1m from the most exposed window or door of any occupied building (that is not subject to this designation).

CONSTRUCTION TRAFFIC

8. Traffic Management Plan

8.1 The Construction Management Plan shall include a Traffic Management Plan (TMP). In developing the TMP:

1. The Requiring Authority shall use advanced traffic modelling tools to better understand the effects of construction of the Project on the affected road network. These tools will be developed and calibrated in conjunction with the Auckland Council (Chief Planning Officer) and have the ability to simulate lane restrictions and road closures;
2. The Requiring Authority shall undertake measures to avoid road closures and also the restriction of vehicle and pedestrian movements to the greatest extent practicable. In particular, the measures shall ensure that vehicle and pedestrian accesses in the vicinity of the Victoria Street / Franklin Road intersection are maintained to the greatest extent practicable during the construction period, so as to provide full access for vehicle movements from Franklin Road into Victoria Street and at a minimum left turn access from Victoria Street into Franklin Road.

8.2 The TMP shall describe the measures that will be undertaken to achieve, as far as practicable, the following:

1. Methods of avoiding, remedying or mitigating the local and network wide effects of construction of the Project. In particular, the TMP shall describe:
 - i. Traffic management measures to address and maintain, where practicable traffic capacity, including bus services, at traffic peak hours during week days and weekends in Victoria Street, Beaumont Street, Fanshawe Street, Franklin Road, Cook Street, College Hill and Union Street;
 - ii. Any road closures that will be required and the nature and duration of any traffic management measures that will result, including any temporary restrictions, detours or diversions for general traffic and buses (including the restriction of right turn movements into Franklin Road);
 - iii. Methods to avoid, remedy or mitigate the local and network wide effects of the construction of individual elements of the project (eg intersections/tunnel) and the use of staging to allow sections of the project to be opened to traffic while other sections are still under construction;
 - iv. Methods to manage the effects of the delivery of construction material, plant and machinery (including cranes and oversized trucks);
 - v. The numbers, frequencies, routes and timing of construction traffic movements;
 - vi. Monitoring to measure the impact of traffic, in terms of traffic speeds and volumes on those roads described in 8.2.1(i);
 - vii. Alternative locations to mitigate the temporary loss of off street parking during construction;
 - viii. Traffic management measures to ensure, to the greatest extent practicable, that during the peak trading hours of the Victoria Park New World, namely 4.00pm to 7.00pm on weekdays and 11.00am to 4.00pm on weekends:
 - a. access for vehicle movements from Franklin Road into Victoria Street (and at a minimum left turn access from Victoria Street into Franklin Road) is maintained; and
 - b. access is maintained to the carpark of the Victoria Park New World.
2. Methods to manage the effects of traffic during construction, including the requirement to detour or divert traffic. These methods shall:
 - i. Seek to avoid, remedy or mitigate effects on access to and from residential areas in Franklin Road, Beaumont Street and Victoria Street and the effects of traffic noise at night.
 - ii. Seek to avoid, remedy or mitigate effects on access to and from businesses and other organisations in the area particularly on Franklin Road, Victoria Street and Beaumont Street including the New World supermarket and the Victory Christian Church.
3. Traffic management measures during construction to be developed in consultation with Auckland Transport, Bus and Coach Association and the Auckland Council to address and maintain, where practicable, traffic capacity at peak hours to provide for passenger transport services on the road network.

4. Consultation with the Auckland Council Chief Planning Office with regard to the most appropriate means for providing access on Council roads within and adjacent to the designation.
5. Identification of any existing on-site parking and manoeuvring areas which are affected by the works. Then, as far as practicable, and in consultation with the Auckland Council Chief Planning Office and the affected landowners, how the affected areas will be relocated or reinstated to achieve compliance with the Unitary Plan or to a similar standard to that existing.
6. Measures to maintain existing vehicle access to the greatest extent practicable or where the existing property access is to be removed or becomes unsafe as a result of the works, to provide alternative access arrangements to an equivalent standard as that removed, as far as practicable, and in consultation with the Auckland Council Chief Planning Office and the affected landowner.
7. Details on the maintenance of pedestrian access with thoroughfare to be maintained on all roads and footpaths adjacent to the construction works, where practicable. Such access shall be safe, clearly identifiable, provide permanent surfacing and seek to minimise significant detours. This shall include the areas of high pedestrian traffic of Fanshawe Street, Wellington Street, Franklin Road, Union Street, Cook Street, Victoria Street and Beaumont Street as well as Point Erin, St Mary's Bay and Victoria Park reserve areas.
8. Consistency with New Zealand Transport Agency (NZTA) 'Code of Practice for Temporary Traffic Management' (COPTTM).
9. Recognition of the need for the Auckland Council to access and maintain its roading network during the construction phase of the Project.
10. Recognition of the need to coordinate and to consult directly with the proponents of any major construction occurring concurrently with, and in the vicinity of, the Project during construction.

8.3 During construction of the proposed tunnel, New Zealand Transport Agency (NZTA) shall ensure that all storage and vehicle parking takes place within the boundaries of the designation or in compliance with all parking restrictions and Council bylaws.

8.4 Any commercial earthmoving equipment or similar shall be stored or parked within the boundaries of the designation at all times and not on surrounding streets.

8.5 All storage of materials and equipment associated with the construction works shall take place within the boundaries of the designation.

8.6 Temporary protection shall be installed to prevent vehicles damaging drains, footpaths, berms, kerbs, vehicle crossings and roads during the site preparation and construction phase of the Project. Any damage to the drains, footpaths, berms, kerbs, vehicle crossings and the road attributable to any vehicle associated with construction activities shall be repaired to the same or similar standard as existed prior to such damage at no cost to the Auckland Council.

OPERATIONAL TRAFFIC

9. Traffic management measures that are practicable will be developed by the New Zealand Transport Agency (NZTA) in consultation with Auckland Transport and the Northern Busway partners and implemented, if required, to provide northbound bus priority through the Fanshawe Street / Beaumont Street intersection and the St Mary's Bay section of the motorway corridor.

PUBLIC OPEN SPACE AND AMENITY

10. Trees

10.1 The Requiring Authority is to produce a feasibility report, prepared by a qualified arboriculturalist and transplanting specialist, on transplanting the scheduled London Plane Trees in Victoria Park which are affected by the proposed designation and works to a location to be determined in consultation with Auckland Council. This feasibility report shall address the likelihood of tree survival,

the effects of relocation (temporary or permanent), the timeframes required and their effects on the Project, and the overall benefits/costs. If transplanting one or more of the trees is found to be feasible by the transplanting specialist, and the New Zealand Transport Agency (NZTA) agrees with the estimated cost of transplantation, the transplantation shall be undertaken prior to the commencement of the works in that vicinity. The transplanting shall be accompanied by a maintenance programme approved in advance by the Auckland Council Local and sports parks.

10.2 The methodology for relocating any such trees shall be approved by the Auckland Council Arborist.

10.3 In the event that it is not feasible to transplant one or more of the scheduled London plane trees, their removal shall be mitigated by the planting of an appropriate number of London plane trees in Victoria Park with the intent that the ring of trees that delineates the Park is maintained. The Auckland Council Arborist is to determine how many replacement trees will be required in the case of each London plane tree so removed. The replacement trees shall be planted within the next available planting season. If the planting positions are not available until after the construction period is complete, the trees shall be grown on in a nursery until required. These trees shall be a minimum of 6m high when planted. Each of the trees shall have a two year maintenance programme approved by the Auckland Council Arborist. The planting locations for the replacement trees shall be addressed as part of the Requiring Authority's landscape mitigation package and shall be approved by the Auckland Council Arborist.

10.4 The Requiring Authority shall develop a tree mitigation package comprising transplanting or replanting of trees, and planting of new trees.

10.5 The removal of any elm trees is to follow Ministry of Primary Industries requirements. All plant and machinery used during any such removal must be cleaned before off-site use.

10.6 Monitoring of the groundwater conditions is to be undertaken around trees in the vicinity of the tunnel excavation during construction. If, in the opinion of the Auckland Council Arborist, groundwater levels decline to a level that may adversely affect tree health, appropriate remedial measures shall be undertaken by the Requiring Authority to the satisfaction of the Council Arborist.

10.7 Conditions 10.8 to 10.15 apply to trees within the designation area that would be subject to Tree Protection rules under the underlying zoning provisions of the Unitary Plan.

10.8 Removal, trimming/pruning or works within the drip line of Protected Trees shall be limited to those trees identified in Appendix 2 of the decision (refer to Plan modification 32). A tree may be added to this Appendix with the approval of the Auckland Council Arborist.

10.9 A suitably experienced, Council approved arborist ('nominated arborist') shall be employed by the Requiring Authority for the duration of the works, at the Requiring Authority's expense, to monitor, supervise and direct all works within the drip line or in the vicinity of those Protected Trees to be retained.

10.10 Prior to any site works commencing, a pre-commencement site meeting shall be held so that the conditions of designation that pertain to the retained vegetation are explained by the nominated arborist to all contractors or sub-contractors who will be working on site within the drip-line of, or adjacent to, any protected vegetation that is covered by the designation.

10.11 A copy of the conditions of designation pertaining to the Protected Trees shall be held at the main construction site office, on site, at all times.

10.12 The following measures shall be taken in respect of the remaining Protected Trees within the designation area:

1. Prior to the commencement of construction activity temporary protective fencing shall be erected around the Protected Trees to be retained, and shall remain in place for the duration of the Project. The purpose of the temporary protective fencing is to provide an area around the retained trees that will facilitate their successful retention during the construction process. The parameters of the enclosure shall be as directed by the nominated arborist.
2. Except as provided for in conditions below, the area within the temporary protective fencing shall be considered a total exclusion zone. The Requiring Authority and/or its agents shall not:
 - i. Enter into the delineated area without prior consultation and agreement from the nominated arborist;
 - ii. Alter the dimensions of the delineated area without prior consultation and agreement from the nominated arborist;
 - iii. Store diesel, cement, building materials, site huts, spoil, equipment, or machinery within the delineated area;
 - iv. Spill substances likely to be injurious to tree health within seepage distance of the delineated area
3. The temporary protective fencing shall be constructed with a solid face (e.g. plywood or corrugated iron) and attached to a sturdy framework of freestanding scaffolding or posts. It must be constructed to a minimum height of 1.8m and must remain in place for the duration of the Project.

10.13 The nominated arborist shall undertake all necessary trimming and pruning works, including the pruning of tree roots uncovered during excavations. Exposed roots shall be covered and kept moist.

10.14 The nominated arborist shall undertake a tree monitoring program throughout the construction phase, including monitoring of:

- a. The condition repair and location of the temporary protective fencing;
- b. Any excavation within the drip line of Protected Trees;
- c. General tree health; and
- d. Compliance with the conditions of designation by way of fortnightly inspections during the construction period. A copy of the monitoring results from each visit shall be sent to the Auckland Council Arborist, with one copy being retained on site by the Project Manager, while a further copy is to be retained by the nominated arborist.

10.15 During the construction process the Requiring Authority shall implement, where practicable, any recommendations made by the nominated arborist on the installation of irrigation systems, mulch, or remedial pruning works if they are required to improve tree health.

11. Auckland City Parks and Reserves

11.1 The design of the Victoria Park tunnel shall not preclude undergrounding of the southbound carriageway in the future.

11.2 The design of the Victoria Park tunnel shall not unreasonably preclude surface parks and recreational land uses from locating above it.

11.3 All land owned by the Auckland Council shall be restored to its pre-construction state, or as otherwise agreed by the Auckland Council (Chief Planning Officer) and the Requiring Authority in accordance with the Urban Design and Landscape Mitigation Plan.

11.4 Any structures and associated infrastructure required to be located within Victoria Park to provide emergency access to and egress from the Victoria Park tunnel shall be:

1. Made as unobtrusive as practicably possible, while achieving their necessary functionality;
2. Located in a manner consistent with existing buildings and site features, or otherwise near the periphery of Victoria Park, to the extent practicable;
3. If possible integrated into other Park features or structures;
4. Suitably designed and landscaped to minimise their adverse effects.

11.5 The design and location of any such structures in Victoria Park shall be approved by the Auckland Council Chief Planning Office prior to its construction.

11.6 A site-specific slope stability assessment shall be carried out by a suitably qualified engineer for the southern abutments of the Shelly Beach Road overbridge and Jacob's Ladder Pedestrian Bridge, as well as at any location where Tunnel Project works are within 10m of the St Mary's Bay cliff face. Where a moderate or greater risk of instability is assessed as a result of works on the Project, a slope movement monitoring system shall be installed with site-specific stability criteria and trigger levels. If the slope movement monitoring system observes deformation in excess of specified trigger levels as a result of the Project works, the Auckland Council Chief Planning Office in consultation with the New Zealand Transport Agency (NZTA)'s nominated contractor shall coordinate the appropriate remedial actions. Where practicable, stabilisation works shall be undertaken in a manner that is sensitive to the natural character and gateway values of this area.

12. Integrated Urban Design and Landscape Mitigation Plan

12.1 The PMP shall include an integrated Urban Design and Landscape Mitigation Plan ("UDLMP") to be provided to the Auckland Council (Chief Planning Officer) prior to or together with the outline plan of works for the Project or relevant Project stage. The UDLMP shall be prepared by a suitably qualified person or persons and shall take into account the following:

1. New Zealand Transport Agency "Guidelines for Highway Landscaping" (dated September 2002);
2. New Zealand Transport Agency "Central Motorway Improvements: Urban Design Framework" (dated 6 September 2001); and
3. New Zealand Transport Agency "Bridging the Gap: NZTA Urban Design Guidelines" (2013).

12.2 The UDLMP is to be based on the draft "Vic Park Tunnel Urban Design Framework" dated 20 October 2006, prepared for Transit New Zealand by Boffa Miskell Limited, and shall include the following key principles:

1. The importance of the tree-lined St Mary's Bay cliffs as a gateway to Auckland City;
2. The existing landscape values of the area;
3. Treatment of the motorway corridor subject of the notices of requirement in a unified way;
4. The considered and careful use of major structural elements;
5. The design of noise barriers as possible sculptural elements (i.e., well designed, elegant and functional structures) but without detracting from principles 1 and 2 above;
6. Support for a strong pedestrian experience;
7. Recognition of Maori values, associated with the history of settlement and use of the area, including the connection with Watchmans Island (Motu Ngaengae) and the former pa site on Te To headland.

12.3 The UDLMP shall consist of:

1. The Final Urban Design Framework: The Framework shall depict the overall urban design concept, the design intent, layout and mitigation proposals for key components and areas (or sectors) of the Project, and provide a framework for the design, layout, landscape planting and streetscape measures. The Framework will:

- i. Be determined in consultation with the Auckland Council Chief Planning Office and relevant iwi (by way of a joint working party);
 - ii. Consider further comments that may be obtained from the Auckland Urban Design Panel (which shall be obtained prior to lodgement of the UDLMP with the Auckland Council Chief Planning Officer; and
 - iii. Consider further comments from a stakeholder workshop to which affected parties listed in Appendix 1 to the decision (refer to Plan Modification 32) will be invited.
2. Detailed Design Plans: These plans shall depict landscape and streetscape design elements for the Project, as appropriate, and shall consist of:
- i. An overall "masterplan" of the Project showing the location and extent of landscape and streetscape improvements and mitigation measures;
 - ii. Where required, detailed concept plans for each sector of the route, including cross-sections and elevations of common and site-specific landscape and streetscape elements.

12.4 Contents of detailed design plans.

1. Streetscape elements to be included in the detailed design plans as described in condition 12.3 (2.) shall include:

- i. Noise attenuation barriers no greater than 5m in height;
- ii. Road safety barriers;
- iii. Retaining walls;
- iv. External appearance and safety consideration (eg stone-throwers) of tunnel portals, the edges of the tunnel portal approaches, and emergency egress;
- v. The relocated Birdcage (Rob Roy) Hotel and surrounding Franklin Road precinct;
- vi. Open space in front of the relocated Birdcage Hotel and between the southern tunnel portal and Franklin Road;
- vii. Replacement of pedestrian and park facilities displaced by the Project;
- viii. The new pedestrian footbridge and other new pedestrian facilities proposed by the Project, including those within the St Mary's Bay reserve and Victoria Park;
- ix. Local road reserves affected by the designation, including Franklin Road, Victoria Street, Beaumont Street, and Fanshawe Street;
- x. The Fanshawe Street/Beaumont Street intersection and the Victoria Street West/Franklin Road/Union Street intersection, including the following elements:
 - Sensitivity to the safety of pedestrians;
 - Improved pedestrian linkages;
 - Consistency with local traffic plans and requirements;
 - Landscaping and design consistent with the Urban Design Framework which also recognises the setting and context of the surrounding area including significant cultural and historic features (if any);
- xi. Streetlights and sign gantries;
- xii. Preservation of the Jacob's Ladder pedestrian route in recognition of that route's historic significance and social value.

2. Landscape elements to be included in the detailed design plans as described in 12.3 (2) shall include the following:

- i. A plan for the St Mary's Bay Reserve from Shelley Beach Road through to Beaumont Street, developed in accordance with the following concepts:
 - The final Urban Design Framework;
 - The recognition of the tree-lined St Mary's Bay cliffs as a gateway to Auckland City;
 - The existing high natural character of the area;

- The importance of good pedestrian linkages including footpaths, boardwalks and the access to the pedestrian overbridge and Jacob's Ladder;
 - The need for ground contouring and landscaping which avoids surface water ponding, where practicable, and that is sensitive to user amenity and safety and the ability to appreciate existing views, having regard to the effects of any noise barriers that are installed;
 - Replacement and replanting of trees affected by the works and noise barrier.
- ii. A plan for the western end of Victoria Park, developed in accordance with the following concepts:
- The Victoria Park Management Plan (2005);
 - The final Urban Design Framework;
 - Recognition of the existing character and design of the Park;
 - The maintenance of a ring of Plane Trees and the location of landscaping features having regard to the amenity of the Park;
 - Public access and use including access ways and recreational activities;
 - Effective and imaginative use of the space directly under the viaduct structure;
 - Minimising the effect of the location and design of any structures and associated infrastructure required for emergency access to or egress from the tunnel;
 - Areas identified for active recreation including re-establishment of existing activities or new activities such as playgrounds etc and associated parking.
- iii. Specific vegetation removal and modification plans showing all scheduled and non-scheduled trees and significant vegetation to be removed/relocated/modified and the landowner(s) involved;
- iv. Specific planting plans showing the trees and vegetation to be retained, all new planting, and a detailed plant list and specifications including number, size and species;
- v. Planting programme - the staging of planting in relation to the construction programme;
- vi. Detailed specifications relating to (but not limited to) the following:
- Vegetation protection (for desirable vegetation to be retained);
 - Weed control and clearance;
 - Ground preparation (topsoiling and decompaction to ensure rapid plant establishment and ongoing vigour);
 - Mulching;
 - Plant supply and planting;
 - Maintenance regime (requirements and programme);
 - Performance standards (for site preparation, plant supply, planting and maintenance).

12.5 Where appropriate, landscape mitigation proposals outside of the designation (e.g. Victoria Park, St Mary's Bay reserve, Westhaven Drive and Point Erin) may be agreed by the Requiring Authority with the appropriate landowner and subsequently implemented.

12.6 In developing the UDLMP consideration shall also be given to:

1. Other measures that may assist the Auckland Council to promote safety and security for local residents and open space users;
2. Other measures to assist the Auckland Council to promote a positive pedestrian experience within the Project area, including the development of pedestrian links in Freeman's Bay (Napier Street to the Birdcage Hotel), through Victoria Park and the St Mary's Bay reserve;
3. Cooperating with the Auckland Council to identify and to provide opportunities to accommodate any stakeholder funded art works;
4. The requirement that the New Zealand Transport Agency (NZTA)'s financial commitment to the urban design process is limited to the mitigation of Project-related effects resulting from within its designation.

12.7 The noise barrier along the St Mary's Bay Reserve shall be designed in accordance with the

principles of the Urban Design Framework. This design shall take into account the following considerations:

- The provision of acoustic barriers beside the carriageway to achieve, at a minimum, compliance with the New Zealand Transport Agency 'Guidelines for the Management of Road Traffic Noise - State Highway Improvements' (December 1999). Such barriers, where appropriate, shall be transparent.
- Allowing maximum appreciation by southbound motorists of the gateway effect of the tree-lined cliffs;
- Allowing good views of the Westhaven Marina and the Waitemata Harbour from properties on the cliffs and also from the adjacent walkway;
- Making the barrier itself an attractive landscape element;
- The cost, constructability, and the maintenance requirements of the barrier (including cleaning, removal of graffiti and any advertising posters).

12.8 A management and maintenance plan shall be prepared by the requiring authority and implemented for all noise barriers to ensure that, to the extent practicable, the barriers are continually maintained in good condition and free of graffiti and other defacements that may affect the visual amenity of the surrounding areas.

12.9 Prior to planting and throughout the ensuing maintenance period, all weed species declared as plant pests in the Auckland region by the Auckland Council (including Total Control/Containment Pests/Surveillance Pests & Research Organisms) shall be controlled and removed from the designated areas by the requiring authority

12.10 In areas where shrub mixes are used, planting densities shall ensure low canopy coverage has been attained by the end of the maintenance period, which will run for three years following the completion of the construction works.

12.11 Where native plants are used, the composition shall reflect the natural plant associations of the area, and the mixes (where relevant) shall be of suitable richness and diversity to encourage self-sustainability once established. This will require the inclusion of appropriate successional species, including canopy tree species either in the initial planting mix or as enrichment planting.

12.12 Where practicable, any planting utilising native plants shall use plants genetically sourced from the ecological district.

12.13 Planting areas shall be mulched using suitable weed-free, granular organic mulch. The only exceptions to this shall be where the slopes are too steep to allow for its retention. In such cases a neutral or black coloured biodegradable or photodegradable geotextile is to be used.

12.14 The landscaping shall be implemented in accordance with the UDLMP within the first planting season following the completion of the construction works provided that climatic conditions are suitable, otherwise at the first practicable opportunity thereafter, and shall be maintained for the next 3 years thereafter. Should the landscaping be implemented in stages (depending on construction phases), landscaping may be implemented after the first planting season of each stage.

13. Lighting

13.1 Motorway lighting should be designed and screened to minimise the amount of lighting overspill and illumination of residential areas.

AIR QUALITY

14. Dust

14.1 The Requiring Authority shall ensure that the Construction Environmental Management Plan developed for the Project contains measures to control dust, generated during the construction process, in order to minimise dust deposition and nuisance beyond the designation boundaries.

Contaminated site/odour

14.2 The Requiring Authority shall ensure that the Construction Environmental Management Plan developed for the Project contains appropriate mitigation measures to control offensive odours, generated as a result of the construction process, occurring beyond the designation boundaries.

