

UNITARY PLAN UPDATE REQUEST MEMORANDUM

TO Warren MacLennan, Manager – Plans and Places: North, West & Islands

FROM Alison Pye, Principal Planner – Plans and Places, North, West and Islands



DATE 8 April 2020

SUBJECT *Designation in accordance with s168 of the Resource Management Act of the Auckland Unitary Plan (AUP) Operative in part (15 November 2016)*



This memorandum requests an update to Auckland Unitary Plan Operative in part

Reason for update – New Designation	
Chapter	Chapter K Designations
Section	Auckland Transport
Designation only	
Designation # 1478 (NEW)	Matakana Link Road
Locations:	Land between SH1 and Matakana Road
Lapse Date	N/A
Purpose	Designate land and regional consents to construct, operate and maintain a new 1.35km road between State Highway 1 and Matakana Road, Warkworth.
Changes to text (shown in underline and strikethrough)	Please see Attachment 2
Changes to diagrams	N/A
Changes to spatial data	Amend the GIS layer to show the new designation as requested by Auckland Transport, in accordance with the shapefiles provided with the application. Please see Attachment 3
Attachments	Attachment 1 - Notice of Decision for Matakana Link Road Designation Attachment 2 Text for new Designation Attachment 3 Updated GIS Viewer for new Matakana Link Road Designation

Prepared by: Alison Pye Principal Planner - North, West and Islands	Text Entered by: Sophia Coulter Planning Technician
Signature: 	Signature: 
Maps prepared by: Aching Konyak Geospatial Analyst	Reviewed by: Peter Vari Team Leader – Plans and Places, North West and Islands

Signature:



Signature:

P Vari

Signed off by:

Warren MacLennan

Manager Planning – North West and Islands

Signature:



Attachment 1 - Notice of Decision for Matakana Link
Road Designation

16 July 2019

Alison Pye
North, West and Islands Planning – Plans and Places
Auckland Council
Private Bay 92300
Victoria Street West
Auckland 1142

Dear Alison

Auckland Transport's Confirmation Notice under Section 172(1) of the Resource Management Act 1991 (RMA) for the Matakana Link Road Notice of Requirement

Auckland Transport lodged a Notice of Requirement on 10 October 2018 for a designation in the Auckland Unitary Plan (Operative in Part) for the Matakana Link Road project being the construction, operation and maintenance of a new road, including the construction of a bridge, basis which provides a link between State Highway 1 and Matakana Road, Warkworth. The project is to be delivered on a staged basis and the designation includes ancillary activities such as environmental mitigation, temporary construction areas, ancillary structures, works to mitigate effects and other activities associated with the Project.

On 6 June 2019 Auckland Transport received the Auckland Council Independent Hearing Commissioners' (the Commissioners) recommendation to confirm the designation for the Matakana Link Road project subject to conditions imposed pursuant to 171(2)(c) of the RMA.

Pursuant to Section 172(1) of the RMA Auckland Transport in its capacity as a Requiring Authority accepts the Commissioners' recommendation to confirm the Notice of Requirement for the Matakana Link Road project subject to modifications to Conditions 2A, 3, 6 (Advice Note 2), 8, 9, 10, 13, 15, 18, 27(c), 31 and 33. The modifications to conditions made by Auckland Transport, and the reasons for the modifications, are set out in **Attachment 1**.

A full set of designation conditions, including modifications made as a result of Auckland Transport's decision, are included as **Attachment 2**; a clean version and tracked changes version is provided. The updated plans referenced in Condition 3 are included as **Attachment 3**.

Auckland Transport anticipates that Auckland Council will notify all submitters and directly affected landowners / occupants of the decision as soon as possible.

Yours faithfully



Mario Zambuto
General Counsel



Attachment 1 - Modifications to Conditions and Reasons for Modifications



Attachment 1:

Auckland Transport's Modifications to Designation Conditions and Reasons for Modifications

This table outlines Auckland Transport's modifications to the Notice of Requirement conditions recommended by Auckland Council and the reasons for the modifications. These modifications are based on the recommendations of the Hearing Commissioners, or are not inconsistent with the requirement as notified.

Only those conditions that AT has modified are outlined below. All other conditions are accepted as recommended.

Condition No.	Auckland Transport Modifications to Conditions Recommended by Auckland Council (additions to conditions are underlined and rejections to conditions have strikethrough)	Reason for Modification
2A	<p>The Requiring Authority shall realign <u>ensure that</u> the discharge pipe of Wetland 1 directly to a <u>discharges to a</u> point at the upper intermittent reach of Watercourse G <u>as close to the east of the totara stand (shown on the plan attached to these conditions as Appendix A titled "Asphalt Surfacing Extent & Existing Totara Area", dated 08.04.2019 and referenced MLR-SKT-RD-1002 Revision A) as is reasonably practicable.</u> On completion of construction of Stage 1 of the project, the Requiring Authority shall include the designation boundary to the north of the wetland in its review required by Condition 2, and reduce the extent of the designation at that location to the minimum necessary for the long term operation and maintenance of Wetland 1.</p>	<p>The commissioners inserted the above condition. Minor modifications are proposed to clarify the intent of the condition. The plan within Appendix A has also been updated to show the totara stand as well as the asphalt extent.</p>
3	<p>Except as modified by the conditions below, the scope and extent of the works within the designation are to be carried out in general accordance with the plans and all information submitted with the Notice of Requirement as detailed below:</p>	<p>AT proposed the above condition and it was accepted by the commissioners with no changes.</p>