15. Monitoring and Review

15.1 At least 6 months prior to commencement of construction of the project, an air quality monitoring station is to be established at a site comparable with the station located within the car park of the Victory Christian Church during 2005 / 2006.

1. The station will monitor the following parameters for a period of six months prior to construction of the project commencing:

- i. Fine particulates (PM10) in accordance with the specifications given in the National Environmental Standards, Air Quality;
- ii. Meteorological measurements of wind speed, wind direction and temperature.

2. The station will monitor the following parameters during construction of the project:

- i. Dust, measured as Total Suspended Particulates (TSP) using a continuous particulate monitor equivalent to that used to measure fine particulates prior to construction;
- ii. Meteorological measurements of wind speed, wind direction and temperature.

3. The station will monitor the following parameters for a period of twelve (12) months after completion of construction of the Project:

- i. Fine particulates (PM10), carbon monoxide (CO) and oxides of nitrogen (NOx) in accordance with the specifications given in the National Environmental Standards, Air Quality;
- ii. Meteorological measurements of wind speed, wind direction and temperature.

4. Results of the monitoring in summary form, assessed against the National Environmental Standards, Air Quality and the Auckland Council target values, shall be reported quarterly to the Auckland Council.

15.2 Prior to commissioning of the air quality monitoring station, the New Zealand Transport Agency (NZTA) will submit a plan to the Auckland Council (Chief Planning Officer) detailing how it will comply with condition 15.1 above.

16. Iwi Matters, Archaeological, Heritage

16.1 An Auckland Council approved and qualified archaeologist and a Kaitiaki monitor approved by Ngati Paoa and Ngati Whatua shall be provided with 7 working days' notice of the commencement of initial earthworks for the Project in relation to each of the tunnel alignment, its approaches, the basement excavation of the Birdcage Hotel and the relocation site for the Hotel in order that they may be present to monitor those activities.

16.2 Detailed protocols for the management of archaeological, koiwi and waahi tapu discoveries shall be developed in conjunction with tangata whenua prior to construction.

16.3 If any koiwi are exposed during site works the following procedures shall apply:

- a. Immediately after it becomes apparent that koiwi have been exposed, all site works in the immediate vicinity shall cease;
- b. The Requiring Authority shall immediately secure the area so that any artefacts or remains are untouched;
- c. The Requiring Authority shall notify tangata whenua, Heritage New Zealand, the Auckland Council Chief Planning Office and, where appropriate, the New Zealand Police as soon as possible so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the koiwi until any approval required has been obtained.

16.4 The Requiring Authority shall develop a methodology and monitoring programme for the relocation and restoration of the Birdcage Hotel (formerly the Rob Roy) to be agreed in writing by the Auckland Council (Chief Planning Officer) prior to the works commencing and shall:

- a. Take into account the Conservation Plan undertaken by Matthews and Matthews Architects, dated January 2003, and in particular, the policies and schedule of significant features; and
- b. Include an inventory of those parts of the Birdcage Hotel (interior and exterior) which are proposed to be: left in place and protected during relocation; removed and reinstated; and those to be removed and not reinstated;
- c. Include a schedule of the planned restoration and reinstatement works for the Birdcage Hotel and surrounds (including the forecourt area) and additions to the building as part of the relocation; and
- d. Include regular liaison and consultation with the Auckland Council Chief Planning Office and Heritage New Zealand during the relocation phase.

16.5 All work concerned with the relocation and restoration of the Birdcage Hotel as approved under Condition 16.4 shall be carried out under the direction of an appropriately qualified architectural conservation specialist, the appointment of whom is to be agreed in advance in writing by the Auckland Council Chief Planning Office.

16.6 Prior to the commencement of construction activities in the vicinity of the Campbell Free Kindergarten, a Condition (Dilapidation) Report on the structure of the Kindergarten building shall be agreed in writing by the Auckland Council (Manager Property Group) and shall:

- a. Be prepared by a suitably qualified building certifier;
- b. Make any necessary recommendations for reinforcing the Kindergarten;
- c. Include a definition of the level of effects to be considered 'significant' pursuant to Condition 16.8; and
- d. Include consultation by the Requiring Authority with Heritage New Zealand.

16.7 Prior to the commencement of construction activities in the vicinity of the Campbell Free Kindergarten, the structure of the Kindergarten building shall be reinforced as per the recommendations of the Condition (Dilapidation) Report of Condition 16.6. This reinforcement work shall be certified by a building certifier familiar with the Condition (Dilapidation) Report and shall be completed, inspected and agreed in writing by the Auckland Council (Manager Property Group) prior to the Project works commencing.

16.8 During construction, the effects of vibration on the Birdcage Hotel, Campbell Free Kindergarten, Auckland Municipal Destructor and Depot (also known as the Victoria Park Market) and the former Auckland Gas Company buildings in Beaumont Street shall be monitored by the Requiring Authority and the results of the monitoring provided to the Auckland Council Chief Planning Office. Appropriate action shall be undertaken if the effects of vibration are significant, including any reasonable restoration or reconstruction of any heritage elements of the buildings noted above, and in the event of damage or failure as a direct result of the Project works, at the cost of the Requiring Authority and

to the written approval of the Auckland Council.

16.9 Prior to the commencement of the Project works, recording of the historical significance of the HMNZS Ngapona, including exterior and interior photographic archival documentation, shall be undertaken and a report prepared. This report is to be completed in consultation with Heritage New Zealand and the Auckland Council.

SERVICES

17. Infrastructure Service Networks

17.1 The Requiring Authority shall liaise with the providers of infrastructure service networks including, but not limited to: water, gas, stormwater, wastewater, power and telecommunications, to develop methodologies and timing for necessary services relocation with the objective of minimising disruption to the operation of these networks during construction of the Project.

18. Union Street Incident Response Centre

Activity in accordance with the application

18.1 The works shall be undertaken in general accordance with the information provided with the Notice of Requirement Alteration to Designation by the Requiring Authority (New Zealand Transport Agency) and the supporting documents, namely:

- a. 'Auckland Motorway Alliance Union Street incident Response Centre – Notice of Requirement for an Alteration to a Designation and Assessment of Effects on the Environment' – prepared by Beca Ltd, dated 20 August 2014;
- b. Further information response provided to request under Section 92 of the Resource Management Act (dated 14 October 2014, 21 October 2014 and 8 December 2014).
- c. Union Street Transportable Building – Site Plan, drawing number 3121399-AR-002, prepared by Beca Ltd, dated 16 June 2014;
- d. Union Street Response Unit Building – Landscape Plan, reference 3121399 revision D, prepared by Beca Ltd, dated November 2014;
- e. Planting maintenance plan, reference 3121399, prepared by Beca Ltd, dated 2 December 2014

18.2 Any changes to the landscaping or planting maintenance shall be submitted to Auckland Council's Arborist and Landscape Advise, Local Sports Parks – Central Area for written approval.

Operational Noise

18.3 All activities on the site shall comply with the levels in Table 1 when measured at the façade of any other property.

Table 1

Zone which noise effects	
	City Centre zone
7am – 10pm	65 dB LAeq(15 min) 70dB at 63Hz Leq (15 min) 65dB at 125Hz Leq(15 min)
10pm – 7am	55dB LAeq(15 min) 65dB at 63 Hz Leq(15 min) 60dB at 125 Hz Leq(15 min) 75dB LAFmax

18.4 All construction and earthworks activities on the subject site shall comply with the New Zealand Standard 6803:1999 for Acoustics – Construction Noise at all times.

Advice Notes

1. The Requiring Authority shall obtain all other necessary consents and permits and comply with all relevant Auckland Council bylaws, and obtain any approvals under the Reserves Act (where required.)
2. The Requiring Authority shall obtain all necessary resource consents and permits in relation to sediment and stormwater discharges from the Auckland Council.
3. Under the Heritage New Zealand Pouhere Taonga Act 2014, an Authority to Modify an Archaeological Site is required from Heritage New Zealand before any work takes place on an archaeological site.
4. All archaeological sites are protected under the provisions of the Heritage New Zealand Pouhere Taonga Act 2014. It is an offence under that Act to modify, damage or destroy any archaeological site, whether the site is recorded or not. Application must be made to Heritage New Zealand for an authority to modify or destroy archaeological site(s).
5. Some of the land is subject to existing designations and the provisions of Section 177 of the Resource Management Act 1991 apply accordingly.

Attachments

No attachments.

6740 State Highway 16 – North end of Fred Taylor Drive to Ngongetepara Stream, Brighams Creek

Designation Number	6740
Requiring Authority	New Zealand Transport Agency
Location	State Highway 16 from north end of Fred Taylor Drive to Brighams Creek, Whenuapai
Rollover Designation	Yes
Legacy Reference	Designation NZTA3, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

N/A.

Conditions

1. Appropriate sedimentation and erosion control measures shall be employed for any earthworks on the designated site.

Explanation:

This Plan outlines erosion and sediment control measures for earthworks which are above a certain threshold, with that threshold varying according to the particular environment. Compliance with these measures would generally satisfy condition 1. Note that major earthworks may require a consent from the Auckland Council.

Attachments

No attachments.

6742 State Highway 16 – Henderson Creek to Huruhuru Road Bridge Massey

Designation Number	6742
Requiring Authority	New Zealand Transport Agency
Location	State Highway 16 from Henderson Creek, Henderson to Huruhuru Road Bridge, Massey
Rollover Designation	Yes
Legacy Reference	Designation NZTA5, Auckland Council District Plan (Waitakere Section)2003
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Refer NOR-2010-1559.

Conditions

Description of Works

1. Except as modified by the conditions below, the works which give effect to this alteration to the designation for State Highway 16 from the eastern abutments of Henderson Creek (at approximately chainage 8080) as shown on the Schedule of Plans and Drawings shall be undertaken in general accordance with the Notice of Requirement for an alteration to designation and the Assessment of Environment Effects titled “SH16 Western Ring Route Henderson Creek to Huruhuru Road Bridge” dated October 2010, referenced by the Auckland Council as “NOR-2010-1559” and subject to the conditions which follows.

Construction Environment Management Plan (“CEMP”)

2. Prior to commencement of construction activity within the designation boundaries, the Requiring Authority shall submit a CEMP to the Auckland Council in respect of that stage of works. The CEMP shall include specific details relating to the demolition, construction and management of all works associated with the project, including:

- i. Details of the site or project manager, including their contact details (phone, email, postal address, The location of large noticeboards that clearly identify the name and telephone number of the project manager
- ii. Any means, such as a restriction on the size of construction vehicles and machinery, required to ensure that no damage occurs to street trees throughout the construction period
- iii. Any means of protection of services such as pipes and water mains (including infrastructure operated by Watercare Services Limited) within the road reserve
- iv. Measures to be adopted to maintain the land in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building/construction materials and similar construction activities
- v. Measures to be adopted to ensure that pedestrian and cycle access past the works is provided where practicable and that such access is safe
- vi. Location of workers conveniences (e.g. porta-loos)
- vii. Ingress and egress to and from the works for vehicles during the construction period
- viii. Proposed maximum numbers and timing of truck movements throughout each day and the proposed routes to be used
- ix. Procedures for controlling sediment runoff, dust and the removal of soil, debris and demolition and construction materials from public roads or places. Dust mitigation measures

- should include use of water sprays to control dust nuisance on dry or windy days
- x. Location of vehicle and construction machinery access and storage areas/facilities during the construction period
- xi. Hours of operation and days of the week for construction activities
- xii. Means of ensuring the safety of the general public
- xiii. Procedures for ensuring that residents in the immediate vicinity of construction areas are given prior notice of the commencement of construction activities and are informed about the expected duration of the works
- xiv. Provision for the saltmarsh protection methods referred to in condition 19 of resource consent 35599
- xv. The appendix required by condition 4, the CTMP required by condition 6, the measures to protect Vodafone infrastructure required by condition 5 and the various management plans required by conditions 10 to 14.

3. The approved CEMP shall be implemented and maintained throughout the relevant stage of works. Any amendments are to receive the prior approval of the Council and are then to be incorporated into a single document.

Electrical Infrastructure

4. The CEMP shall include, as an appendix, an Electrical Infrastructure Site Development and Construction Management Plan ("EISDCMP"). The EISDCMP is to include:

- i. Methods and measures to:
 - a. Ensure that the existing high voltage infrastructure can be accessed for maintenance at all reasonable times, or emergency works at all times, during and after construction activities;
 - b. Appropriately 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 the overhead transmission lines;
 - c. Ensure that no activity is undertaken during construction that would result in ground vibrations or ground instability likely to cause material damage to the transmission lines, including the support structures;
 - d. Section 5 with respect to minimum safe differences for the operation of mobile plant; and,
- ii. Sufficient detail to confirm that new planting and maintenance of vegetation will comply with the New Zealand Electricity (Hazard from Trees) Regulations 2003, including but not limited to, the provisions of the Schedule (Growth Limit Zones) to those Regulations;
- iii. Sufficient detail to confirm that the works will comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZCEP 34:2001), including but not limited to the provisions of:
 - a. Clause 2.2 with respect to excavations near overhead support structures;
 - b. Clause 2.4 with respect to buildings near overhead support structures;
 - c. Section 3 with respect to minimum Section 5 with respect to minimum safe differences for the operation of mobile plant;
 - d. separation between buildings and conductors; and
 - e. Table 4 with respect to minimum safe separation distances between the ground and overhead conductors.

Note:

With respect to clause c), specific consideration must be given to the height and location of temporary structures (such as project offices and other construction site facilities) and permanent structures (such as lighting poles, signage, gantries and acoustic barriers).

Vodafone Infrastructure

5. The CEMP prepared for the purpose of condition 2 shall include methods and measures:

- i. To ensure that the existing Vodafone infrastructure in the vicinity of the designation area can be accessed for maintenance at all reasonable times, or emergency works at all times, during construction activities;
- ii. To manage appropriately 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 the tower and the equipment shelter and the equipment within it;
- iii. To ensure that no activity is undertaken during construction that would result in ground vibration and/or ground instability likely to cause material damage to the tower, including support structures and the equipment shelter together with the associated electrical equipment in the shelter. This clause also covers cables associated with the Vodafone infrastructure, including any running from the Vodafone site to the Concourse;
- iv. To ensure that no plant or equipment of 18m or higher is used in the immediate vicinity of the cell tower;
- v. If plant or equipment used for the project works is likely to intrude into the path from the existing microwave dish on the Vodafone mast (located at 18 metres above ground level with an azimuth of 301 degrees True), NZTA shall endeavour to provide advance warning prior to these works being undertaken;
- vi. NZTA, together with its invitees, employees and or contractors, acknowledge that the operation of the telecommunications facility relies on the transmission and reception of radiofrequency emissions 38Ghz licensed band Tx 37667.0 Hz 7 Rx 38927.0 Hz, GSM900: UL: 899.8 – 915 MHz DL:945- 960MHz GSM1800: UL 1710-1725 MHzDL:1805 – 1820 MHz, UMTS2100: UL:1920-1935 MHz DL:2110-2125 MHz and will use its best endeavours not to permit any act that causes interference with the telecommunications facility (as defined in section 2 of the Radio Communications Act 1989).

Construction Traffic

6. Any CEMP prepared in terms of condition 2 shall include a Construction Traffic Management Plan (“CTMP”) for the project which shall be prepared by a suitably qualified person.

7. In developing the CTMP the Requiring Authority shall:

- i. Use best practice to understand the effects of construction of the project or project stage on the affected road network better which may include the use of appropriate traffic modelling tools. Any such assessment should be undertaken in consultation with the Auckland Council, and have the ability to simulate lane restrictions and road closures; and
- ii. As far as practicable, undertake measures to avoid road closures and also the restriction of vehicle, cycle and pedestrian movements.

8. The CTMP shall describe the measures that will be undertaken to address the following, as far as practicable:

Methods of avoiding, remedying or mitigating the local and network wide effects of construction of the project. In particular, the CTMP shall describe:

- i. Traffic management measures to address and maintain, where practicable, traffic capacity at traffic peak hours during weekdays and weekends at the Lincoln Interchange and Lincoln Road;
- ii. Any road closures that will be required and the nature and duration of any traffic management measures that will result, including any temporary restrictions, detours or diversions for general traffic and buses;
- iii. Methods to avoid, remedy or mitigate the local and network wide effects of the construction of individual elements of the project (eg. intersections/overbridges) and the use of staging to allow sections of the project to be opened to traffic while other sections are still under construction;
- iv. Methods to manage the effects of the delivery of construction material, plant and

machinery (including oversized trucks);

v. The numbers, frequencies, routes and timing of construction traffic movements.

9. Any commercial earthmoving equipment or similar shall be stored or parked within the boundaries of the designation at all times and not on surrounding streets.

Air Quality

10. The Requiring Authority shall ensure that the CEMP developed for the project includes a dust monitoring programme to control dust generated during the construction and earthworks phases of the project, in order to minimise dust deposition and nuisance beyond the designation boundaries.

Monitoring activities shall include:

- i. Monitoring of total suspended particulate using e-BAMs or equivalent adjacent to particularly sensitive receiving environments such as dwellings and ecological habitat areas;
- ii. Daily inspection of all unsealed surfaces (including earthworks sites) for dampness and to ensure that surface exposure is minimised;
- iii. Daily inspection of all sealed surfaces to ensure that they are clean and all spillages have been cleared;
- iv. Daily inspection of stockpiles to ensure enclosure, covering, stabilisation or a damp condition;
- v. Monitoring of dust generating activities and water application rate in winds over 5.5m/s at ground level;
- vi. Weekly inspection of watering systems to ensure equipment is maintained and functioning to effectively dampen all exposed areas;
- vii. Weekly inspection of wheel wash equipment to ensure effective operation;
- viii. Weekly checking that all site windbreak fences are intact.

Construction Noise and Vibration Management Plan (“CNVMP”)

11. Any CEMP prepared in terms of condition 2 shall include a CNVMP for the project or relevant project stage, which shall be prepared by an appropriately qualified person.

12. The CNVMP shall include specific details relating to the control of noise and vibration associated with demolition, construction and management of all works associated with the project.

13. The CNVMP be formulated to detail as far as practicable the manner in which construction noise will be managed to achieve compliance with the relevant construction noise limits. In summary this would address the following matters:

- i. the construction noise limits which apply to particular areas
- ii. construction techniques
- iii. machinery and equipment to be utilised
- iv. days and times when noisy construction work would occur
- v. the use of noise barriers
- vi. the design of noise mitigation measures
- vii. alternative mitigation measures
- viii. monitoring and reporting of noise levels at critical locations and methods for managing complaints.

14. As far as practicable the CNVMP shall be formulated to be in accordance with the vibration standards of German Standard DIN 4150 and shall address the following aspects:

- i. vibration limits
- ii. vibration monitoring measures
- iii. possible mitigation measures
- iv. complaint response

v. reporting procedures.

15. The approved CNVMP shall be implemented and maintained throughout the entire demolition and construction periods. Any amendments must receive the prior approval of the Council and are then to be incorporated into a single document.

Landscape and Visual

16. The landscape planting shall be implemented in accordance with the Landscape Plan (Plan PD11901 to PD11903) and the Visual Assessment and Ecological Assessment (lodged with the Notice of Requirement) within the first planting season following the completion of the construction works provided that climatic conditions are suitable, otherwise at the first practicable opportunity thereafter, and shall be maintained for the next 3 years thereafter. Should the landscaping be implemented in stages (depending on construction phases), landscaping may be implemented after the first planting season of each stage.

17. Where practicable, any planting utilising native species shall use plants genetically sourced from the ecological district.

18. Planting areas shall be mulched using suitable weed-free, granular organic mulch. The only exceptions to this shall be where the slopes are too steep to allow for its retention. In such cases a neutral or black coloured biodegradable or photodegradable geotextile is to be used.

Iwi Matters, Archaeology and Heritage

19. In the event of an accidental discovery of any unrecorded archaeological sites, including human remains, the following steps shall be taken:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease.
- ii. The site construction supervisor will notify the NZTA archaeological consultant who in turn will contact the project manager at NZTA. In the event of the project manager being unavailable the matter will be reported by the consultant to the Regional Manager of the NZTA.
- iii. NZTA will ensure that the matter is reported to the Regional Archaeologist at Heritage New Zealand, the tangata whenua and to any required statutory agencies if that has not already occurred.
- iv. In the event that the accidental discovery material is confirmed as being archaeological, under the terms of The Heritage New Zealand Pouhere Taonga Act 2014 the NZTA shall ensure that the archaeologist carries out an archaeological assessment, and if appropriate, an archaeological authority is obtained from [Heritage New Zealand](#) before work resumes.
- v. NZTA will ensure that representatives of the consultant and the contractor, as appropriate, shall be available to meet and guide representatives of Heritage New Zealand and tangata whenua, and any other party with statutory responsibilities, to the discovery site.
- vi. Works in the site area shall not recommence until authorised by NZTA after consultation with Heritage New Zealand, tangata whenua, the NZ Police (and any other authority with statutory responsibility) to ensure that all statutory and cultural requirements have been met.
- vii. Work may recommence in the shortest possible timeframe provided that any archaeological sites discovered are protected until as much information as practicable (in the opinion of the archaeological consultant) is gained and a decision regarding their appropriate management is made, including obtaining an archaeological authority if necessary. (Note: Appropriate management could include recording or removal of archaeological material.)

Replacement of Kauri Trees

20. The Requiring Authority shall replace the two kauri trees identified on Plan SKC700 with two

trees (Size PB 100, species - *Agathis australis* (Kauri), or *Dacrycarpus dacrydioides* (Kahikatea), or *Weinmania silvicola* (Towai)) in a new location, known as "Sherwood Park", 460 metres due south from the current Kauri location, the exact position of each new tree to be as approved by the Auckland Council. The trees are to be eco-sourced from the Tamaki Ecological District and if possible planted by members of the local community.

Provisions for QTN infrastructure

21. The Requiring Authority shall not remove or reduce in capacity the bus shoulder lanes on the on-ramps, or on the mainline motorway at Lincoln Road, without first consulting with Auckland Transport.

Integration with the local road network

22. In collaboration with Auckland Transport, within 60 days of the alteration of NZTA1 becoming operative the Requiring Authority shall prepare a Network Integration Plan ("NIP") to demonstrate how the project integrates with the existing local road network and with future improvements planned by Auckland Transport. The NIP shall include details of proposed physical works at the interface between the State Highway and the local road network, and shall address such matters as pedestrian / cycleways, lane configuration, traffic signal coordination, signage and provision for buses. In addition the NIP is to consider and to identify:

- i. opportunities to progress bus priority measures on Lincoln Road;
- ii. opportunities to provide an off-road cycle way, or on-road cycle lanes on both sides of Lincoln Road;
- iii. integration of the works proposed on Lincoln Road to transition appropriately between the SH16 Western Ring Route Henderson Creek to Huruheru Road Bridge Project and any projects proposed by Auckland Transport at the time the NIP is prepared;
- iv. integration of works proposed on the Huruheru Road bridge with the local road network;
- v. opportunities to review traffic signal timings at the Lincoln Road Interchange with a view to minimising delays to all users, including cyclists on the SH16 cycleway;
- vi. opportunities to progress bus priority measures on the on- and off-ramps at the Lincoln Road Interchange and on the Selwood Road Bridge.

Operational Noise

23. The operational noise emissions from State Highway 16 shall be managed in accordance with the recommendations of the Noise and Vibration Technical Report submitted with the Notice of Requirement being Volume 3 of "Western Ring Route – SH16 Henderson Creek to Huruheru Road Bridge". This management shall include the provision of noise mitigation for protected premises and facilities where necessary to comply with NZS6806:2010. Design details of operational noise mitigation barriers are to be designed in accordance with Plan PD11361 (Revision B), Plan PD11362 (Revision B), Plan PD11363 (Revision B), Plan PD11364 (Revision B), drawings 237531-0000-SKT-RU-0005 to 0007 Rev A and drawings 237531-0000-DRG-RU-1203 Rev 1 and 1211 to 1213 Rev 0.

Vehicle Crossing

24. Vehicle access through the existing vehicle crossings to properties off Selwood Road and The Concourse shall be retained.

Vibration

25. If construction work requiring any one of the following activities: piling, blasting, vibratory roller and/or rock breaking, is to take place within 30 metres of a residential dwelling, the following shall be undertaken:

- a. At least one month prior to the commencement of construction activities, the Requiring Authority

shall (with the permission of the landowner) commission an independent consultant with expertise in the building effects arising from vibration effects to undertake a preconstruction condition survey of all dwellings that are within 30 metres or less from the edges of the construction zone. The condition survey shall identify and measure all exterior cracks and other features that may be subject to movement and shall record these for the information of the landowner, the Council and the Requiring Authority. A copy of the preconstruction survey shall be provided to the relevant landowner, the Council and the Requiring Authority prior to the commencement of construction works.

b. No less than 3 months and no more than 6 months after the completion of the construction works within the vicinity of the residential properties in respect of which the condition survey was undertaken, the Requiring Authority shall commission an independent consultant with expertise in the building effects arising from vibration effects to undertake a post construction condition survey of all dwellings surveyed as a requirement of condition 25.a. The survey shall measure and record the exterior cracks and other features surveyed previously and shall make recommendations as to what works and/or remediation, if any, are required to return the building(s) to their pre construction condition. A copy of the post-construction survey report shall be provided to the landowner, the Council and the Requiring Authority within 1 month of the completion of the report.

c. Within one month of the receipt of the post-construction survey report, the Requiring Authority shall inform the Council in writing as to the actions it will undertake to respond to each of the report's recommendations. Any actions required to be carried out as a result of the post construction report shall be completed within 4 months of the receipt of the post-construction report, provided that the relevant landowner agrees to the undertaking of the work and enables the Requiring Authority to access the property for the purposes of undertaking that work. If agreement or access is not forthcoming within one month of the request being made, the Requiring Authority shall be deemed to have complied with this condition.

Lighting

26. All lighting will be designed to comply with AS/NZS 1158.1.1:2005.

27. Maximum light spill at the boundary of the designation will be 10 lux.

Advice Notes

1. Network infrastructure owned and operated by Watercare Services is located within the designation boundaries. Agreements are being developed by the NZTA and Watercare Services which will include appropriate relocation, notification and access protocols for the construction duration and for notification and access protocols and the replacement of existing and installation of new infrastructure in the operations phase.

Attachments

No attachments.

6743 State Highway 16 - Huruuru Road Bridge Massey to Westgate

Designation Number	6743
Requiring Authority	New Zealand Transport Agency
Location	State Highway 16 from west of Huruuru Road bridge, Massey to Westgate interchange, Westgate
Rollover Designation	Yes
Legacy Reference	Designation NZTA6, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Refer NOR-2010-1136.

Conditions

Description of Works

1. Except as modified by the conditions below, the works which give effect to this alteration to designation for State Highway 16 from west of Huruuru Road Bridge (at approximately chainage 8450) to Westgate (at approximately chainage 9725) as shown on the General Arrangement Plans C-GA-001 to C-GA-003 in Volume 4 (the Project) shall be undertaken in general accordance with the Notice of Requirement for an Alteration to Designation and Assessment of Environmental Effects titled "SH16 Western ring route Huruuru Road Bridge to Westgate" dated 2 September 2010, referenced by Auckland Council as NOR 2010 - 1136 and subject to the conditions which follow.

For the purposes of this condition, the works comprise the following (more specifically described in the NOR and AEE) –

- i. Between Chainage 8300 and Chainage 8450, the provision of one additional lane in each direction, a bus shoulder in each direction and a pedestrian/cycleway adjacent to the westbound shoulder.
- ii. Between Chainage 8300 and Chainage 9300, the realignment of the centre-line 2.7m north to align with the Henderson Creek to Huruuru Road Bridge Project.
- iii. Between Chainage 8450 and Chainage 9725 at Royal Road Interchange, the provision of one additional lane in each direction, a bus shoulder in each direction, a water quality wetland, a pedestrian/cycleway adjacent to the westbound shoulder and allowing for a centre-line shift.
- iv. At Chainage 9150 improvements and lengthening of the Royal Road Westbound Off-ramp.
- v. Between Chainage 9725 and 10100, the provision of one additional lane in each direction, a bus shoulder in each direction and a pedestrian/cycleway adjacent to the westbound shoulder.
- vi. Between Chainage 8300 and Chainage 10100, the treatment of stormwater.
- vii. Between Chainage 10100 and 10800, the provision of a pedestrian/cycle way.

Construction Environmental Management Plan

2. Prior to commencement of construction activity within the designation boundaries, the

Requiring Authority shall submit a Construction Environmental Management Plan (“CEMP”) to the Major Infrastructure Team Manager, Auckland Council, in respect of the project or relevant project stage. The CEMP shall include specific details relating to the demolition, construction and management of all works associated with this development or relevant stage of the development, including:

- i. Details of the site or project manager, including their contact details (phone, facsimile/email, postal address);
- ii. The location of large noticeboards that clearly identify the name and telephone number of the project manager;
- iii. An outline construction programme of the works;
- iv. Any means, such as a restriction on the size of construction vehicles and machinery, required to ensure that no damage occurs to street trees throughout the construction period;
- v. Any means of protection of services such as pipes and water mains (including infrastructure operated by Watercare Services Limited) within the designation boundaries. The CEMP is to be provided to Watercare Services Limited for review and comment prior to the commencement of construction activity;
- vi. Measures to be adopted to maintain the land in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building materials and similar construction activities;
- vii. Measures to be adopted to ensure that pedestrian access past the works is provided where practicable and that such access is safe;
- viii. Location of workers’ conveniences (e.g. portaloos);
- ix. Ingress and egress to and from the works for vehicles during the construction period;
- x. Proposed maximum numbers and timing of truck movements throughout each day and the proposed routes;
- xi. Procedures for controlling sediment runoff, dust and the removal of soil, debris and demolition and construction materials from public roads or places. Dust mitigation measures should include use of water sprays to control dust nuisance on dry or windy days;
- xii. Location of vehicle and construction machinery access during the construction period;
- xiii. Hours of operation and days of the week for construction activities;
- xiv. Means of ensuring the safety of the general public;
- xv. Procedures for ensuring that residents in the immediate vicinity of construction areas are given prior notice of the commencement of construction activities and are informed about the expected duration of the works;
- xvi. A Construction Noise and Vibration Management Plan (“CNVMP”) as required by condition 11;
- xvii. A Construction Traffic Management Plan (“CTMP”) as required by condition 6;
- xviii. A dust monitoring programme as required by condition 10.

3. The approved CEMP required by condition 2 shall be implemented and maintained throughout the relevant stage of works.

Electrical Infrastructure

4. The CEMP shall include, as an appendix, an Electrical Infrastructure Site Development and Construction Management Plan (“EISDCMP”). The EISDCMP is to include:

- i. Methods and measures to:
 - a. Ensure that the existing high voltage infrastructure can be accessed for maintenance at all reasonable times, or emergency works at all times, during and after construction activities;
 - b. Appropriately 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 the overhead transmission lines;

- c. Ensure that no activity is undertaken during construction that would result in ground vibrations or ground instability likely to cause material damage to the transmission lines, including support structures; and
- d. Ensure that changes to drainage patterns and runoff characteristics do not result in adverse effects from stormwater on the foundations of any high voltage transmission line support structure;
 - i. Sufficient detail to confirm that new planting and maintenance of vegetation will comply with the New Zealand Electricity (Hazard from Trees) Regulations 2003, including but not limited to, the provisions of the Schedule (Growth Limit Zones) to those Regulations;
 - ii. Sufficient detail to confirm that the works will comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZCEP 34:2001), including but not limited to the provisions of:
 - a. Clause 2.2 with respect to excavations near overhead support structures;
 - b. Clause 2.4 with respect to buildings near overhead support structures;
 - c. Section 3 with respect to minimum separation between buildings and conductors;
 - d. Section 5 with respect to minimum safe differences for the operation of mobile plant; and
 - e. Table 4 with respect to minimum safe separation distances between the ground and overhead conductors.

Note: with respect to clause c), specific consideration must be given to the height and location of temporary structures (such as project offices and other construction site facilities) and permanent structures (such as lighting poles, signage, gantries and acoustic barriers).

Watercare Infrastructure

5. Unless otherwise specified in an agreement between NZTA and Watercare, the CEMP shall include methods and measures to ensure that:

- i. the existing Watercare Services Limited infrastructure can be accessed for maintenance at all reasonable times or emergency works at all times, during and after construction activities; and
- ii. written notice is provided to Watercare Services Limited of any works within 10 metres of Watercare Services Limited infrastructure prior to commencement of works.

Construction Infrastructure

6. The CEMP shall include a Construction Traffic Management Plan ("CTMP") for the project or relevant project stage which shall be prepared by an appropriately qualified person.

7. In developing the CTMP the Requiring Authority shall:

- i. use best practice to understand the effects of construction of the project or project stage on the affected road network better which may include the use of appropriate traffic modelling tools. Any such assessment should be undertaken in consultation with the Auckland Council, and have the ability to simulate lane restrictions and road closures; and
- ii. as far as practicable, undertake measures to avoid road closures and also the restriction of vehicle, cycle and pedestrian movements.

8. The CTMP shall describe the measures that will be undertaken to address the

following, as far as practicable:

Methods of avoiding, remedying or mitigating the local and network wide effects of construction of the project or relevant project stage. In particular, the CTMP shall describe:

- i. Traffic management measures to address and maintain, where practicable, traffic capacity at traffic peak hours during weekdays and weekends at Royal Road Interchange, Royal Road and Makora Road;
- ii. Any road closures that will be required and the nature and duration of any traffic management measures that will result, including any temporary restrictions, detours or diversions for general traffic and buses;
- iii. Methods to avoid, remedy or mitigate the local and network wide effects of the construction of individual elements of the project (e.g. intersections / overbridges) and the use of staging to allow sections of the project to be opened to traffic while other sections are still under construction;
- iv. Methods to manage the effects of the delivery of construction material, plant and machinery (including oversized trucks);
- v. The numbers, frequencies, routes and timing of construction traffic movements.

9. Any commercial earthmoving equipment or similar shall be stored or parked within the boundaries of the designation at all times and not on surrounding streets.

Air Quality

10. The Requiring Authority shall ensure that the CEMP developed for the project or relevant project stage includes a dust monitoring programme to control dust generated during the construction and earthworks phases of the project, in order to minimise dust deposition and nuisance beyond the designation boundaries. Monitoring activities shall include:

- i. Monitoring of total suspended particulate using e-BAMs or equivalent adjacent to particularly sensitive receiving environments such as dwellings and ecological habitat areas;
- ii. Daily inspection of all unsealed surfaces (including earthworks sites) for dampness and to ensure that surface exposure is minimised;
- iii. Daily inspection of all sealed surfaces to ensure that they are clean and all spillages have been cleared;
- iv. Daily inspection of stockpiles to ensure enclosure, covering, stabilisation or a damp condition;
- v. Monitoring of dust generating activities and water application rate in winds over 5.5m/s at ground level;
- vi. Weekly inspection of watering systems to ensure equipment is maintained and functioning to effectively dampen all exposed areas;
- vii. Weekly inspection of wheel wash equipment to ensure effective operation;
- viii. Weekly checking that all site windbreak fences are intact;
- ix. Mitigation measures that will be implemented to remediate any neighbouring buildings / sites from dust build up as a result of construction e.g. house washing.

Construction Noise and Vibration Management Plan (“CNVMP”)

11. The CEMP shall include a CNVMP for the project or relevant project stage, which shall be prepared by a professionally qualified person.

12. The CNVMP shall include specific details relating to the control of noise and vibration associated with demolition, construction and management of all works associated with the project or relevant project stage.

13. The CNVMP be formulated to detail as far as practicable the manner in which construction noise will be managed to achieve compliance with the relevant construction noise limits. In summary this would address the following matters:

- i. the construction noise limits which apply to particular areas
- ii. construction techniques
- iii. machinery and equipment to be utilised
- iv. days and times when noisy construction work would occur
- v. the use of noise barriers
- vi. the design of noise mitigation measures
- vii. alternative mitigation measures
- viii. monitoring and reporting of noise levels at critical locations and methods for managing complaints
- ix. areas where construction involving piling, vibrator rollers, or any other activity likely to generate high levels of vibration and buildings within 40m of those areas for the purpose of condition 16.a.

14. The CNVMP shall be formulated to be in accordance with the vibration standards of German Standard DIN 4150 and address the following aspects:

- i. vibration limits
- ii. vibration monitoring measures
- iii. possible mitigation measures
- iv. complaint response
- v. reporting procedures.

15. The approved CNVMP for the project or relevant project stage shall be implemented and maintained throughout the entire demolition and construction periods for the project or relevant project stage. Any amendments must receive the prior approval of the Major Infrastructure Team Manager, Auckland Council, and are then to be incorporated into a single document.

16. The following measures shall be undertaken with respect to all buildings identified in the approved CNVMP pursuant to condition 13.ix:

- a. At least one month prior to the commencement of construction activities, the Requiring Authority shall (with the permission of the landowner and where necessary, the occupier) commission an independent consultant with expertise in the building effects arising from vibration effects to undertake a preconstruction condition survey of all buildings identified in the approved CNVMP. The condition survey shall identify and measure all exterior cracks and other features that may be subject to movement and shall record these for the information of the landowner, the Council and the Requiring Authority. A copy of the preconstruction survey shall be provided to each of the relevant landowner, the Council and the Requiring Authority prior to the commencement of construction works on site; and
- b. No less than three months and no more than six months after the completion of the construction works within the vicinity of the residential properties in respect of which the condition survey was undertaken, the Requiring Authority shall commission an independent consultant with expertise in the building effects arising from vibration effects to undertake a post construction condition survey of all dwellings surveyed as a requirement of condition 16.a above. The survey shall measure and record the exterior cracks and other features surveyed

previously and shall make recommendations as to what works and/or remediation, if any, are required to return the building(s) to their preconstruction condition. A copy of the post-construction survey report shall be provided to each of the landowner, the Council and the Requiring Authority within one month of the completion of the report; and

c. Within one month of the receipt of the post-construction survey report, the Requiring Authority shall inform the Council in writing as to the actions it will undertake to respond to the report's recommendations. Any actions required to be carried out as a result of the post-construction report shall be completed within four months of the receipt of the post-construction report, provided that the relevant landowner agrees to the undertaking of the work and enables the Requiring Authority to access the property for the purposes of undertaking that work. If agreement or access is not forthcoming within one month of the request being made, the Requiring Authority shall be deemed to have complied with this condition.

Operational Noise

For the purposes of conditions 17-19 the following terms will have these meanings:

- i. "Building Modification Mitigation" – has the same meaning as in NZS 6806:2010
- ii. "Habitable room" – has the same meaning as in NZS 6806:2010
- iii. "NZS 6806:2010" – means NZS 6806:2010 Acoustics – Road-traffic Noise – New and altered roads
- iv. "PPFs" – means the protected premises and facilities identified in Appendix E of the Noise and Vibration Technical Report (see Volume 3 – Technical Appendix 6)
- v. "Structural mitigation" – has the same meaning as in NZS 6806:2010.

17. No later than 20 working days prior to the commencement of works on the project to or relevant project stage (excluding site investigations and enabling works), the Requiring Authority shall submit a Traffic Noise Mitigation Plan ("TNMP") to the Major Infrastructure Team Manager, Auckland Council. The TNMP shall be prepared by a qualified acoustics specialist in accordance with NZS 6806:2010 and shall describe the noise mitigation measures to be employed to ensure noise associated with road traffic within the designation boundaries will comply with the requirements of NZS 6806:2010 and shall include:

- i. The size, type, form and location of any noise barriers and bunds including height and lengths of the barriers;
- ii. The road surface type to be used; and
- iii. Specific measures to be employed for any PPFs where these are necessary in addition to the measures under 17(i) and 17(ii) above to achieve compliance with the requirements of NZS 6806:2010.

18. In the event that the TNMP identifies any PPFs where, following implementation of any structural mitigation measures, Building Modification Mitigation may be required to achieve 40 dB LAeq inside habitable rooms ("Category C Buildings") the following conditions will apply:

- i. Prior to commencement of construction of the project in the vicinity of a Category C building, the Requiring Authority shall write to the owner of each Category C building seeking access to their building for the purpose of measuring internal noise levels and assessing the existing building envelope in relation to noise reduction performance;
- ii. If the owners of the Category C building approve the Requiring Authority's access to the property, then no more than six months prior to commencement of construction of the project, the Requiring Authority shall instruct a suitably qualified acoustic specialist to visit the building

to measure internal noise levels and assess the existing building envelope in relation to noise reduction performance;

iii. Where a Category C building is identified, the Requiring Authority shall be deemed to have complied with condition 18.ii. above where:

- a) The Requiring Authority (through its acoustics specialist) has visited the building; or
- b) The owner of the Category C building did not approve the Requiring Authority's access to the property or secure appropriate access with the occupier; or
- c) The owner of the Category C building cannot, after reasonable enquiry, be found prior to completion of the construction project. In such instances, a log of the attempts made to contact the owner shall be kept by the Requiring Authority.

iv. At least six months from the assessment required under condition 18.ii., the Requiring Authority shall give written notice to the owner of each Category C building;

- a) Advising of the options available for Building Modification Mitigation to the building; and
- b) Advising that the owner has three months within which to decide whether to accept Building Modification Mitigation for the building, and if the Requiring Authority has advised the owner that options for Building Modification Mitigation are available, to advise which of those options the owner prefers.

v. 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 in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.

vi. Where Building Modification Mitigation is required, the Requiring Authority shall be deemed to have complied with condition 18.v. above where:

- a. The Requiring Authority has completed Building Modification Mitigation to the Category C building; or
- b. The owner of the Category C building did not accept the Requiring Authority's offer to implement Building Modification Management prior to the expiry of the timeframe stated in condition 18.iv.b. above; or
- c. The owner of the Category C building cannot, after reasonable enquiry, be found prior to completion of construction of the project.

19. Prior to opening for general traffic on any parts of the project, subject to condition 18.vi.b. and c., the appropriate noise mitigation measures that are identified for those parts in the TNMP shall be fully implemented with the exception of any low noise surfacing which shall be implemented within 12 months of practical completion.

Landscape and Visual

20. Prior to commencement of any works on any part of the land included in the designation, the Requiring Authority shall submit a Landscape Concept Plan to the Major Infrastructure Team Manager, Auckland Council, for approval. The Landscape Concept Plan shall include the following information:

- i. plans at an appropriate scale showing finished ground levels and the location of plantings;
- ii. the species of plants to be planted including but not limited to an appropriate number of larger framework trees;
- iii. the nature of any built elements to the landscaping, e.g. patterned or textured surfaces, sculptures or other artwork;
- iv. how the landscaping is integrated with the proposed cycle and walk way and stormwater wetland;
- v. how the recommendations of the Landscape and Visual Assessment have been taken into account, including the provision of landscaping to mitigate any adverse visual effects associated with noise / retaining walls and the loss of existing vegetation screens;

- vi. suitable replacement planting along the eastern boundary of 1/234 Triangle Road in the event that the existing jacaranda and pohutukawa trees located within the designation boundary require removal;
- vii. suitable planting in Lowtherhurst Reserve to generally enhance the habitat values for native fauna, and in particular those of the copper skink or mokomoko.

21. The approved landscape planting shall be implemented in accordance with the Landscape Concept Plan within the first planting season following the completion of the construction works provided that climatic conditions are suitable, otherwise at the first practicable opportunity thereafter, and shall be maintained at the Requiring Authority's cost for the next three years thereafter. Should the landscaping be implemented in stages (depending on construction phases), landscaping may be implemented after the first planting season of each stage.

22. Where practicable, any planting utilising native species shall use plants sourced from the ecological district.

23. Planting areas shall be mulched using suitable weed-free, granular organic mulch. The only exceptions to this shall be where the slopes are too steep to allow for its retention. In such cases a neutral or black coloured biodegradable or photodegradable geotextile is to be used.

Parks

24. In respect of the proposed Lowtherhurst wetland, the Requiring Authority shall submit to the Auckland Council for approval by the Major Infrastructure Team Manager prior to the construction of the Lowtherhurst Reserve wetland, a detailed Wetland Landscape Plan that clearly shows the following:

- i. plan and cross section drawings of the wetland, including the emergency spillway to be constructed;
- ii. plant species, location, pb size, numbers, spacing and overall square metres of planted area;
- iii. location and size and type of any proposed fence.

The plan should be designed with specific attention to the interface between the stormwater infrastructure and the open space area of the reserve having specific regard to amenity, usability and public safety. In addition the design principles of 'Crime Prevention through Environmental Design' and 'Injury Prevention through Environmental Design' should be clearly demonstrated. Plant species to the west and north-west of the Lowtherhurst Reserve wetland area shall include species that assist to screen views to the motorway corridor from the Reserve and surrounding residential properties.

25. The approved Wetland Landscape Plan shall be implemented in the first planting season following the completion of the construction works provided that climatic conditions are suitable, otherwise at the first practicable opportunity thereafter, and shall be maintained at the Requiring Authority's cost. Should the landscaping be implemented in stages (depending on construction phases), landscaping may be implemented after the first planting season of each stage.

26. The emergency spillway should be located and/or designed, in accordance with the Auckland Regional Council technical publication TP10, so that the stormwater overflow is directed efficiently to Rarawaru Stream so as to minimise the degradation of the open grassed area of Lowtherhurst Reserve.

Iwi Matters, Archaeology and Heritage

27. In the event of an accidental discovery of any unrecorded archaeological sites, including human remains, the following steps shall be taken:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease.
- ii. The site construction supervisor will notify the NZTA archaeological consultant who in turn will contact the project manager at NZTA. In the event of the project manager being unavailable the matter will be reported by the consultant to the Regional Manager of the NZTA.
- iii. NZTA will ensure that the matter is reported to the Regional Archaeologist at Heritage New Zealand, the tangata whenua and to any required statutory agencies if that has not already occurred.
- iv. In the event that the accidental discovery material is confirmed as being archaeological, under the terms of Heritage New Zealand Pouhere Taonga Act 2014, the NZTA shall ensure that the archaeologist carries out an archaeological assessment, and if appropriate, an archaeological authority is obtained from Heritage New Zealand before work resumes.
- v. NZTA will ensure that representatives of the consultant and the contractor, as appropriate, shall be available to meet and guide representatives of Heritage New Zealand and tangata whenua, and any other party with statutory responsibilities, to the discovery site.
- vi. Works in the site area shall not recommence until authorised by the NZTA after consultation with Heritage New Zealand, tangata whenua, the NZ Police (and any other authority with statutory responsibility) to ensure that all statutory and cultural requirements have been met.
- vii. Work may recommence in the shortest possible timeframe provided that any archaeological sites discovered are protected until as much information as practicable (in the opinion of the archaeological consultant) is gained and a decision regarding their appropriate management is made, including obtaining an archaeological authority if necessary. (Note: Appropriate management could include recording or removal of archaeological material.)

28. NZTA shall consult with Te Kawerau a Maki and the consultation will be based on the following principles:

- i. Input and involvement in the detailed design process; and
- ii. Involvement in archaeological monitoring and recording throughout the duration of the Project, particularly within those areas of significance to Iwi.

Integration with the local network

29. The Requiring Authority shall not remove or reduce in capacity the bus shoulder lanes without first consulting with Auckland Transport.

30. In collaboration with Auckland Transport, and prior to submission of the OPW for approval by the Council, the Requiring Authority shall prepare a Network Integration Plan ("NIP"), to demonstrate how the project integrates with the existing local road network (and in particular Moire Road) and with future improvements planned by Auckland Transport. The NIP shall include details of proposed physical works at the interface between the State Highway and the local road network, and shall address such matters as integration with any potential Rapid Transport Network ("RTN"), pedestrian / cycleways, lane configuration, traffic signal coordination, signage and provision for buses. The NIP will consider and identify:

- i. Opportunities to improve cycling / walking connections
- ii. Opportunities to progress bus priority measures on both on/off ramps at Royal Road and on the Royal Road bridge

iii. Opportunities to future proof for RTN connections and a future bus-to-bus interchange in vicinity of Royal Road interchange.

Information Requirement for Outline of Plans of Works

31. The following information shall be supplied with any outline plan submitted under section 176A of the Act:

i. The location and design details of operational noise barriers and/or bunds for protected premises and facilities. This shall include but is not limited to design details of the location, height, length, materials and visual appearance of the noise barriers. Evidence of consultation with adjoining landowners shall be submitted to ensure that the size and scale of the proposed wall is appropriate;

ii. The design details of all bus shoulders and bus priority lanes. This shall include but is not limited to their location, length, width, markings and the priority rules that will apply;

iii. The design details for all works on Royal Road and Makora Road. This shall include but is not limited to cross sections and elevations, design details of all vehicle lanes, any bus priority methods, cycle lanes, cycle ways, footpaths, pedestrian crossings, cycle crossings, traffic signals, vehicle crossings, road markings, signage, median barriers and any other barriers;

iv. The design details of the shared cycle way and footpath;

v. The design details of any retaining walls over 1.5 metres in height, including but not limited to the location, height, materials and visual appearance of the walls;

vi. The details of planting and other landscaping in accordance with condition 20;

vii. The design details of any motorway lighting adjacent to residential properties; and

viii. The design details of any works relating to the Royal Road bridge, including but not limited to. all dimensions.

Lighting

32. All lighting will be designed to comply with AS/NZS 1158.1.1:2005.

33. The maximum light spill at the boundary of the designation will be 10 lux.

Lapse Date

34. Pursuant to Section 184 of the Act, this designation will lapse fifteen years after the date on which it is included in the District Plan, unless given effect to before that date, or an extension is given in terms of Section 184(1)(b) of the RMA.

Advice Notes

1. Network infrastructure owned and operated by Watercare Services is located within the designation boundaries. Agreements are being developed by the NZTA and Watercare Services which will include appropriate relocation, notification and access protocols for the construction duration and for notification and access protocols and the replacement of existing and installation of new infrastructure in the operations phase.

Attachments

No attachments.

6763 State Highway 1 – Puhoi to Kaipara District Boundary and Silverdale Interchange improvements

Designation Number	6763
Requiring Authority	New Zealand Transport Agency
Location	State Highway 1 from Titfords Bridge, Puhoi to Ross Road (Kaipara District Council boundary), Topuni
Rollover Designation	Yes
Legacy Reference	Designation 404, Auckland Council District Plan (Rodney Section) 2011
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

State Highway 1.

Conditions

The following conditions are only applicable to the section of the State Highway 1 from its northern connection with the Puhoi - Warkworth motorway to Hudson Road.

DEFINITIONS	
CNVMP	Construction Noise and Vibration Management Plan
Construction Works	Activities undertaken to construct the Project
COPTTM	NZ Transport Agency Code of Practice for Temporary Traffic Management
dBA	A unit of sound level which has its frequency characteristics modified by a filter (C- weighted) so as to account for the non-linear frequency response of the human ear at high noise levels (typically greater than 100 decibels).
Team Leader	Auckland Council Team Leader Compliance Monitoring — Northern Resource Consenting and Compliance (Orewa) or the person subsequently exercising those functions and powers
NZS6803: 1999	New Zealand Standard 6803: 1999 “Acoustics — Construction Noise”
PPF	Protected Premises and Facilities, as defined in New Zealand Standard 6806:2010
Proposed work	The construction, operation and maintenance of a widened State Highway 1 (SH 1) between Hudson Road and the northern connection of P2Wk to SH 1 including provision for a connection of Auckland Transport’s future Matakana link road to SH1
P2Wk Project	The construction, operation and maintenance of the Ara Tūhono Pūhoi to Wellsford protect: Pūhoi to Warkworth section
RMA	Resource Management Act 1991 and subsequent amendments
SCP	Stakeholder and Communications Plan
SSTM P	Site Specific Traffic Management Plan

General

1. As soon as practicable following completion of construction of the proposed work, described in the Notice of Requirement to Alter Designation 6763 dated June 2018, the Requiring Authority shall review the extent of the designation and give notice to Auckland Council in accordance with section 182 of the RMA for removal of those parts of the designation that are not required for the long-term operation, maintenance and mitigation of effects of the state highway. The designation review shall occur at the following times:
 - (a) Following completion of the SH1 widening to four lanes and opening of the Puhoi to Warkworth motorway; and
 - (b) Following further SH1 widening to construct a third southbound lane.
2. The construction related conditions of this designation shall only apply to Construction Works described in the Notice of Requirement to Alter Designation 6763 dated June 2018, being Construction Works on land between Hudson Road and the northern connection of P2Wk to SH1.
3. Except where explicitly provided for, the construction related conditions of this designation do not apply to works associated with on-going operation and maintenance of the state highway following construction, such as changes to street furniture or signage over time. The provisions of section 176A of the RMA apply to on-going operation, maintenance or other works within the designation.

Network Utilities

4. The Requiring Authority shall ensure that Construction Works do not adversely impact on the safe and efficient operation of network utilities. The scope and timing of necessary utility relocation and protection works shall be developed and agreed between the Requiring Authority and network utility providers to mitigate any safety hazards and provide cost efficiency for the required works.

Stakeholder and Communication Plan

5. Prior to the commencement of Construction Works, the Requiring Authority shall prepare a Stakeholder and Communications Plan (SCP) that sets out the procedures detailing how the public and stakeholders (including but not limited to the owners of properties adjoining the designation) will be communicated with throughout the Construction Works. Where appropriate, the SCP shall align with the SCP prepared and implemented for the P2Wk Project.
6. The Requiring Authority shall implement the SCP for the duration of the Construction Works.

Hudson Road Swales

7. The design of the proposed upgrade of the existing swale on Hudson Road shall allow sufficient space for future development of Hudson Road, specifically safe provision of a pedestrian and cycle path, safety barrier, light poles and signage, along the western side of Hudson Road. A minimum width of 4 metres shall be provided between the swale and the existing kerb line of Hudson Road, unless otherwise agreed with Auckland Transport. The design of the proposed upgrade of the existing swale shall be undertaken in consultation with Auckland Transport, and the design details included with the Outline Plan of Work to be submitted in accordance with section 176A of the RMA.

Advice note: The Requiring Authority will need other approvals from Auckland Transport for any works located within Hudson Road and designation 1407. These approvals should be obtained before lodging the Outline Plan of Work.

Property access

8. The Requiring Authority shall identify and assess options to provide a similar level of capacity for vehicular entry and exit as provided by the existing (March 2019) primary (Hudson Road intersection) and the secondary access from the Warkworth Showgrounds to State Highway 1 (right of way in favour of Lot 1 DP 135480 via Pt Lot 1 DP 61693), the latter of which will be closed once works authorised by the designation are undertaken.

The identification and assessment of options shall be undertaken in consultation with the Auckland Council, as owner of Lot 1 DP135480, the Rodney Local Board, and Auckland Transport.

The Requiring Authority shall use reasonable endeavours to implement the preferred option prior to closure of the existing secondary access to SH1. If this is not practicable, the Requiring Authority shall use reasonable endeavours to implement a short-term temporary access arrangement to support high traffic demand Showgrounds events if requested to do so by the Auckland Council, and then implement the preferred option as soon as practicable after completion of the Proposed Work.

Advice Note: The Requiring Authority will comply with its obligations under section 92 of the Government Loading Powers Act 1989 in relation to the provision of access to and from SH1.

Construction Noise and Vibration

Project Noise Standards

9. Construction noise shall comply with the following criteria, except as provided for in Condition 11:

- (a) Residential receivers:

Timeframe	Time	LAeq(15min)	LAfmax
0630h Monday to 0630h Saturday	0630h - 0730h	55 Db	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
0630h Saturday to 0630h Sunday	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0730h	45 dB	75 dB
0630h Sunday and Public Holidays to 0730h the next day	0730h - 1800h	55 dB	85 dB
	1800h - 0730h	45 dB	75 dB

- (b) Industrial and commercial receivers:

Time	dB LAeq
0730-1800	70
1800-0730	75

Note:

The criteria set out in 9(a) and/or 9(b) may only be exceeded subject to the process in Condition 11 (CNVMP).

Project Vibration Standards

10. Construction vibration shall as far as practicable comply with the criteria in the Category A column and shall at all times comply with the criteria in the Category B column:

Receiver	Location	Detail	Category A	Category B
Occupied PPFs*	Inside the building	Night-time 2000h-0630h	0.3mm/s PPV	1mm/s PPV
		Daytime 0630h – 2000h	1mm/s PPV	5mm/s PPV
Other occupied buildings	Inside the building	Daytime 0630h – 2000h	2mm/s PPV	5mm/s PPV
All other buildings	Building Foundation	Vibration – transient	5mm/s PPV	Tables 1 and 3 of DIN4150- 3 :1999
		Vibration – continuous		Tables 1 and 3 of DIN4150- 3:1999

Measurements of construction vibration shall be undertaken in accordance with German Standard DIN 4150-3: 1999 “Structural Vibration Part 3: Effects of vibration on structures”.

*For vibration, protected premises and facilities (**PPFs**) are dwellings, educational facilities, boarding houses, homes for the elderly and retirement villages, marae, hospitals that contain in-house patient facilities and buildings used as temporary accommodation (e.g. motels and hotels).

Vibration from construction activities may only exceed the Category A standards subject to the process in Condition 11 (the CNVMP).

Construction Noise and Vibration Management Plan

11. At least 5 working days prior to commencement of construction, the Requiring Authority shall prepare a Construction Noise and Vibration Management Plan (**CNVMP**) and submit it to the Team Leader for certification. The purpose of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option (**BPO**) for the management of all construction noise and vibration effects, and additionally to define the procedures to be followed when the noise and vibration standards in the conditions are not able to be complied with following the adoption of the BPO, The CNVMP shall include:

- (a) A description of the works;
- (b) Hours of works, including a specific section describing the nature of works which need to be undertaken at night;
- (c) Contact details for staff responsible for implementation of the CNVMP;

- (d) The construction noise and vibration performance standards for the project;
- (e) Identification of affected sensitive receivers where noise and vibration performance standards apply;
- (f) The noise and vibration mitigation measures that will be applied throughout the project;
- (g) A specific section setting out the predicted noise and/or vibration levels, mitigation, monitoring and management measures (including communication with stakeholders) that will be adopted for works which cannot comply with the project standards specified in conditions 9 and 10 (Category A only for Condition 10). This section shall include the information above for each activity that cannot practicably comply.
- (h) Methods and frequency of monitoring and reporting; and
- (i) Communication, consultation and complaints response protocol (note that this section may refer to the relevant sections of the SCP required by Condition 5).

Advice note: The certified CNVNP for the Project may be incorporated into the CNVNP for the P2Wk project if the Requiring Authority sees fit.

12. The Requiring Authority shall implement and comply with the CNVMP for the duration of the Construction Works.

Construction Traffic

General construction traffic conditions

13. The Requiring Authority shall manage construction traffic and construction parking to:
- (a) Protect public safety including the safe passage of pedestrians and cyclists;
 - (b) Minimise delays to road users;
 - (c) Minimise interruption to property access: and
 - (d) Inform the public about any potential impacts on the road network.

Site Specific Traffic Management Plans

14. The Requiring Authority shall prepare a Site Specific Traffic Management Plan (**SSTMP**) or Plans where any Construction Works vary the normal traffic conditions of any public road. The purpose of the SSTMP(s) is to identify specific construction methods to address the particular circumstances, local traffic and community travel demands within the area covered by the SSTMP.
15. The SSTMP(s) shall comply with the version of the NZ Transport Agency Code of Practice for Temporary Traffic Management (**COPTTM**) which applies at the time the relevant SSTMP is prepared. Where it is not possible to adhere to this Code, the COPTTM's prescribed Engineering Exception Decision (**EED**) process shall be followed.

16. A SSTMP shall be prepared in accordance with Conditions 14 and 15 for:

- (a) The Hill Street intersection (being the intersections of State Highway 1, Hill Street, Elizabeth Street, Matakana Road, Sandspit Road and Millstream Place). This SSTMP shall include specific times for the prohibition of heavy construction traffic using the Hill Street intersection, based on the following periods:
 - i. Weekday morning peaks;
 - ii. Weekday afternoon peaks;
 - iii. Late Friday afternoons and evenings;
 - iv. Saturday mornings;
 - v. Sunday afternoons; and
 - vi. Public Holiday Monday afternoons.

Advice note: These SSTNPS may be incorporated into the relevant SSTNPs for the P2Wk project if the Requiring Authority sees fit.

17. The Requiring Authority shall implement each SSTMP for the duration of the Construction Works to which the particular SSTMP applies.

Lighting

18. Lighting of any construction yard or compounds or site office for the duration of construction of the proposed work, shall be designed as far as practicable to avoid light spill beyond the designation. Glare from any lighting shall be kept below the recommendations given in AS 4282 — 1997 “Control of the Obtrusive Effects of Outdoor Lighting” Tables 2.1 and 2.2.

Accidental Discovery Protocol

19. The Requiring Authority prepare an Accidental Discovery Protocol for any accidental archaeological discoveries which occur during Construction Works. The Accidental Discovery Protocol shall be:

- (a) generally consistent with the NZ Transport Agency’s Minimum Standard P45 Accidental Archaeological Discovery Specification (or replacement standard) and consistent with Auckland Unitary Plan Accidental Discovery Rule in Standard E.12.6.1; and
- (b) prepared in consultation with mana whenua and modified as necessary to reflect the site specific proposed work detail.

20. The Accidental Discovery Protocol shall be implemented throughout the Construction Works.

Maintenance and Operation Conditions

Operational Noise

21. The Requiring Authority shall implement Open Graded Porous Asphalt (or other low-noise generating road surface with equal or better noise reduction

performance) on the carriageway of the finished road, but may exclude intersections.

Landscape

22. Where proposed landscaping occurs on land adjacent to Auckland Transport's future Matakana link Road, the Requiring Authority shall develop details of the proposed landscaping in consultation with Auckland Transport, and these details shall be provided to Council as part of the Outline Plan of Work to be submitted in accordance with section 176A of the RMA.
23. The Requiring Authority shall prepare an Integrated Landscape Planting Plan as part of the Outline Plan of Works to be submitted in accordance with section 176A of the RMA. The Integrated Landscape Planting Plan
 - (a) Shall be developed as far as practicable in a manner which results in visual integration between the Requiring Authority's proposed wetland and any proposed wetland or other stormwater infrastructure to be constructed by Auckland Transport on adjacent land as part of the future Matakana Link Road; and
 - (b) Shall be developed in consultation with Auckland Transport; and
 - (c) Shall include proposed planting of intermittent stream margins, wetland and swales, with the planting to use eco-sourced, native species and appear natural as far as practicable.

The proposed landscaping shall be consistent with the Urban and Landscape Design Sector Plan: Warkworth Sector prepared for the P2Wk Project in accordance with condition D33 of Designation 6769.

Attachments

No attachments.

6769 Ara Tūhono – State Highway 1 realignment Puhoi to Warkworth

Designation Number	6769
Requiring Authority	New Zealand Transport Agency
Location	<p>Pt Allot 56 Psh Of Mahurangi DP 7361, Allot 97 Psh Of Ahuroa SO 6195A, Lot 6 DP 52247, Pt Allot 116 Psh Of Puhoi SO 1051, Allot 186 Psh Of Puhoi SO 26455, Lot 1 DP 74814, Allot 3A Psh Of Puhoi SO 6297, Pt Okahu ML 86, Lot 2 DP 163758, Lot 1 DP 157269, Lot 2 DP 169838, Lot 3 DP 113847, Lot 1 DP 199822, Sec 54 Blk XV Mahurangi Survey District SO 42469, Sec 62 Blk III Waiwera Survey District SO 41181, Lot 3 DP 169838, Allot 11A Psh Of Puhoi SO 6297, Sec 65 Blk III Waiwera Survey District SO 44340, Lot 2 DP 162291, Sec 55 Blk III Waiwera Survey District SO 41181, Pt Lot 1 DP 95606, Lot 2 DP 162354, Lot 8 DP 113848, Rec Land DP 55676, Sec 52 Blk XV Mahurangi Survey District SO 42469, Lot 6 DP 98771, Lot 6 DP 87207, Pt Lot 2 DP 180823, Lot 1 DP 208830, Lot 5 DP 52247, Lot 1 DP 52247, Lot 7 DP 52247, Lot 2 DP 74814, Sec 64 Blk III Waiwera Survey District SO 44298, Sec 61 Blk XV Mahurangi Survey District SO 42467, Pt Allot 283 Psh Of Mahurangi SO 27019, Lot 1 DP 199344, Pt Sec 17 Blk 111 Waiwera Survey District SO 6297, Sec 1 Blk XV Mahurangi Survey District SO 2435, Pt Sec 3 Blk III Waiwera Survey District SO 6297, Lot 3 DP 77098, Lot 1 DP 50685, Lot 1 DP 167491, Pt Lot 2 DP 151082, Allot 78 Psh Of Ahuroa SO 6195A, Lot 1 DP 118653, Pt Lot 3 DP 17945, Pt Sec SE163 Psh Of Mahurangi SO 2409, Lot 1 DP 169838, Sec 33 Blk XV Mahurangi Survey District SO 26451, Lot 1 DP 175210, Pt Allot 55 Psh Of Mahurangi SO 27C, Pt Okahu SO 28313, Lot 1 DP 199142, Sec 63 Blk III Waiwera Survey District SO 43363, Pt Sec 8 Blk III Waiwera Survey District SO 1745, Lot 2 DP 203390, Lot 4 DP 52247, Lot 2 DP 199822, Sec 50 Blk XV Mahurangi Survey District SO 42467, Pt Mblk Okahu, Lot 2 DP 157269, Sec 51 Blk XV Mahurangi Survey District SO 42469, Lot 1 DP 203389, Pt Okahu ML 86, Lot 3 DP 87208, Pt Allot N158 Psh Of Mahurangi SO 1050A, Lot 4 DP 206041, Allot 147 Psh Of Ahuroa SO 53558, Sec 57 Blk XV Mahurangi Survey District SO 42469, Lot 2 DP 171314, Lot 1 DP 168411, Lot 1 DP 587, Allot 148 Psh Of Ahuroa SO 53558, Allot 415 Psh Of Mahurangi SO 51667, Pt Allot E157 Psh Of Mahurangi SO 2409, Lot 2 DP 155056, Pt Lot 1 DP 74706, Pt Sec 43 Blk III Waiwera Survey District SO 28313, Pt Sec 67 Blk III Waiwera Survey District SO 44084, Pt Allot NW72 Psh Of Ahuroa SO 26, Lot 1 DP 203390, Lot 1 DP 198509, Lot 7 DP 113847, Pt Sec 12 Blk III Waiwera Survey District SO 41181, Pt Lot 1 DP 180823, Lot 1 DP 198032, Pt Allot 95 Psh Of Mahurangi SO 27C, Pt Allot 431 Psh Of Mahurangi SO 53421, Lot 2 DP 199142, Lot 2 DP 205339, Allot 409 Psh Of Mahurangi SO 48055, Lot 3 DP 52247, Sec 32 Blk XV Mahurangi Survey District SO 26451, Lot 1 DP 163758, Allot 389 Psh Of Mahurangi SO 45350, Pt Sec 45 Blk III Waiwera Survey District SO 42317, Pt Allot NW72 Psh Of Ahuroa SO 6632, Allot 124 Psh Of Ahuroa SO 44751, Sec 55 Blk XV Mahurangi Survey District SO 42469, Sec 25 Blk XV Mahurangi Survey District SO 26451, Sec 56 Blk XV Mahurangi Survey District SO 42469, Sec 53 Blk XV Mahurangi Survey District SO 42469, Lot 1 DP 162291, Lot 1 DP 77098, Pt Allot W157 Psh Of Mahurangi SO 2409, Lot 4 DP 168411, Sec 34 Blk XV Mahurangi Survey District SO 26451, Pt Allot M158 Psh Of Mahurangi SO 1050A, Lot 4 DP 169838, Lot 1 DP 43288, Lot 1 DP 25246, Sec 46 Blk III Waiwera Survey District SO 28313, Lot 1 DP 67330, Pt Sec 44 Blk III Waiwera Survey District SO 42317, Lot 2 DP 77098, Pt Allot 94 Psh Of Mahurangi SO 27C, Lot 3 DP 198032, Lot 2 DP 87208, Pt Allot 95 Psh Of Mahurangi SO 27C, Lot 5 DP 113847, Lot 1 DP 198843, Lot 2 DP 198843, Pt Okahu DP 12748, Lot 1 DP 329024, Lot 2 DP 329024, Lot 3 DP 329024, Lot 6 DP 329024, Pt Lot 1 DP 55676, Pt Lot 2 DP 96268, Lot 1 DP 339166, Lot 2 DP 339166, Lot 3 DP 339166, Lot 1 DP 343011, Lot 1 DP 334477, Lot 2 DP 334477, Lot 3 DP 334477, Lot 18 DP 344380, Lot 4 DP 346523, Lot 1 DP 321568, Lot 1 DP 344037, Lot 2 DP 344037, Lot 8 DP 344037, Lot 3 DP</p>

	369802, Pt Allot 55 Psh Of Mahurangi SO 26D, Pt Allot 75 Psh Of Ahuroa SO 2574, Pt Allot 75 Psh Of Ahuroa SO 2574, Pt Allot 184 Psh Of Puhoi SO 26455, Pt Allot 116 Psh Of Puhoi SO 1051, Pt Allot 95A Psh Of Mahurangi SO 3434, Pt Allot 95A Psh Of Mahurangi, Lot 1 DP 386317, Lot 2 DP 386317, Sec 2 SO 414559, Sec 4 SO 414559, Lot 3 DP 418913, Lot 1 DP 433555, Lot 3 DP 469718, Lot 4 DP 473567
Rollover Designation	Yes
Legacy Reference	Designation 408, Auckland Council District Plan (Rodney Section) 2011
Lapse Date	15 December 2024

Purpose

The construction, operation and maintenance of a State highway (Ara Tūhono - Pūhoi to Wellsford Road of National Significance: Pūhoi to Warkworth Section)

Conditions

ARA TŪHONO- PŪHOI TO WELLSFORD ROAD OF NATIONAL SIGNIFICANCE: PŪHOI TO WARKWORTH SECTION - CONDITIONS

Definitions	
Auckland Transport	The Chief Executive of Auckland Transport
Canopy Species	Kauri, tanekaha, puriri, totara, kahikatea, rimu, rewarewa and taraire trees
CHAMP	Cultural, Heritage and Archaeological Management Plan
CNVMP	Construction Noise and Vibration Management Plan
Construction Works	Activities undertaken to construct the Project, excluding Enabling Works
COPTTM	NZ Transport Agency Code of Practice for Temporary Traffic Management
CTMP	Construction Traffic Management Plan
dBA	A unit of sound level which has its frequency characteristics modified by a filter (C-weighted) so as to account for the non-linear frequency response of the human ear at high noise levels (typically greater than 100 decibels).
dbh	Diameter at breast height, being diameter measured at 1.4 m above ground level
Enabling Works	Preliminary activities, including such things as geotechnical investigations (including access for such investigations), sealing roads, and establishment of mitigation measures (such as earth bunds and planting)
Heavy Vehicle	A motor vehicle having a gross laden weight exceeding 3500 kg
Heritage New Zealand	Heritage New Zealand Pouhere Taonga
Iwi Advisor	The advisor (or other nominated kaitiaki) appointed by Hōkai Nuku in accordance with Condition D7
KDBP	Kauri Dieback Biosecurity Plan
KQA	Kauri Quarantine Area

Manager	Manager Major Infrastructure Projects, Auckland Council (or the manager responsible for administering designations with the Project Area), or, in the appropriate context of a condition the Team Leader.
NZS6803:1999	New Zealand Standard 6803:1999 “Acoustics – Construction Noise”
PPF	Protected Premises and Facilities, as defined in New Zealand Standard 6806:2010 “Acoustics – Road-traffic noise – New and altered roads”
Project	The construction, maintenance and operation of the Ara Tūhono Pūhoi to Wellsford Road of National Significance: Pūhoi to Warkworth section
SCP	Stakeholder and Communications Plan
SSTMP	Site Specific Traffic Management Plan
Team Leader	Auckland Council Team Leader Compliance and Monitoring – Northern Resource Consenting and Compliance (Orewa) or the person subsequently exercising those functions and powers
ULDF	Urban Landscape Design Framework
ULDSP	Urban Landscape Design Sector Plan

General

D1. From the time of opening, the Project shall provide grade-separated southbound vehicle access onto and northbound egress off the Project road between Pūhoi Road and the Johnstone’s Hill tunnels. The design of the Project shall not preclude future access to the north of Pūhoi in the vicinity of Pūhoi Road.

D2A. A viaduct shall be constructed using a construction method and location that minimises the effects on kauri in the area shown on Appendix 15AN(1).

D2B. The viaduct over the Pūhoi River shall be constructed so that the viaduct is no further west than the line marked A to B as shown on Appendix 15AN(4).

D3. As soon as practicable following completion of construction of the Project, the Requiring Authority shall give notice to Auckland Council in accordance with section 182 of the RMA for removal of those parts of the designation that are not required for the long-term operation, maintenance and mitigation of effects of the State highway.

D4. The designation shall lapse if not given effect to within 15 years from the date on which it is included in the District Plan under section 175 of the RMA.

D5. Conditions D6 to D70 relate to construction of the Project and only apply to construction activities. Once construction of the Project is complete these conditions, unless otherwise specified in a condition, will no longer apply and can be removed.

D5A. On completion of the Project, the pre-cast yard and associated activity areas shall be returned to its former land use (See condition D70).

Network Utilities

D5B. The Requiring Authority shall ensure that construction work does not adversely impact on the safe and efficient operation of network utilities. The scope and timing of necessary utility relocation and protection works shall be developed and agreed between NZTA and network utility providers to

mitigate any safety hazards and provide cost efficiency for the required works.

Stakeholder and Communication Plan

D6. Prior to the commencement of Construction Works, the Requiring Authority shall prepare a Stakeholder and Communications Plan (SCP) that sets out the procedures detailing how the public and stakeholders (including but not limited to the owners of properties adjoining or close to the Designation) will be communicated with throughout the construction period.

The purpose of the SCP is to provide the framework for:

- a. Informing the community of construction progress, including proposed hours of operation outside normal working hours and Project contact details;
- b. Engaging with the community in order to foster good relationships and to provide opportunities for learning about the Project;
- c. Providing early information on key Project milestones;
- d. Identifying stakeholders such as educational facilities (including Mahurangi College), iwi and hapu groups, community groups, business groups, residents organisations, Auckland Council, Watercare Services Limited, and local board; and
- e. Establishing Community Liaison Groups.

D6A. The Requiring Authority shall provide a draft SCP to the Manager and the Iwi Advisor for comment at least 30 working days prior to the commencement of Construction Works. The Requiring Authority shall consider any comments received from the Manager and Iwi Advisor when finalising the SCP.

D6B. The Requiring Authority shall implement the SCP for the duration of the Construction Works.

D6CA. At all times during construction work, the Requiring Authority shall maintain a permanent register of any complaints received alleging adverse effects from, or related to, the exercise of this designation. The register shall include:

- a. the name and address or phone number of the complainant (if supplied);
- b. identification of the nature of the complaint;
- c. location, date and time of the complaint and of the alleged event;
- d. weather conditions at the time of the complaint (as far as practicable), including wind direction;
- e. the outcome of the Requiring Authority's investigation into the complaint;
- f. measures taken to respond to the complaint; and
- g. any other activities in the area, unrelated to the Project that may have contributed to the complaint.

D6CB. The Requiring Authority shall respond to any complaint within 48 hours of the complaint, except where urgency is indicated, in which case the Requiring Authority shall use its best endeavours to respond within 2 hours;

D6CC. The Requiring Authority shall also maintain a record of its responses and any remedial actions undertaken, such record to also contain the responses and actions taken under Conditions RC10CA – RC10D;

D6CD. This record (to be included in the register) shall be maintained on site and shall be made available to the Team Leader, upon request. The Requiring Authority shall provide the Team Leader with a copy of the complaints register every month.

D6D. The obligations in Condition D6CA to D6CD shall continue for 6 months following the Project officially opening to general public traffic. Any complaints received after this period shall be managed

by the Requiring Authority in accordance with its standard complaints procedures.

Iwi Advisor

D7. At least 12 months prior to commencement of Construction Works, the Requiring Authority shall request that Hokai Nuku (being comprised of the representatives for Ngāti Whatua, Ngāti Whatua o Kaipara, Te Uri o Hau, and Ngāti Manuhiri) appoint an Iwi Advisor or other nominated kaitiaki (together the Iwi Advisor) to undertake the roles and responsibilities as set out in these conditions.

D8. Where no Iwi Advisor is appointed by Hōkai Nuku within 6 months prior to Construction Works commencing or where at any time the appointed Iwi Advisor is unavailable or unwilling to undertake their roles and responsibilities set out in these conditions, the Requiring Authority shall seek the advice of Hokai Nuku prior to commencing an activity where the Iwi Advisor's input would otherwise be required and shall have regard to any advice provided by Hōkai Nuku.

D9. The Requiring Authority shall invite the Iwi Advisor to provide cultural indicators covering traditional association, mahinga kai and cultural stream health measures. The Requiring Authority shall have regard to any cultural indicators provided in the preparation of any management plan required under these conditions.

Construction Noise and Vibration

Noise Criteria

D10. Construction noise shall as far as practicable comply with the following criteria in accordance with NZS6803:1999:

a. Residential receivers:

	Time	dB L_{Aeq(T)}	dB L_{Amax}
Weekdays	0630-0730	55	75
	0730-1800	70	85
	1800-2000	65	80
	2000-0630	45	75
Saturdays	0630-0730	45	75
	0730-1800	70	85
	1800-2000	45	75
	2000-0630	45	75
Sundays and Public Holidays	0630-0730	45	75
	0730-1800	55	85
	1800-2000	45	75
	2000-0630	45	75

b. Industrial and commercial receivers:

Time	dB L_{Aeq(T)}
0730-1800	70

1800-0730	75
-----------	----

Notes:

“(T)” is a representative assessment duration between 10 and 60 minutes.

Measurement and assessment of construction and air blast noise shall be undertaken in accordance with NZS6803:1999.

Where the criteria set out above cannot be practicably met, the process in Condition D13 shall be adopted.

D11. Air blast noise shall comply with a peak sound level of 120dBA at 1 metre from the most exposed façade of any occupied building.

Vibration Criteria

D12. Construction vibration shall as far as practicable comply with the following criteria:

Receiver	Location	Detail	Category A	Category B
Occupied PPFs*	Inside the building	Night-time 2000h - 0630h	0.3mm/s PPV	1mm/s PPV
		Daytime 0630h - 2000h	1mm/s PPV	5mm/s PPV
		Blasting – vibration	5mm/s PPV	10mm/s PPV
Other occupied buildings	Inside the building	Daytime 0630h - 2000h	2mm/s PPV	5mm/s PPV
All other buildings	Building Foundation	Vibration - transient (including blasting)	5mm/s PPV	BS 5228-2 Table B.2
		Vibration - continuous		BS 5228-2 50% of Table B.2 values

Notes:

Measurements of construction vibration shall be undertaken in accordance with German Standard DIN 4150-3:1999 “Structural Vibration Part 3: Effects of vibration on structures”.

* For vibration, protected premises and facilities (PPFs) are dwellings, educational facilities, boarding houses, homes for the elderly and retirement villages, marae, hospitals that contain in-house patient facilities and buildings used as temporary accommodation (eg motels and hotels).

Where the criteria set out above cannot be practicably met, the process in Condition D13 shall be adopted.

Construction Noise and Vibration Management Plan

D13. The Requiring Authority shall prepare a Construction Noise and Vibration Management Plan (CNVMP) to identify how Conditions D10 to D12 will be met. The CNVMP shall identify the best practicable option for management and mitigation of all construction noise and vibration, including where full compliance with the criteria in Conditions D10 to D12 cannot be achieved. The CNVMP shall, at a minimum, include the information required by NZS 6803:1999, Annex E2. The term ‘noise’ in that document shall be interpreted as ‘noise and vibration’. The CNVMP shall be submitted to the Team Leader for certification prior to commencement of the works (being both Construction and Enabling Works).

D13A. The Requiring Authority shall implement the CNVMP for the duration of the Construction Works.

D14. If measured or predicted vibration levels exceed the Category A criteria in Condition D12 above, then a suitably qualified expert shall be engaged to assess and manage construction vibration to comply with the Category A criteria as far as practicable.

D15. If measured or predicted vibration levels exceed the Category B criteria in Condition D12 above, then monitoring of vibration levels at those buildings shall be undertaken by a suitably qualified expert to identify, assess and manage any vibration effects on those buildings.

D16. Blasting shall only occur between 9.00am – 5.00pm Monday to Saturday. Pre-warning sirens shall be used prior to any blast.

D16a. The operation of the pre-cast yard at Woodcocks Road shall be limited to the following hours:

	Time
Weekdays	0730-1800*
Saturdays	0800-1600
Sundays and Public Holidays	No Work

* The Requiring Authority may move bridge beams, heavy machinery, and other items moveable only at night in and out of the pre-cast yard outside these weekday times.

Construction Traffic

General construction traffic conditions

D16A. During construction of the Project, the Requiring Authority shall ensure that Project-related Heavy Vehicles do not use:

- a. Falls Road;
- b. Perry Road;
- c. The driveway on Lot 2 DP 171314 (CT NA104C/827) east of the designation boundary; and
- d. The section of Woodcocks Road from State Highway 1 to Morrison Drive (adjacent to Mahurangi College), between the hours of 8:00 am to 9:00 am and 3:00 pm to 4:00 pm on school days.

D17. The Requiring Authority shall manage construction traffic and construction parking to:

- a. Protect public safety including the safe passage of pedestrians and cyclists;
- b. Minimise delays to road users;
- c. Minimise interruption to property access; and
- d. Inform the public about any potential impacts on the road network.

Construction Traffic Management Plan

D18. The Requiring Authority shall prepare a Construction Traffic Management Plan (CTMP) for the Project to identify how Conditions D16A and D17 will be met. The CTMP shall include the following:

- a. Details of traffic management activities and sequencing proposed for the Project;
- b. Methods for managing construction related traffic movements;
- c. A process for preparing Site Specific Traffic Management Plans; and
- d. Provisions to ensure that local traffic will not be held up by construction activities for an unreasonable period of time (such time period to be specified).

e. Provisions for emergency services to have access along all local roads 24 hours per day, unless construction requires the temporary closure of a road, in which case, as part of the relevant SSTMP, an emergency action plan shall be developed and agreed with emergency services prior to any temporary closure so that an agreed access via an alternative route is available for the duration of that closure.

D19. At least 60 working days prior to commencement of Construction Works the Requiring Authority shall provide the CTMP to Auckland Transport for comment. The Requiring Authority shall consider any comments received from Auckland Transport when finalising the CTMP. If the Requiring Authority has not received any comment from Auckland Transport within 20 working days of providing the CTMP, the Requiring Authority may consider that Auckland Transport has no comments.

D19A. The Requiring Authority shall submit the CTMP to the Manager for comment. The Requiring Authority shall consider any comments received from Auckland Council when finalising the CTMP. If the Requiring Authority has not received comments from Auckland Council within 20 working days of providing the CTMP, the Requiring Authority may consider that Auckland Council has no comments.

D19B. The Requiring Authority shall implement the CTMP for the duration of the Construction Works.

Site Specific Traffic Management Plans

D20. In compliance with the CTMP, the Requiring Authority shall prepare a Site Specific Traffic Management Plan (SSTMP) or Plans where any Project construction activity varies the normal traffic conditions of any public road. The purpose of the SSTMP(s) is to identify specific construction methods to address the particular circumstances, local traffic and community travel demands within the area covered by the SSTMP.

D21. [This condition is intentionally left blank]

D22. The SSTMP(s) shall comply with the version of the NZ Transport Agency Code of Practice for Temporary Traffic Management (COPTTM) which applies at the time the relevant SSTMP is prepared. Where it is not possible to adhere to this Code, the COPTTM's prescribed Engineering Exception Decision (EED) process shall be followed.

D23. A SSTMP shall be prepared in accordance with Conditions D20 to D22 for:

- a. Moirs Hill Road between the western extent of the Project and State Highway 1. This SSTMP shall:
 - i. provide for pedestrian, cyclist and equestrian safety;
 - ii. establish a liaison group with local residents;
 - iii. be developed in consultation with the owner(s) of 70 Moirs Hill Road and in particular to ensure that accesses are formed to each of the three gates to allow a vehicle to pull off the road to be clear of the traffic lanes; and;
 - iv. detail temporary speed limits (no greater than 50 km/hr) for construction traffic during construction of the Project.
- b. The vicinity of the intersection of the property access on Lot 1 DP 321568 and SH1, if the property access on Lot 1 DP 321568 is to be used for construction vehicles. This SSTMP shall:
 - i. include specific assessment of property access for 1488 State Highway 1;
 - ii. be developed in consultation with the owner(s) and occupiers(s) of 1488 SH 1;
 - iii. provide for turning bays, acceleration and deceleration facilities in and out of the property access on Lot 1 DP 321568;
 - iv. require the Requiring Authority to erect signs at either end of the construction access road on Lot 1 DP 321568, advising that no engine braking shall occur along that access; and
 - v. Require that heavy construction vehicles use the construction access road only between the hours

of 0730 to 1800 Monday to Saturday excluding Sundays and public holidays except for any heavy vehicle movements or deliveries which cannot be practicably made during these hours.

c. The Hill Street intersection (being the intersections of State Highway 1, Hill Street, Elizabeth Street, Matakana Road, Sandspit Road and Millstream Place). This SSTMP shall include specific times for the prohibition of heavy construction traffic using the Hill Street intersection, based on the following periods:

- i. Weekday morning peaks;
- ii. Weekday afternoon peaks;
- iii. Late Friday afternoons and evenings;
- iv. Saturday mornings;
- v. Sunday afternoons; and
- vi. Public Holiday Monday afternoons.

d. Carran Road and Kaipara Flats Road from Woodcocks Road to SH1, unless construction traffic is specifically prohibited from using this route.

e. The proposed pre-cast concrete yard at Woodcocks Road for inbound and outbound traffic so that large vehicles with trailers (except for vehicles carrying large loads that require specific traffic management measures to ensure safe movements) can access the site without their swept paths encroaching into traffic lanes or running over verges, together with additional safety requirements should the access become obscured by fog.

D23A. At least 5 days prior to the applicable construction traffic commencing, the Requiring Authority shall provide the SSTMP to the relevant Road Controlling Authority for approval.

D23B. The Requiring Authority shall implement each SSTMP for the duration of the Construction Works to which the particular SSTMP applies.

Other

D23C. The Requiring Authority shall ensure vehicle access from the existing State Highway 1 is appropriate for the operation of a farm is retained to Lots 1 and 2 DP50685 and Lot 1 DP 74814, at all times during Construction Works unless otherwise agreed with the owner.

D24. The Requiring Authority shall ensure that adequate provision is made on State Highway 1 at the junctions with Pūhoi Road and also with Moirs Hill Road for set down areas to enable bus passengers to board and alight safely.

D25. [This condition is intentionally left blank]

Urban and Landscape Design

Urban and Landscape Design Framework

D26. The Requiring Authority shall design and construct the Project to appropriately integrate the permanent works into the surrounding landscape and topography, having regard to the local landscape character and contexts along the highway route.

D27. The Requiring Authority shall prepare an Urban and Landscape Design Framework (ULDF) to identify how Condition D26 will be met. The purpose of the ULDF shall be to ensure the integration of urban and landscape design with the overall design of the Project. The ULDF shall be consistent with:

- a. The urban design and landscape themes of the Northern Gateway Toll Road;
- b. Bridging the Gap: NZTA Urban Design Guidelines 2013;
- c. NZTA P39 Standard Specification for Highway Landscape Treatments 2013 (or any subsequent updates); and
- d. Mitigation required by other conditions of the Project designation and resource consents.

D28. The ULDF shall ensure the cultural footprint of mana whenua is acknowledged including the connections between Te Koroto and Nga Pā o Te Hēmara Tauhia are maintained at all times where practicable (to be identified in liaison with the Iwi Advisor).

D29. The ULDF shall be prepared by a suitably qualified urban designer and landscape architect in consultation with the wider Project design team, and in collaboration with the Iwi Advisor.

D30. The Requiring Authority shall provide the draft ULDF to the following stakeholders at least 30 working days prior to submitting it to the Manager under Condition D32, by mailing to:

a. all owners and occupiers (if different) of:

- i. properties of Slowater Lane, Pūhoi;
 - ii. properties of Pūhoi Close;
 - iii. 60 Pūhoi Road, Pūhoi;
 - iv. 46 Saleyards Road, Pūhoi;
 - v. 815 SH 1, Pūhoi;
 - vi. 1711 SH 1, Warkworth;
 - vii. 62A Viv Davie-Martin Drive, Warkworth;
 - viii. 62B Viv Davie-Martin Drive, Warkworth;
 - ix. 77B Viv Davie-Martin Drive, Warkworth;
 - x. 78 Viv Davie-Martin Drive, Warkworth;
 - xi. 78B Viv Davie-Martin Drive, Warkworth;
 - xii. 75 Wyllie Road, Warkworth;
 - xiii. 221 Wyllie Road, Warkworth;
 - xiv. 63 Perry Road, Warkworth;
 - xv. 112 Perry Road, Warkworth;
 - xvi. 122 Perry Road, Warkworth;
 - xvii. 124 Perry Road, Warkworth;
 - xviii. 40 Valerie Close, Warkworth;
 - xix. 83 Valerie Close, Warkworth;
 - xx. 123 Valerie Close, Warkworth;
 - xxi. 141 Carran Road, Warkworth;
 - xxii. 346 Woodcocks Road, Warkworth;
 - xxiii. 372 Woodcocks Road, Warkworth;
 - xxiv. 438 Woodcocks Road, Warkworth;
 - xxv. 111 Kaipara Flats Road, Warkworth;
 - xxvi. Lot 3 DP 418913;
 - xxvii. Asia Pacific International Group (NZ) Limited at its registered office; and
 - xxviii. Any other occupied dwellings within 500m of the designation boundary.
- b. Manager Built Environment Auckland Council;
- c. Pūhoi Landcare Group Incorporated;
- d. Mahurangi Action Incorporated;
- e. Slowater Lane and Pūhoi Close Residents Association; and
- f. Pūhoi Close Residents - households from number 12, 16, and 24 Pūhoi Close.

D31. If the Requiring Authority has not received any comments from the stakeholders noted in Condition D30 within 20 working days of providing them the ULDF under Condition D30, the Requiring Authority may consider that the stakeholder concerned has no comments.

D32. The Requiring Authority shall submit the ULDF to both the Manager and the stakeholders set out in D30(a) – (f) in hard copy paper form for certification at least 40 working days prior to the

commencement of Construction Works. The certification will confirm that the ULDF is consistent with Condition D27. The Requiring Authority shall include any comments from the stakeholders noted in Condition D30 in its submission of the ULDF to the Manager, along with an explanation of where and why any comments have not been incorporated into the ULDF. If the Requiring Authority has not received any response (short of approval) from the Manager within 40 working days of submitting the ULDF, the Requiring Authority will be deemed to have certification and can commence preparation of the Urban and Landscape Design Section Plans.

Urban and Landscape Design Sector Plans

D33. Following certification of the ULDF, the Requiring Authority shall prepare an Urban and Landscape Design Sector Plan (ULDSP) for each sector of the Project in compliance with the ULDF.

D34. The purpose of the ULDSPs is to implement the ULDF through integrating the Project's permanent works, including areas of earthworks, structures, and mitigation works for landscaping, visual screening for residential properties, heritage, noise attenuation (if any) and ecology, into the surrounding landscape and topography, having regard to the local landscape character and contexts along the highway route.

D35. [Moved – now Condition D38C]

D36. Each ULDSP may be staged in accordance with Conditions D38, D38AA and D38C for the construction and permanent phases of the Project and shall include (where relevant):

a. Detailed design drawings and information for the urban design and landscaping elements, including:

- i. Form, articulation and finish of all bridge elements;
- ii. Pedestrian and cycle facilities on local roads;
- iii. Highway furniture, including road safety barriers, signage gantries, light standards;
- iv. Retaining walls and noise walls (if any);
- v. Treatment of cut and fill batters, including benching;
- vi. Stormwater measures, including wetlands.

b. Context sensitive design features to mark the entrances to Pūhoi and Warkworth. Feature elements shall be determined in conjunction with the Iwi Advisor, and in consultation with Auckland Council and Auckland Transport and shall reflect the history and character of the adjacent settlements (Pūhoi and Warkworth);

c. Landscape design details within the designation, including:

- i. Landscaping treatments (landform and planting), including rehabilitation of all areas used for temporary work and construction yards;
- ii. Pest removal, weed control and identification of vegetation to be retained;
- iii. Proposed planting including – plant species (including consideration of native food-bearing species), mixes (canopy and succession species), spacing/densities (which may incorporate any planting required under Conditions D59 and D60), and sizes (at the time of planting);
- iv. Integration of riparian planting required pursuant to the resource consents for the Project;
- v. Provision or enhancement of wildlife corridors where practicable;
- vi. Planting programme – the staging of planting in relation to the construction programme and the maintenance regime; and
- vii. Detailed specifications in accordance with NZTA P39 Standard Specification for Landscape Treatments.

D36A. When preparing each ULDSP, the Requiring Authority shall consider the suitability of sourcing planting raised via the open-ground forestry method, including availability and cost-effectiveness.

D37. Each ULDSP shall (where relevant):

- a. Where bridges will be viewed from afar or below (eg from Pūhoi River and from Woodcocks Road), pay particular attention to the visual amenity of the structure as well as the design of the underside of the structure, including having regard to the utility requirements and ongoing maintenance.
 - aa. Optimise views (subject to the obligation to mitigate noise) from bridges by appropriate barrier design;
- b. Employ techniques to ensure the cut rock face resembles natural fractures where appropriate;
- c. Design any terracing and benching to break up their faces to reduce visual dominance where appropriate, including being irregular and responding to the natural bedding layers of the base material;
- d. Minimise the visual impact of:
 - i. roadside drainage channels through design, location and planting;
 - ii. cuttings and fill embankments through appropriate grading to integrate with the surrounding landscape (where practical) and landscaping, avoiding “engineered” looking landforms and retention and incorporation of naturally occurring landforms and features within the area of earthworks (eg rock outcrops, watercourses, ridges); and
 - iii. spoil disposal areas through appropriate contouring to appear as natural as possible in keeping with the surrounding landscape characteristics.
- e. Address the compatibility of finished land cover with the surrounding land cover;
- f. Give consideration to planting replacement vegetation (as required by Condition D59) in the general location from where it was removed.

D38. A specific construction phase ULDSP shall be prepared for each of the following areas:

- a. the area on the eastern side of the Pūhoi River on (CT NA37A/148), with a focus on establishing visual screening of the construction yard for nearby residents as soon as practicable. This ULDSP shall be developed in consultation with a suitably qualified stormwater engineer to ensure appropriate consideration is given to the identified floodplain.
- b. any construction yard within 200m of a residential dwelling, with a focus on establishing appropriate visual screening.

D38A. Each ULDSP shall be prepared by a suitably qualified urban designer and landscape architect in collaboration with the Iwi Advisor and a suitably qualified ecologist.

D38AA. A specific permanent phase ULDSP shall be prepared for each of the following areas:

- a. the area on the eastern side of the Pūhoi River on (CT NZ37A/148), with a focus on establishing visual screening of the Project for nearby residents as soon as practicable. This ULDSP shall be developed in consultation with a suitably qualified stormwater engineer to ensure appropriate consideration is given to the identified floodplain.
- b. the designation north of Woodcocks Road, with a focus on establishing a visual screen of the Project (including the intersection of the Project with the existing State Highway 1) for the nearby residents in Viv Davie-Martin Drive.
- c. For the land situated between the Project and the right branch of the Mahurangi River, extending from the Kauri Eco-Viaduct to Wyllie Road. The ULDSP shall ensure the proposed access track becomes inaccessible to motor vehicles and motorcycles and shall include:
 - i. The removal of surfacing from any access track and its rehabilitation as far as practicable;
 - ii. Dense planting which may include replacement planting required under condition D59.
- d. For the viaducts spanning the Okahu Inlet together with both approach embankments.

Advice Note:

As outlined in Section 06 of the Ara Tuhono: Pūhoi to Warkworth Section Urban and Landscape Design Framework, the specific permanent phase ULDSPs required by designation Condition D38AA

may be integrated with the ULDP prepared for each sector of the Project (designation Condition D33), so long as they specifically address the requirement of designation Condition D38AA.

D38B. The Requiring Authority shall provide a draft of each ULDSP for comment to the stakeholders noted in Condition D30(b)-(d), and the stakeholders noted in Condition D30(a) with views from a dwelling onto the Project sector to which that ULDSP applies, at least 30 working days prior to submitting it to the Manager under Condition D38C. If the Requiring Authority has not received any comments from the stakeholders under this condition within 20 working days of providing them with the ULDSP, the Requiring Authority may consider that the stakeholder concerned has no comments.

D38C. The Requiring Authority shall submit to the Manager for certification:

- a. Each specific construction phase ULDSP at least 20 working days prior to the commencement of Construction Works to which the particular ULDSP applies.
- b. Each specific permanent phase ULDSP required in accordance with Condition D38AA, within 12 months of Construction Works commencing in that sector, or earthworks for permanent cut and fill batters in that sector.
- c. The ULDSP for each sector of the Project required in accordance with Condition D33, within 12 months of Construction Works commencing in that sector, or prior to construction of permanent structures or earthworks for permanent cut and fill batters in that sector.

At the same time that each ULDSP is submitted to the Manager, a copy of the submitted ULDSP will be provided to the stakeholders whose comments were sought pursuant to Condition D38B.

The certification will confirm that each specific construction phase ULDSP is consistent with the requirements of Section 5.10 of the ULDF and Condition D38(a) and (c) and each permanent phase ULDSP is consistent with the ULDF and Conditions D36 and D37. The requiring Authority shall note any comments received from the stakeholders who provided comments in accordance with Condition D38D in its submission of each ULDSP to the Manager, along with an explanation of where and why any comments have not been incorporated into that ULDSP.

If the Requiring Authority has not received a response (short of approval) from the Manager within 20 working days of submitting a specific construction phase ULDSP required under Condition D38 and 30 working days of submitting a permanent phase ULDSP required under Condition D33 or D38AA, the Requiring Authority will be deemed to have certification and can commence works.

D39. [This condition is intentionally left blank]

D40. [This condition is intentionally left blank]

D41. The Requiring Authority shall implement the ULDSPs.

Miscellaneous landscape conditions

D42. Prior to commencement of Construction Works on the construction access road located at Lot 1 DP 321568 (CT 398348), the Requiring Authority shall construct a 2.5 m high solid timber fence (or similar) for screening purposes on the shared boundary between Lot 2 DP 151082 (CT NA90A/427) and Lot 1 DP 321568 (CT 398348).

D42A. The existing macrocarpa located on the banks of the Pūhoi River on the western boundary at 517 State Highway 1 within the designation shall be retained for the duration of their natural life or until their state of health or safety considerations necessitate their removal either as a group or individually.

D42B. When finalising the detailed design for the Moirs Hill Road widening and realignment, the Requiring Authority shall minimise removal of the boundary trees on and adjacent to Lot 1 DP 118653 (CT NA68/91) where practicable.

D42C. Lighting of any yard, compounds or office complex located within the designation shall be designed to avoid light spill beyond the designation. Glare from any lighting shall be kept below the recommendations given in AS 4282 – 1997 “Control of the Obtrusive Effects of Outdoor Lighting” Tables 2.1 and 2.2.

Ecology

Bird breeding season

D42D. The clearance of vegetation (excluding pasture) shall be conducted outside of the bird breeding season (September to December inclusive).

Bats

D43. The Requiring Authority shall engage a suitably qualified expert to conduct bat habitat identification and surveys within the designation between New Zealand Transverse Mercator coordinates (1747939, 5960828) and (1746707, 5965552) in the summer months immediately before construction in that area of the Project.

D44. Upon identification of any roosting sites, the Requiring Authority shall ensure clearance of these sites shall only occur from 14 February to 1 May.

D45. On the night prior to clearance of any potential roosting sites, a suitably qualified ecologist shall survey the relevant area for any active roosting sites. The Requiring Authority shall leave standing any tree identified as an active roosting site, until the roosting site is confirmed to be vacant by the suitably qualified expert.

D46. The Requiring Authority shall, where practicable, enhance bat habitat by retaining large edge pine trees and enhance roosting and foraging opportunities in the long-term, including the provision of artificial bat habitat (ie bat roost boxes) in vegetation to be retained or under viaducts or bridges, as recommended by a suitably qualified ecologist.

Land snails, copper skinks, forest geckos and Hochstetter’s frogs

D47. Prior to the commencement of Construction Works, a suitably qualified ecologist shall check likely areas of:

- a. land snail (*Amborhytida dunni*);
- b. copper skink;
- c. forest gecko; and
- d. Hochstetter’s frog (*Leiopelma aff. hochstetteri*) habitat within the designation affected by the proposed works for the presence of these species.

D47A. Any land snails (*Amborhytida dunni*), copper skinks, forest geckos, or Hochstetter’s frogs (*Leiopelma aff. hochstetteri*) found during the checks required by Condition D47 shall be captured and relocated to a site:

- a. that has been subject to predator control measures for at least six (6) months prior to the first transfer and will receive ongoing predator control for three years after the last transfer;
- b. deemed appropriate by a suitably qualified ecologist (ie in fauna relocation); and
- c. approved by the Manager.

D47AA. Any land snail, copper skink, forest gecko, or Hochstetter's frog capture and relocation shall be planned and supervised by a suitably qualified ecologist (ie in fauna relocation).

D47B. Where practicable, land snails (*Amorhytida dunni*) shall be relocated along with their leaf-litter habitat. Land snails captured within 30 metres of any kauri shall not be relocated to a site within 30 metres of any kauri.

Advice Note: land snail, copper skink, forest gecko, and Hochstetter's frog capture and relocation will be carried out in accordance with a Wildlife Act Authority.

D48. [This condition is intentionally left blank]

D49. Immediately prior to construction, a suitably qualified ecologist shall check likely areas of fernbird habitat within the designation, in the vicinity of Okahu Inlet, for the presence of fernbird and shall also check likely habitat areas of other At Risk or Threatened birds (as defined in the current version of the New Zealand Threat Classification System) within proposed Construction Works areas for the presence of those bird species.

D49A. Unless deemed unnecessary by a suitably qualified ecologist, any fernbird found during the pre-construction check required by Condition D49 shall be captured and transferred to a site:

- that has been subject to predator control measures for at least six (6) months prior to the first transfer and will receive ongoing predator control for three years after the last transfer;
- deemed appropriate by a suitably qualified ecologist (ie in fauna relocation); and
- approved by the Manager.

D49B. Any fernbird capture and relocation shall be planned and supervised by a suitably qualified ecologist (ie in fauna relocation).

Advice Note: fernbird capture and relocation will be carried out in accordance with a Wildlife Act Authority.

D50. [This condition is intentionally left blank]

At Risk or Threatened flora and fauna discovery protocol

D50A. In the event that a suitably qualified ecologist discovers any At Risk or Threatened flora and fauna (as defined in the current version of the New Zealand Threat Classification System) within the designation that is not specifically covered by Conditions D47 to D49B above, the Requiring Authority shall immediately notify the Local Area Manager, Department of Conservation. The Requiring Authority shall have regard to any advice provided by the Department of Conservation in determining the appropriate course of action to be undertaken with respect to the discovered flora or fauna (eg further surveys and/or capture and relocation).

Advice Note: The Requiring Authority will comply with all relevant provision of the Wildlife Act 1953

D51. [This condition is intentionally left blank]

Vegetation

D52. Where vegetation is removed within the designation on Lot 5 DP 113847 (CT NA64C/291), the Requiring Authority shall, where practicable, retain the understory of the forest under the viaduct, and plant species that are tolerant to the applicable light conditions on the exposed edge of the remaining vegetation.

D53. Prior to any Construction Works commencing, the Requiring Authority shall:

- a. erect a fence around the kauri forest stand within the designation to the west of the existing State Highway 1 on Sec 65 Blk III Waiwera SD (CT NA3D/989) and Pt Sec 3 Blk III Waiwera SC (CT NA797/46) (as identified in the plan attached at Appendix 15AN(2)), to prevent access by the contractor.
- b. erect fences to protect all totara trees carrying green mistletoe (*Ileostylus micranthus*) within the designation in the vicinity of land to the west of the intersection of SH 1 and Mahurangi East Road.
- c. erect a fence around the vegetation on the eastern boundary of the designation within Lot 7 DP 113847 (CT NA64C/293) and Lot 8 DP 113848 (CT NA64C/294) (as identified in the plan attached at Appendix 15AN(3)) to prevent access to areas of native vegetation within these Lots during construction.
- d. erect a fence along the western boundary of Okahu Creek Scenic Reserve (Section 64 Blk III Waiwera SD) to prevent access to areas of native vegetation within this Reserve during construction.
- e. cordon off with flagging tape the base of the slope below any native orchid plants of the genus *Danhatchia*, as identified by a suitably qualified botanist, within the designation on Lot 1 DP 321568 (CT 398348) to avoid removal or damage to any native orchid. The flagging tape shall be removed on completion of Construction Works.

D54. [This condition is intentionally left blank]

D55. Prior to construction the Requiring Authority shall implement a high level of dust control (eg wind fences) to protect all totara trees in Condition D53(b) that carry green mistletoe. The Requiring Authority shall engage a suitably qualified botanist to monitor the efficacy of the dust suppression measures. Additional dust minimisation measures shall be implemented by the Requiring Authority where the suitably qualified botanist finds that dust is settling on the mistletoe. Fencing, wind protection and any additional dust minimisation measures shall be removed on completion of Construction Works.

D56. [This condition is intentionally left blank]

D57. [This condition is intentionally left blank]

D58. The Requiring Authority shall engage a suitably qualified botanist to identify and remove the colonies of short hair plume grass located within the designation in the vicinity of the Pūhoi Road/State Highway 1 intersection prior to construction activities in that area and shall conserve the grass in a nursery to be used as planting stock where practical in the landscaping phase of the Project.

D59. The Requiring Authority shall provide replacement planting for kauri, tanekaha, puriri, totara, kahikatea, rimu, rewarewa and/or taraire trees (Canopy Species) that will be removed within the designation as a result of the Project. The purpose of the replacement planting is to replace the trunk cross sectional area of each Canopy Species greater than 15 cm dbh that are lost due to the Project with an equivalent trunk cross sectional area of those species after 20 years of growth. For this purpose, the following process shall be undertaken by a suitably qualified ecologist:

Steps	Action	Formula to be applied
1.	Measure and record by species the dbh of the Canopy Species greater than 15 cm dbh that will be lost within the designation as a result of the Project.	None

2.	Calculate the basal area (x) lost for each tree.	$\pi r^2 = x$ Where r = dbh/2 for each tree
3.	Group the results into species	None
4.	Calculate the total basal area (tx) lost for each species.	$tx = \sum x$ for each species
5.	Specify the size of the trees to be used for replacement planting.	None
6.	Calculate the expected basal area (y) of one replacement tree for each species after 20 years' growth based on the average growth rate of trees of that species in the area. If unavailable, growth rate data can be used from other similar areas.	$\pi r^2 = y$ Where r = dbh/2 for the tree in 20 years
7.	Calculate the number (n) of replacement trees to be planted to replace the total basal area lost for each species.	$n = tx/y$
8.	Identify the process to be adopted to ensure the replacement planting will be adequately established, including: 1. The location, mix of species, planting densities, size at planting and layout to ensure the new vegetation reflects the forest removed. 2. Appropriate successional planting to support and enhance establishment.	None

D60. The Requiring Authority shall undertake restoration planting of wetland vegetation. The planting shall be implemented on a 1:1 area ratio basis, to be based upon the area of wetland habitat (including artificial wetland habitat) lost due to construction of the Project, as calculated by a suitably qualified ecologist. The wetland restoration design shall:

- a. Identify the location and areas of planting within existing wetland areas within the designation adjacent to existing wetlands, where practicable and taking into account technical and safety considerations; and
- b. Identify the mix of eco-sourced species, planting densities, size at planting and layout to ensure the wetland vegetation reflects typical wetlands in the local area.
- c. Provide measures to ensure stock is excluded from the wetland(s).

D61. [This condition is intentionally left blank]

D62. No Project works are permitted on the area of land marked on Appendix 15N(4) or Appendix 15N(5) other than the planting and maintenance of low-lying species that do not exacerbate flood risk.

Kauri Dieback Biosecurity Plan

D63. At least 40 working days prior to any construction commencing within 30 metres of any kauri, the Requiring Authority shall prepare, in consultation with the Local Area Manager, Department of Conservation, and submit a Kauri Dieback Biosecurity Plan (KDBP) to Auckland Council Group Manager Biosecurity for approval. The KDBP shall apply to all areas in the designation within 30 metres of any kauri. The purpose of the KDBP is to set out the procedures to be used to prevent the introduction and/or spread of kauri dieback disease.

D63A. The KDBP shall meet the purpose in Condition D63 and, as a minimum, shall consider the following:

Features that apply prior to construction commencing within 30 metres of any kauri

- aa. Training requirements for contractors and subcontractors on the KDBP procedures and obligations;
- a. Methods for testing and monitoring of all kauri in the designation for the presence of kauri dieback disease;
- b. A process for identifying and mapping:
 - i. All kauri within the designation that are not affected by kauri dieback disease (“Unaffected Kauri”);
 - ii. All kauri within the designation that are affected by kauri dieback disease (“Affected Kauri”);
 - iii. All kauri within the designation that are intended for removal as a result of the Project, and their status as Affected or Unaffected Kauri; and
 - iv. Soil type profiling for kauri within the designation, that will define the operational soil moisture conditions in accordance with (h) below to minimise the risk of spread of Kauri dieback.
- c. Methods for the establishing and demarcating on the ground Kauri Quarantine Area(s) (KQA(s)).
- d. Methods for holding, cleaning and treating the collected soil from personnel and equipment in KQAs and releasing personnel and equipment from KQAs.

Features that apply during the period of construction within 30 metres of any kauri

- e. Removal of kauri trees shall be minimised as far as practicable;
- f. Soil disturbance within 30 metres of any kauri tree shall be minimised;
- g. Methods for ensuring soil is removed from all footwear, tools, clothing and equipment when:
 - i. entering or exiting a KQA; or
 - ii. moving from one KQA to another; or
 - iii. entering a stream system in a KQA;Except that this requirement does not apply to vehicle or personnel movements passing through a KQA that are separated from the bare or vegetated earth by height, or a compacted soil-free surface.
- h. All soil-disturbing works in KQAs are to be conducted in soil conditions as determined in the KDBP;
- i. Soil from earthworks within 30 metres of an Affected Kauri must not be transported outside the KQA in which that kauri is sited;
- j. All kauri tree material and other vegetation, including weeds and native vegetation, trimmed or cleared within 30 metres of an Affected Kauri must not be transported outside of the KQA in which that kauri is sited;
- k. Machinery and vehicles exposed to soil in a KQA shall remain in that KQA for the duration of works needing those materials or vehicles in that KQA;
- l. Raw materials (such as soil, substrate or gravel) shall not be sourced from any KQA containing an Affected Kauri;
- m. Methods for vegetation control within 30 metres of any kauri that do not disturb the soil (eg mowing, slashing or herbicide application should be used in preference to grubbing);
- n. Drainage and stormwater run-off from the Project must be diverted away from kauri trees;
- o. Methods for sourcing disease-free kauri (eg from an Auckland Council Biosecurity approved supplier, if one exists) for any mitigation planting required under Condition D59;
- oa. Methods for isolating kauri planted in accordance with Condition D59 from any surrounding natural stands of kauri;
- p. Procedures for site inspection, monitoring and supervision by Auckland Council biosecurity officers; and
- q. The express circumstances (if any) where an exemption to any of the above requirements applies.

KDBP review

- r. Methods for updating the KDBP in the event of significant changes in scientific knowledge relating to the effective management of Kauri dieback that occur after the KDBP is approved.

D63B. No construction may commence within 30 metres of any kauri until the Auckland Council

Group Manager Biosecurity has approved the KDBP. If the Requiring Authority has not received any response from Auckland Council within 30 working days of submitting the KDBP, the KDBP will be deemed to have been approved.

D63C. Any alternations to the KDBP shall require the approval of the Auckland Council Group Manager Biosecurity.

D63D. The Requiring Authority shall implement and comply with the approved KDBP.

Cultural, Heritage and Archaeology

D64. In managing the construction of the Project and its effects on archaeology, cultural and heritage, the Requiring Authority shall, together with the Heritage New Zealand Pouhere Taonga Act 2014 processes, achieve the following outcomes:

- a. Protection and minimisation of effects on cultural, heritage and archaeological sites, where practicable;
- b. Recording of all pre-1900 cultural, heritage and archaeological sites within the designation boundary including the Te Pā o Te Hēmara Tauhia (R10/921), the rediscovered pā R10/1369 and the wider settlement area in compliance with an authority under the Heritage New Zealand Pouhere Taonga Act 2014 where required;
- c. Recording of any post-1900 cultural and historic heritage sites within the designation boundary; and
- d. Recording of the US Military camp sites (Wyllie Road Camps E (CHI 17006) and F and G (CHI 17007) and any remains exposed during construction.

Cultural, Heritage and Archaeological Management Plan

D65. Prior to construction, the Requiring Authority shall prepare and implement a Cultural, Heritage and Archaeological Management Plan (CHAMP). The purpose of the CHAMP is to identify procedures and practices to be adopted by the Requiring Authority to advance the outcomes noted in Condition D64, and protect, as far as reasonably practical, sites of cultural, heritage and/or archaeological value. The CHAMP will be prepared for the management of cultural, heritage and archaeological sites in conjunction with any conditions required in compliance with any archaeological authority issued by Heritage New Zealand. The CHAMP shall be implemented throughout the construction of the Project.

D66. The CHAMP shall be prepared by a suitably qualified archaeologist (Project Archaeologist) and the Iwi Advisor in conjunction with a conservation architect as required, and in consultation with Heritage New Zealand, and shall identify:

- a. That archaeological requirements of the Project will be undertaken in compliance with conditions of an archaeological authority issued by Heritage New Zealand under the Heritage New Zealand Pouhere Taonga Act 2014 and any conditions for post-1900 sites in the designation conditions for the Project;
- b. Known cultural, heritage and archaeological sites within the designation boundary including the Te Pā o Te Hēmara Tauhia (R10/921), the rediscovered pā R10/1369 and the wider settlement area;
- c. Any pre-1900 archaeological sites in accordance with authorities under the Heritage New Zealand Pouhere Taonga Act 2014;
- d. Roles and responsibilities of personnel involved with cultural, heritage, archaeological and ecological matters including surveys, and monitoring of conditions;
- e. Methods for avoiding and/or minimising effects on cultural, heritage and archaeological sites during construction where practicable (for example the fencing off of archaeological sites to protect them from damage during construction);
- f. Training requirements for contractors and subcontractors on cultural, heritage and archaeological areas/features within the designation boundary and accidental discovery protocols. The training shall

- be undertaken under the guidance of the Project Archaeologist and the Iwi Advisor;
- g. Access arrangements to Te Pā o Te Hēmara Tauhia;
 - h. A process, involving a built heritage specialist, outlining a methodology for assessing the historic heritage, condition and means to mitigate any adverse effect on Schollum House, Titford House and Titford Cottage and timeframe for implementing the preferred methodology, in accordance with Heritage New Zealand guidelines for assessing and recording built heritage; and
 - i. A process for assessing and recording the military camps being Wyllie Road Camps E (CHI 17006) and F and G (CHI 17007).

Accidental Discovery Protocol

D67. The Requiring Authority shall rely on Z22, the NZTA Accidental Discovery Protocol and implement that protocol throughout the Construction Works. Z22, the NZTA Accidental Discovery Protocol, shall be reviewed by the Iwi Advisor and modified to best present the site specific Project detail and to be consistent with any archaeological authority issued by Heritage New Zealand under the Historic Places Act 1993 applying to the Project.

Advice Note: The Ministry for Culture and Heritage must also be advised of any artefact finds within 28 days of the discovery in accordance with the Protected Objects Act 1975. The final repatriation of artefacts is a matter for the Ministry of Culture and Heritage in consultation with iwi. Should archaeological features or deposits, human remains or taonga be exposed during construction, work must cease in the vicinity and contact made with AC, Heritage NZ, Project Archaeologist, iwi advisor and the NZ Police (if koiwi are discovered) to enable appropriate action to be taken before construction recommences in that area.

Monitoring of earthworks

D68. In addition to any earthwork areas identified in the CHAMP for monitoring:

- a. The Requiring Authority shall invite the Iwi Advisor (or Kaitiaki in the event the Iwi Advisor has not been appointed or is not available) to be on site to monitor earthworks within 50 metres of Te Pā o Te Hēmara Tauhia (R10/921), the rediscovered pā R10/1369 and Midden sites R10/1106 and R10/1107; and
- b. During construction, the Requiring Authority shall ensure the Project Archaeologist is on-site to monitor earthworks in the vicinity of the US military camps so that any pre-1900 archaeological remains or remains relating to US military camps (Wyllie Road Camps E (CHI 17006), and F and G (CHI 17007)) that are exposed can be recorded.

D69. [This condition is intentionally left blank]

Rehabilitation of Construction Yards

D70. At the completion of construction, all construction yard buildings, structures and surfacing shall be removed and the grounds rehabilitated to the general condition of their pre-Project state.

Upgrade to Kaipara Flats Road Intersection

D70A. Prior to Kaipara Flats Road being used by any Heavy Vehicle for construction and prior to the Project opening to traffic, the intersection of Kaipara Flats Road and State Highway 1 shall be upgraded to ensure that turning movements at the intersection can be made safely. To assess safety, the improvements shall undergo a detailed design road safety audit prior to construction of the intersection in accordance with the procedure set out in the New Zealand Transport Agency (NZTA) Guideline "Road Safety Audit Procedures for Projects" (May 2013 or as superseded by another NZTA publication). The audit shall give particular consideration to the safe operation of the intersection 10 years after opening of the Project.

Moirs Hill Walkway

D70AA. Prior to the Project opening to traffic, the Requiring Authority shall prepare a plan identifying a walking track connection between the two ends of the section of the Moirs Hill Walkway that will be severed by the Project. The walking track connection shall be:

- a. of a similar gradient and track surface to the existing upper section of the Moirs Hill Walkway (being the area of the walkway within and to the west of the designation boundary);
- b. designed in consultation with the Local Area Manager Department of Conservation; and
- c. at least to the standard of the construction guidelines for “tramping tracks” contained in the Department of Conservation’s Track Construction and Maintenance Guidelines (VC 1672).

D70AB. The Requiring Authority must, prior to the Project opening to traffic, construct a walking track connection in accordance with condition D70AA, unless the Requiring Authority provides the Manager with copies of correspondence from the Local Area Manager, Department of Conservation confirming that reinstating the walkway is not necessary. In that situation, the Requiring Authority has no obligation to construct any walking track connection.

Wyllie Road

D70B - The Requiring Authority shall review the design in the vicinity of Wyllie Road to lower the vertical alignment of the motorway and to reconfigure the northern end of Wyllie Road which will be severed as a result. The section of Wyllie Road east of the motorway shall be formed to a cul-de-sac, in a manner which does not preclude future connection to local roading which may be developed by others. The section of Wyllie Road west of the motorway shall be formed and sealed on a new alignment along the western side of the motorway to connect with Woodcocks Road near the Carran Road intersection. The new or altered sections of Wyllie Road shall be designed and constructed in accordance with applicable sections of the Auckland Transport Code of Practice or Auckland Transport’s relevant standards at the time unless otherwise agreed with Auckland Transport.

Maintenance and Operation Conditions

Operational Noise

D71A. The Project shall be designed and constructed to ensure that the operational noise levels from the Project at PPFs residential receivers within 200 metres of the proposed alignment as identified in Appendix A of the Marshall Day report (Appendix A, “Individual receiver noise level predictions”, Operational Noise Assessment Report, August 2013), attached as Appendix 15AN(6) to these conditions, meet, as a minimum, the specified “Noise Criteria Category” in Appendix 15AN(6) “Proposed Mitigation Option” noise levels predicted by the acoustic modelling undertaken by Marshall Day Acoustics.

D71. The Requiring Authority shall use Open Graded Porous Asphalt, or another road surface with equivalent or better low-noise generating characteristics, on the carriageways of the Project, as shown in Appendices 15AN(7) and 15AN(8). Such a surface shall be implemented within 12 months following the Project being officially opened to general public traffic.

- a. Southern end (latitude from New Zealand Transverse Mercator point (1749438, 5957982) southwards to the Johnstone’s Hill tunnel portal); and
- b. Northern end from a point 200 metres south of the eco-viaduct northwards to 50 metres south of the intersection of the Project with the existing State Highway 1).

Advice Note

Also refer to Resource Consent Condition RC77.

Condition D71(b) now requires OGPA to be extended further south than shown in Appendix15AN(8).

It is impractical to include an amended map in the Board's final report. Nonetheless NZTA is directed to prepare such an amended map (Appendix 15AN(8)) which shows the small extension to OGPA and make such map available to the Manager.

D71B. The Requiring Authority shall within 12 months of the Project being officially opened to general public traffic carry out acoustic surveys at no less than 5 appropriate locations (as determined by a qualified acoustic expert) to confirm that operational noise levels from the Project meet the categories set out in Appendix 15AN(6). If the results of the surveys reveal noise levels from the Project are such that a listed PPF is in a noise criteria category greater than set out in Appendix 15AN(6) (e.g. from category A to category B), the Requiring Authority shall carry out mitigation to attenuate the noise generated by the motorway to within the category levels specified in Appendix 15AN(6). Such mitigation may include the erection of noise barriers with associated landscape mitigation considered as part of the ULDF and relevant ULDSPs.

D72. Should the alignment change through detailed design so that PPFs not already included in Appendix 15AN(6) then fall within 200 metres of the alignment, the Requiring Authority shall update Appendix 15AN(6) to include those PPFs and they shall be assessed and mitigated accordingly.

D73. The Requiring Authority shall manage and maintain any noise mitigation measures within the designation boundaries to ensure that those mitigation works retain their noise reduction performance.

D74. [This condition is intentionally left blank.]

Lighting

D75. Lighting of the new State highway will be limited to safety and operational requirements (eg interchanges) and shall comply with AS/NZS 1158:2005: "Lighting for roads and public spaces".

Landscape

D76. The Requiring Authority shall maintain (and replace unsuccessful planting) all landscape planting undertaken as part of the Project for a period of 5 years following opening of the Project in accordance with "NZTA P39 Standard Specification for Highway Landscape Treatments 2013", or any subsequent amendment.

Ecology

D76A. The Requiring Authority shall use its best endeavours to procure from the Crown the entering into of appropriate covenants and/or encumbrances (or similar legal mechanisms) to ensure that the area of ecological mitigation in Conditions D59 and D60 is protected on an ongoing basis, regardless of any future ownership/tenure changes.

Pā Management Plan

D77. A Pā Management Plan for Te Pā o Te Hēmara Tauhia (R10/921) and the rediscovered pā R10/1369 sites shall be prepared and implemented. The purpose of the Pā Management Plan is to provide a framework for the ongoing management of sites of cultural significance in conjunction with Hōkai Nuku.

D78. The Pā Management Plan shall be prepared by the Project Archaeologist and the Iwi Advisor, in consultation with Heritage New Zealand to provide recommendations on the following:

- a. Options for public access (by walkways and waterways);
- b. Installation of information signage relating to the Māori and early European history and heritage sites in the area;

- c. Planting, landscaping and vegetation management;
- d. Options for limited remedial work to the defensive ditch (subject to Heritage New Zealand approval); and
- e. Options for protecting the pā sites in perpetuity.

Access

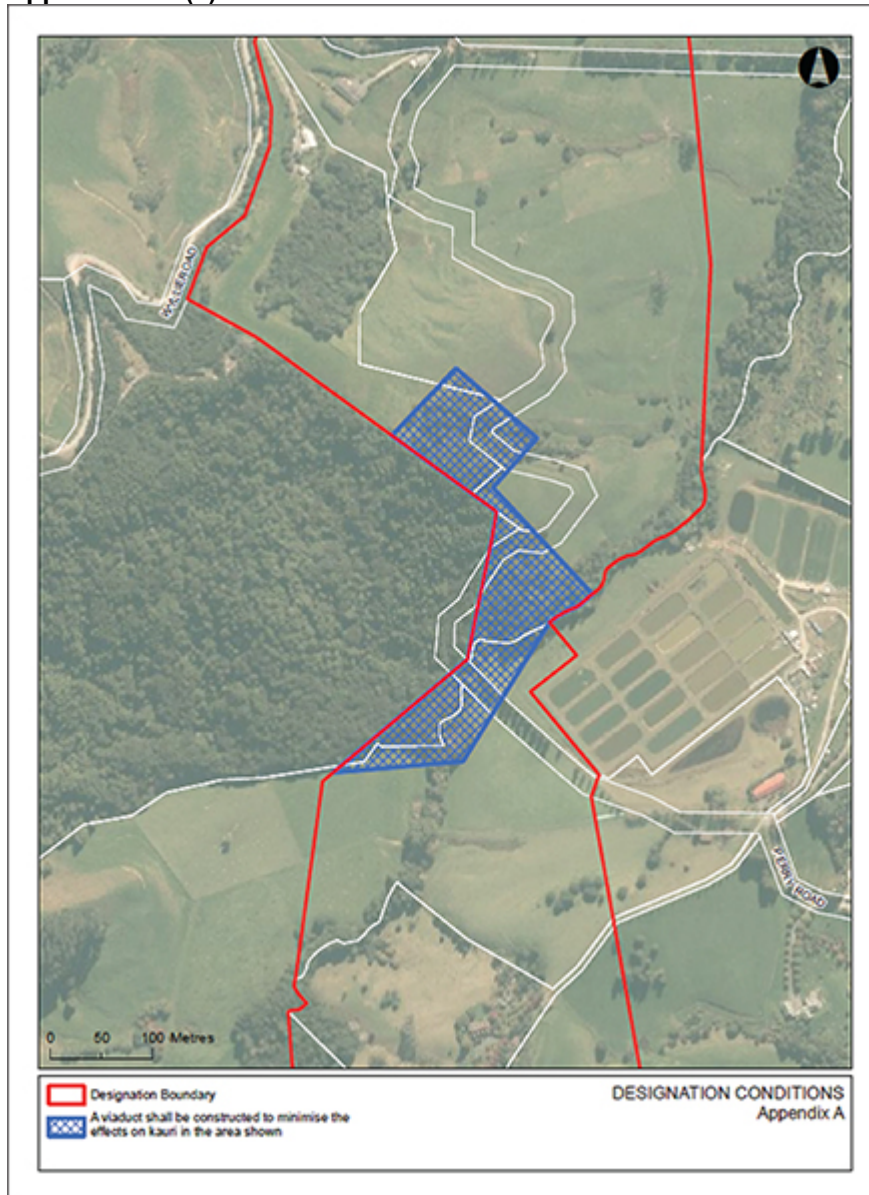
D79. Vehicle access from the existing SH1 appropriate for the operation of a farm shall be retained to Lot 1 and 2 DP50685 and Lot 1 DP 74814, at all times unless otherwise agreed with the owner.

D80. Vehicle access under the Carran Road Flood Relief Bridge appropriate for the operation of a farm shall be retained for the benefit of the Civil Family Farm interests comprised in Part Allotments 55 and 95, Parish of Mahurangi, Lot 3 DP418913 and Lot 2 DP343011.

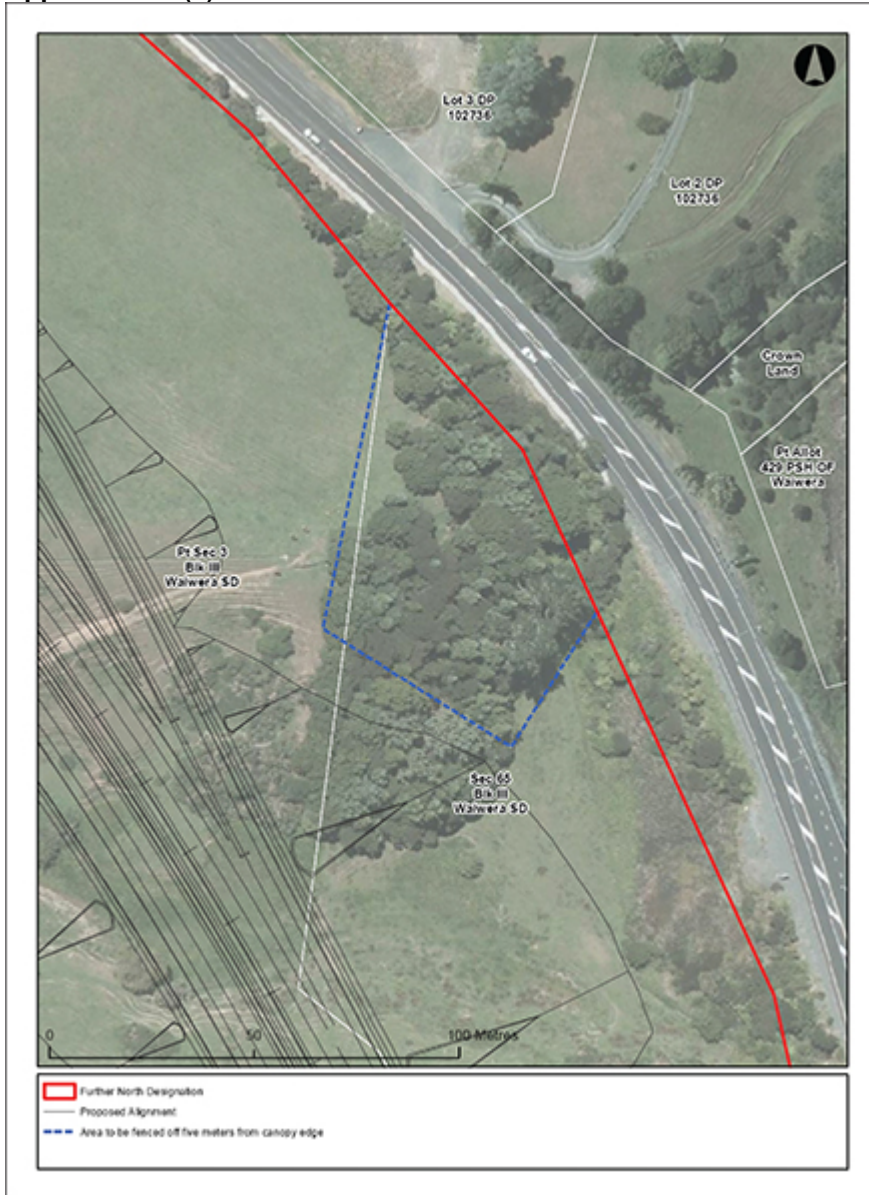
D81. In the event of Lot 1 DP587 not being acquired by the Requiring Authority, vehicle access and services including stock water appropriate for the operation of a farm shall be provided underneath the Project.

Attachments

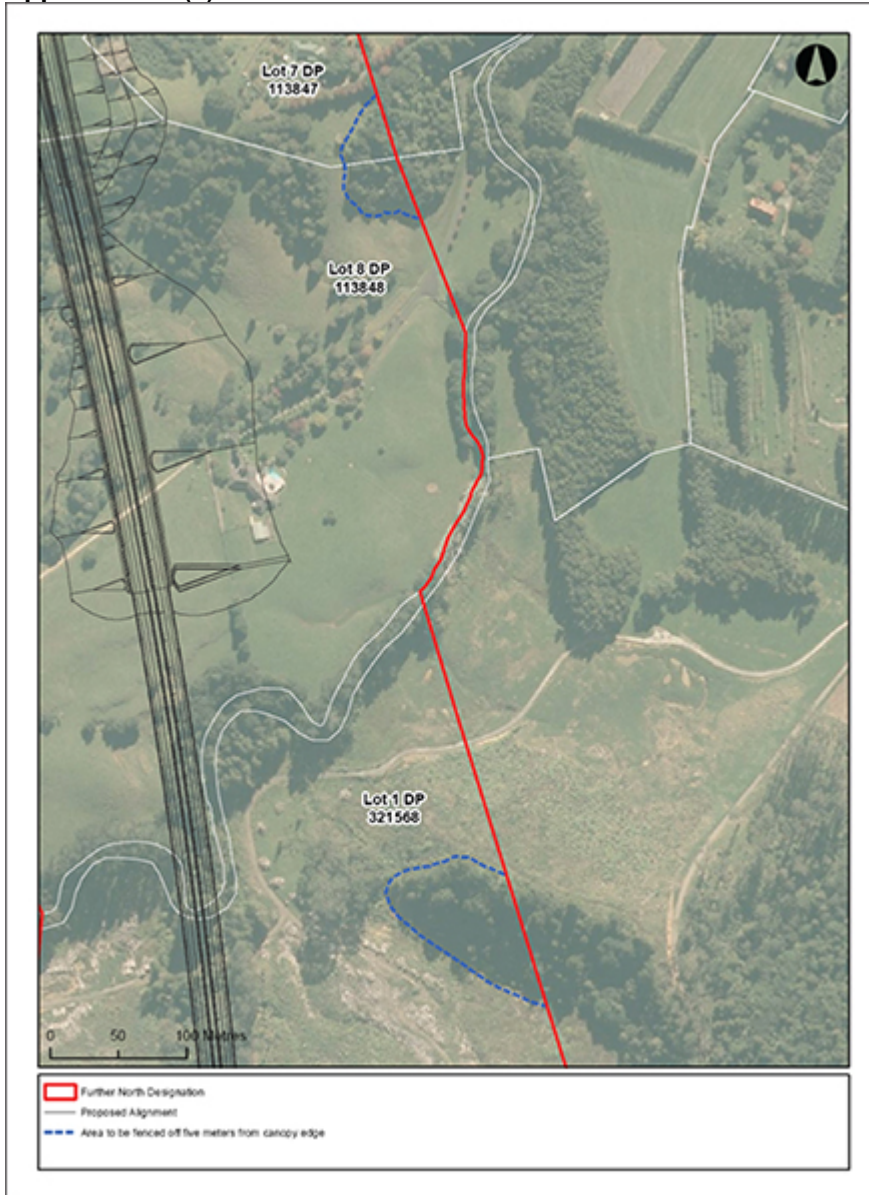
Appendix 15N(1)



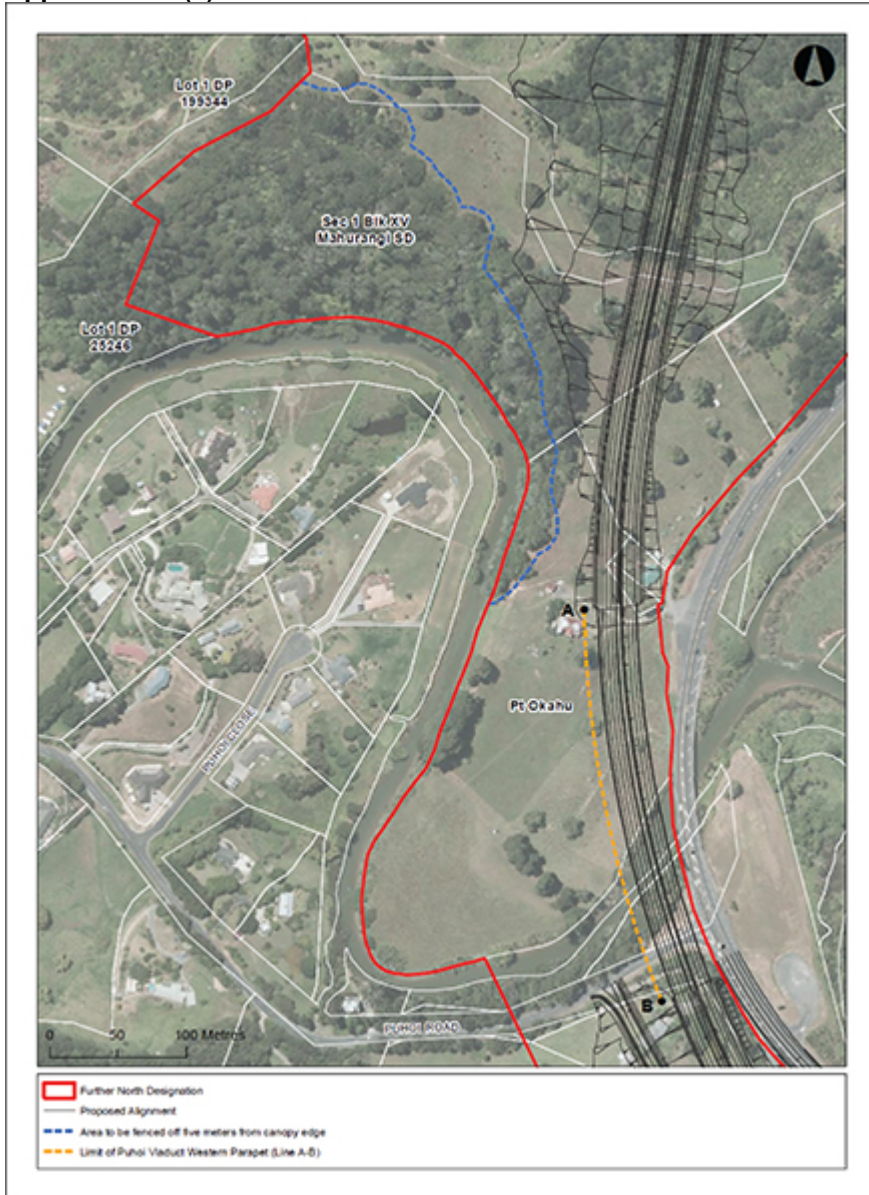
Appendix 15N(2)



Appendix 15N(3)



Appendix 15N(4)



Appendix 15N(5)



Appendix 15N(6)

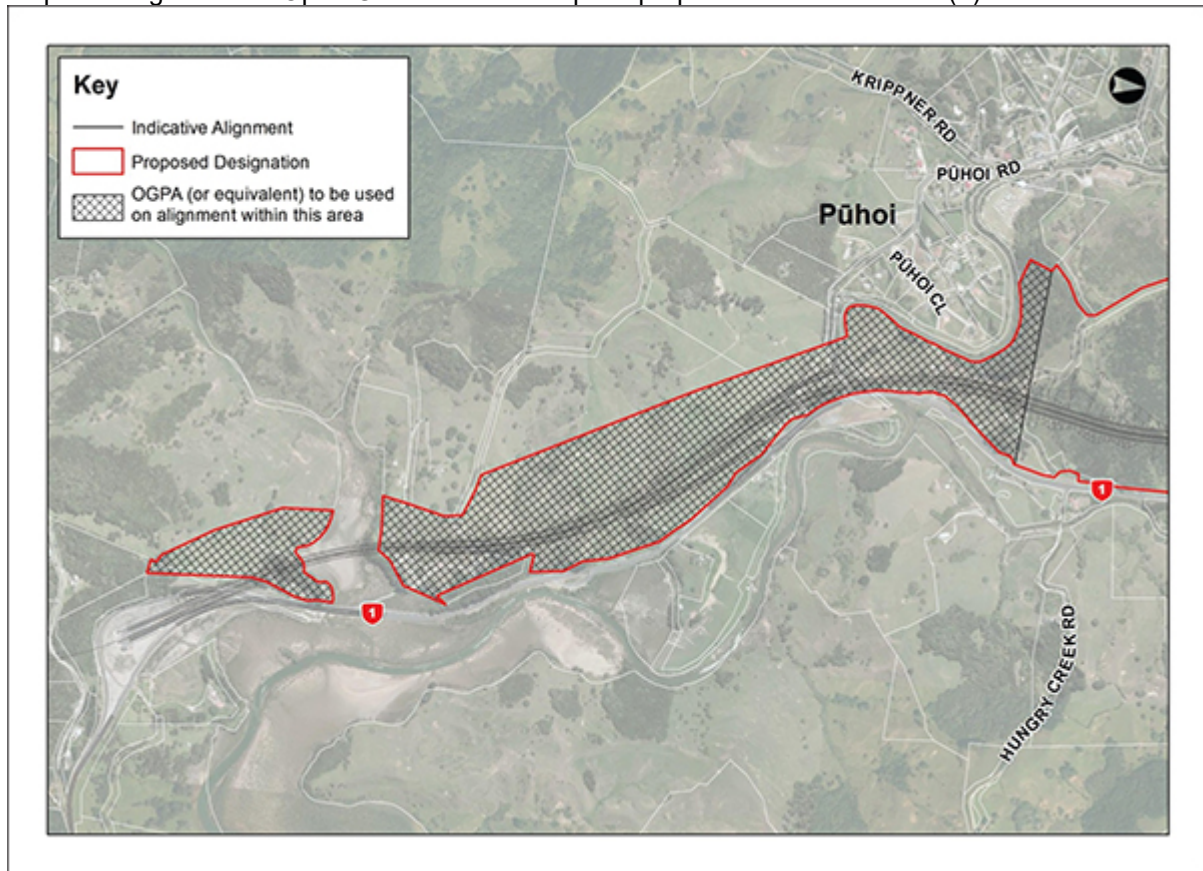
Table 1: Noise Criteria Category of PFFs

Street address (assessed against indicative alignment)	Noise Criteria Category Project Traffic Noise
24 Billing Road	A
26 Billing Road	A
72 Fowler Access Road	A
5 Hungry Creek Road	A
6 Hungry Creek Road	A
12 Pūhoi Close	A

16 Pūhoi Close	A
20 Pūhoi Close	A
28 Pūhoi Close	A
430 SH1	A
466 SH1	A
600 SH1	A
616 SH1	A
642 SH1	A
654 SH1	A
682 SH1	B
101 Moirs Hill Road	A
141 Carran Road	A
6 Kaipara Flats Road	A
027 SH1	A
042 SH1	C
063 SH1	A
102 SH1	A
104 SH1	B
105 SH1	A
371 Woodcocks Road	A
372 Woodcocks Road	A
074 Wyllie Road	A
075 Wyllie Road	B
075A Wyllie Road	B
<p>* The noise criteria categories are determined by noise from traffic on the Project road only. Where other noise sources affect the received noise level, these should be excluded from the measurement.</p>	

Appendix 15N(7)

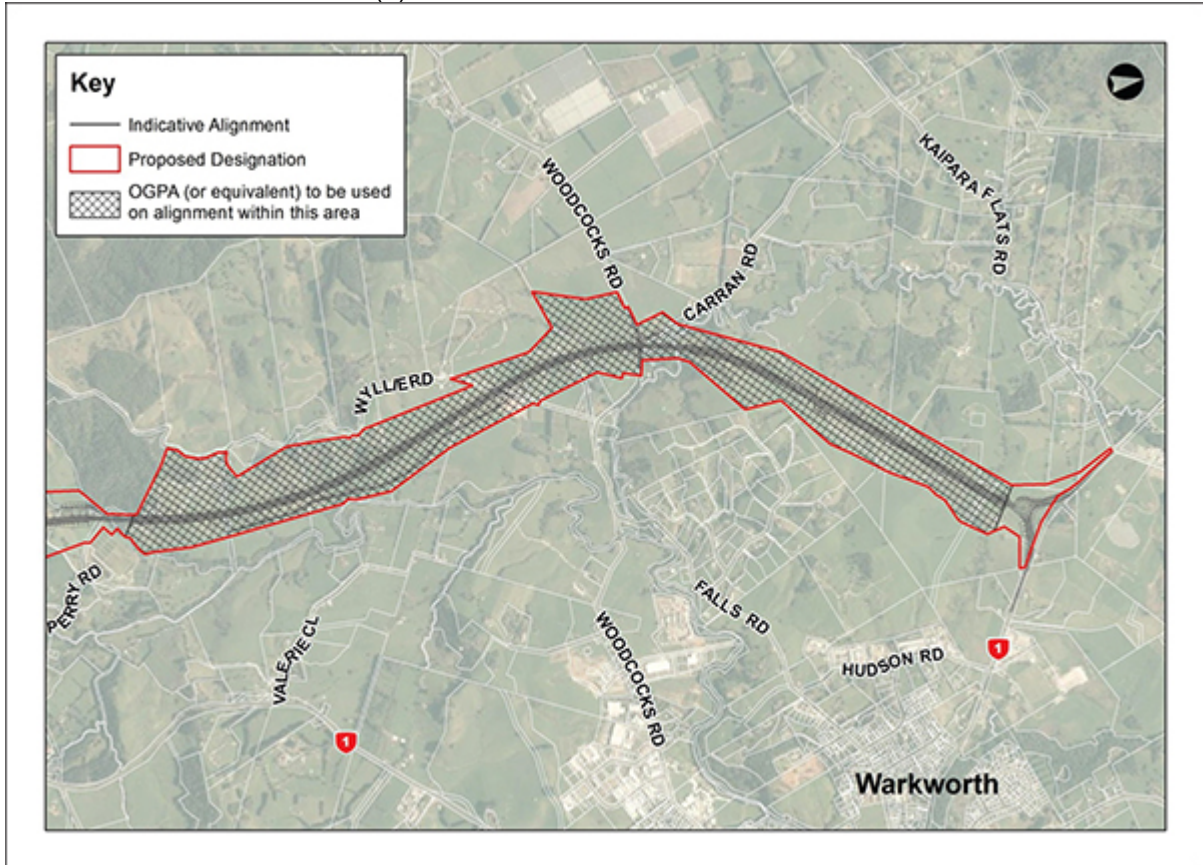
Map showing extent of Open Graded Porous Asphalt proposed in condition D71(a)



Appendix 15N(8)

Map showing extent of Open Graded Porous Asphalt proposed in condition D71(b) – to be updated in

accordance with Condition D71(b)



6770 State Highway 20A - 1 Ascot Road, Mangere

Designation Number	6770
Requiring Authority	New Transport Agency Limited
Location	1 Ascot Road, Mangere
Rollover Designation	No
Legacy Reference	Designation 319, Auckland Council District Plan – Manukau Section 2002
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Construction, operation and maintenance of a component of the State Highway 20A to Airport Project

Conditions

Construction, operation and maintenance of a component of State Highway 20A to Airport Project, 1 Ascot Road, Mangere

1. Except as modified by the conditions below and subject to final design, the works shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement dated 2 November 2015, and the accompanying 1 Ascot Road - Assessment of Environmental Effects and plans referenced as 3123502-CE-3013 Rev A and 3123502-CEK2101 Rev D.
2. In accordance with section 184(1)(c) of the Resource Management Act 1991 (the RMA), this designation shall lapse if not given effect to within 5 years from the date on which it is confirmed.
3. Land taken or held for the works shall be maintained to a reasonable standard until the physical works commence and for the duration of the construction works.
4. An Outline Plan of Works (OPW) need not be submitted for the construction works as the detail of this work is sufficiently described in documents provided in support of the Notice of Requirement (as described within condition 1 above) and has been assessed against Section 176A as required.
5. The Requiring Authority shall submit an OPW for any proposed landscaping in accordance with Section 176A of the Resource Management Act 1991.

Construction

6. All works shall be carried out in accordance with the Construction Management Plan (CMP) to be submitted to Auckland Council for certification, as per condition 6 approved for LUC 46111 and condition 6 approved for LUC 48420.
7. All necessary and practicable steps shall be taken to avoid damage to other utility services, the roading network, or private property.

Construction Noise

8. Construction noise shall be measured and assessed in accordance with New Zealand Standard NZS 6803: 1999 “Acoustics – Construction Noise”, and shall, as far as practicable, comply with the guideline limits of that Standard. Methods to manage construction noise shall be implemented as required by Condition 9.

9. All works shall be carried out in accordance with the Construction Noise and Vibration Management Plan (CNVMP) submitted to Auckland Council for certification, as per conditions 32-40 approved for LUC 46111.

Construction Traffic Management Plan

10. All works shall be carried out in accordance with the Construction Traffic Management Plan (CTMP) submitted to Auckland Council for certification, as per conditions 28-31 approved for LUC 46111.

Tree Removal and Protection

11. The Requiring Authority shall employ a suitably qualified arborist to monitor, direct and supervise all tree removals and all works within the dripline of protected trees / street trees adjacent to the works site. The name of the arborist shall be submitted to Auckland Council prior to the commencement of any site works.

12. Prior to any construction works commencing on the site, a pre-commencement site meeting shall be held with the advising arborist and Auckland Council arborist advisor so that the arborist can confirm with the contractor(s) the tree protection measures required to undertake works near trees identified for retention, and any other vegetation to be retained.

13. All works shall be carried out in accordance with tree protection conditions 8-9 approved for LUC 48420.

Attachments

6771 State Highway 20A - 2 Ascot Road, Mangere

Designation Number	6771
Requiring Authority	New Transport Agency Limited
Location	2 Ascot Road, Mangere
Rollover Designation	No
Legacy Reference	Designation 318, Auckland Council District Plan – Manukau Section 2002
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Construction, operation and maintenance of a component of State Highway 20A to Airport Project, 2 Ascot Road, Mangere

Conditions

1. Except as modified by the conditions below and subject to final design, the works shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement dated 17 November 2015, and the accompanying 2 Ascot Road - Assessment of Environmental Effects and plans referenced as 3123502-CE-3077 Rev C and 3123502-CE-K2102 Rev E.
2. In accordance with section 184(1)(c) of the Resource Management Act 1991 (the RMA), this designation shall lapse if not given effect to within 5 years from the date on which it is confirmed.
3. Land taken or held for the works shall be maintained to a reasonable standard until the physical works commence and for the duration of the construction works.
4. An Outline Plan of Works (OPW) need not be submitted for the construction works as the detail of this work is sufficiently described in documents provided in support of the Notice of Requirement (as described within condition 1 above) and has been assessed against Section 176A as required.
5. The Requiring Authority shall submit an OPW for any proposed landscaping in accordance with Section 176A of the Resource Management Act 1991.

Construction

6. All works shall be carried out in accordance with the Construction Management Plan (CMP) to be submitted to Auckland Council for certification, as per condition 6 approved for LUC 46111 and condition 6 approved for LUC 48420.
7. All necessary and practicable steps shall be taken to avoid damage to other utility services, the roading network, or private property.

Construction Noise

8. Construction noise shall be measured and assessed in accordance with New Zealand Standard NZS 6803: 1999 "Acoustics – Construction Noise", and shall, as far as practicable, comply with the

guideline limits of that Standard. Methods to manage construction noise shall be implemented as required by Condition 9.

9. All works shall be carried out in accordance with the Construction Noise and Vibration Management Plan (CNVMP) submitted to Auckland Council for certification, as per conditions 32-40 approved for LUC 46111.

Construction Traffic Management Plan

10. All works shall be carried out in accordance with the Construction Traffic Management Plan (CTMP) submitted to Auckland Council for certification, as per conditions 28-31 approved for LUC 46111.

Tree Removal and Protection

11. The Requiring Authority shall employ a suitably qualified arborist to monitor, direct and supervise all tree removals and all works within the dripline of protected trees / street trees adjacent to the works site. The name of the arborist shall be submitted to Auckland Council prior to the commencement of any site works.

12. Prior to any construction works commencing on the site, a pre-commencement site meeting shall be held with the advising arborist and Auckland Council arborist advisor so that the arborist can confirm with the contractor(s) the tree protection measures required to undertake works near trees identified for retention, and any other vegetation to be retained.

13. All works shall be carried out in accordance with tree protection conditions 8-9 approved for LUC 48420.

Attachments

No attachments

**Attachment C: Updated GIS Viewer
designation names**

Requiring Authority	Designation Number	Updated Designation Name Details
New Zealand Transport Agency	6718	Motorway - State Highway 1 Auckland Harbour Bridge to Otahuhu, State Highway 16 Newton to Avondale, State Highway 20 Hillsborough Rd to Manukau Harbour Crossing
New Zealand Transport Agency	6733	State Highway 20 – Interchange access from Maioro St Mt Roskill
New Zealand Transport Agency	6735	State Highway 1 – Wellington St to Victoria Park Tunnel
New Zealand Transport Agency	6740	State Highway 16 – North end of Fred Taylor Drive to Ngongetepara Stream, Brighams Creek
New Zealand Transport Agency	6742	State Highway 16 – Henderson Creek to Huruhuru Road Bridge Massey
New Zealand Transport Agency	6743	State Highway 16 - Huruhuru Road Bridge Massey to Westgate
New Zealand Transport Agency	6763	State Highway 1 – Puhoi to Kaipara District Boundary and Silverdale Interchange improvements
New Zealand Transport Agency	6769	Ara Tūhono – State Highway 1 realignment, Puhoi to Warkworth

Attachment D: Updated GIS Viewer

BEFORE



Designation 6766

AFTER



Designation 6766

0 40 80 160 Metres

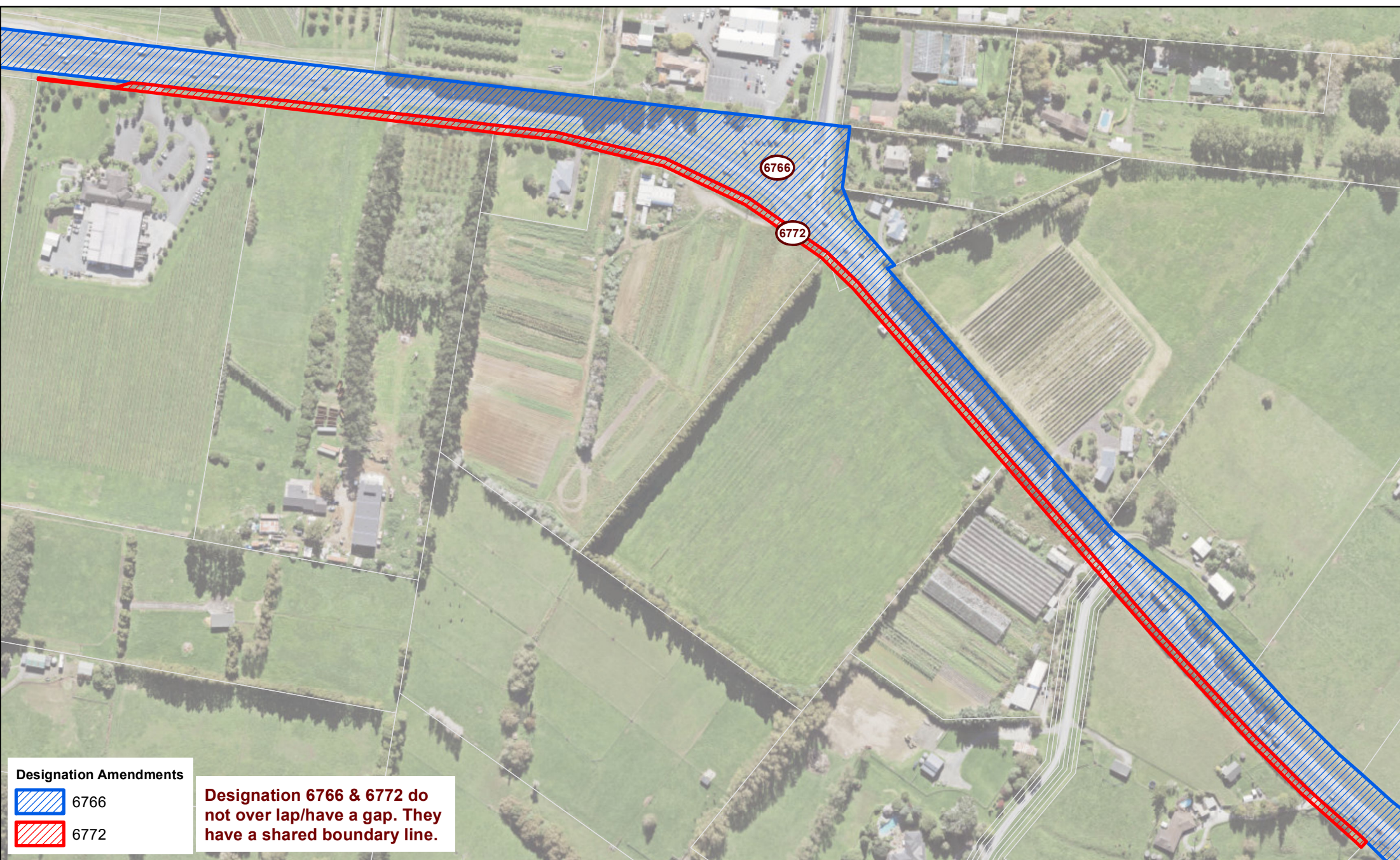
Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information.

Date: 1/07/2021



Mapping error Designation 6766 (covering most of SH16) should not be overlapping with Designation 6772 (Road widening - State Highway 16 (Westgate to Whenuapai))



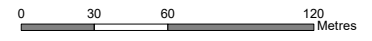
Plans and Places



Designation Amendments

-  6766
-  6772

Designation 6766 & 6772 do not overlap/have a gap. They have a shared boundary line.



Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information.

Date: 5/07/2021

Mapping error Designation 6766 (covering most of SH16) should not be overlapping with Designation 6772 (Road widening - State Highway 16 (Westgate to Whenuapai))