- (a) Assessment of Environmental Effects prepared by Jacobs Limited, dated October 2018;
- (b) Transport Assessment prepared by Jacobs Limited, dated October 2018;
- (c) Noise and Vibration Assessment prepared by Marshall Day Acoustics, dated October 2018;
- (d) Archaeology Assessment prepared by Clough and Associates, dated ~~October~~ September 2018;
- (e) Visual and Landscape Assessment prepared by Isthmus Group, dated October 2018;
- (f) Memorandum from Auckland Transport to Auckland Council "Matakana Link Road – Draft Preliminary Design" dated 12 February 2019

and the following plans

Title	Version	Date
MLR-DRG-GE-5000	B	15.02.2019
STAGE 2 - SHEET LAYOUT PLAN	<u>C</u>	<u>04.07.2019</u>
MLR-DRG-GE-5001	B	15.02.2019
STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-1	<u>C</u>	<u>04.07.2019</u>
MLR-DRG-GE-5002	B	15.02.2019

A minor error has been identified on the plans referenced in the above condition, namely the designation boundary around Wetland 2 did not reflect the latest designation boundary and the Detailed Business Case designation boundary was shown on the plans which added confusion; the plans have been updated to rectify the above errors and the condition has been amended to reference the corrected plans. The indicative intersection locations shown on the plans referenced in Condition 3 have been removed from the plan set now referenced; future intersection locations will be determined at a later date and this was accepted by the hearing commissioners. The date of the archaeological assessment is incorrect, the report is dated September 2018 not October 2018. Minor modifications to the condition are proposed to correct the errors.

STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-2	<u>C</u>	<u>04.07.2019</u>
MLR-DRG-GE-5003	<u>B</u>	<u>15.02.2019</u>
STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-3	<u>C</u>	<u>04.07.2019</u>
MLR-DRG-GE-5004	<u>B</u>	<u>15.02.2019</u>
STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-4	<u>C</u>	<u>04.07.2019</u>
MLR-DRG-GE-5005	<u>B</u>	<u>15.02.2019</u>
STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-5	<u>C</u>	<u>04.07.2019</u>
MLR-DRG-GE-5006	<u>B</u>	<u>15.02.2019</u>
STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-6	<u>C</u>	<u>04.07.2019</u>
MLR-DRG-GE-5007	<u>B</u>	<u>15.02.2019</u>
STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-7	<u>C</u>	<u>04.07.2019</u>
MLR-DRG-GE-5008	<u>B</u>	<u>15.02.2019</u>
STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-8	<u>C</u>	<u>04.07.2019</u>
MLR-DRG-GE-5009	<u>B</u>	<u>15.02.2019</u>
STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-9	<u>C</u>	<u>04.07.2019</u>

Where there is a conflict between the documents listed above and the designation conditions, the conditions will prevail.

	<p><i>Advice Note – The reports and plans listed above represent an assessment of the effects of the Project, but do not represent changes that may be made through the final detailed design, the detail to be provided by each stage or construction methodology that may be used. The designation conditions provide opportunities to finalise management plans for certification by the Council. An outline plan of works must also be submitted to Council. The exact design and construction methodologies for the Project may be different to those assessed in the reports, although the envelope of effects will remain the same. For this reason, the words ‘in general accordance’ in Condition 3 are used to describe how the Project will proceed.</i></p>	
<p>Condition 6 – Advice Note 2</p>	<p><u><i>Advice note - In the event that an access to the Warkworth Showgrounds from the Project is agreed to be provided in discussions between Auckland Transport, Auckland Council, the New Zealand Transport Agency and the Rodney Local Board, the design of any proposed (future) access from Matakana Link Road to the Warkworth Showgrounds should be included in an the outline plan. This outline plan may be separate and additional to the outline plan(s) required for Stage 1.</i></u></p>	<p>The above advice note was, in large, proposed by AT in the condition set accompanying the closing right of reply however it sat under Condition 29 which related to the Urban Design Landscape Management Plan. The commissioners moved the advice note to sit under Condition 6 which relates to the requirement to show vehicular access in the Outline Plan for Stage 1 and slightly changed the wording of the advice note proposed by AT to remove the pedestrian and cycle connection element of the advice note and leave it open to wider access requirements.</p> <p>It is proposed to modify the wording of the Advice Note to ensure that any agreed access to the Warkworth Showgrounds can be dealt with separately to the construction of Stage 1 if required so as to not result in any delay to the project.</p>

8	Where a construction related management plan, <u>listed in Condition 7 above</u> , is required as listed in Condition 7 above , the management plan shall be implemented, complied with, and maintained throughout the duration of the relevant construction period.	AT proposed the above condition and it was accepted by the commissioners with no changes made. The proposed modifications are proposed simply to improve readability and do not change the intent of the condition.
9	The r Requiring a Authority must submit the management plans required by Condition 7 to be certified to Auckland Council, for the Council to certify that they comply or are consistent with the relevant designation condition(s).	AT proposed the above condition and it was accepted by the commissioners with no changes made. The proposed modifications are proposed simply to improve readability and do not change the intent of the condition.
10	If the Requiring Authority does not receive any response from the Council within 20 working days of the management plans <u>listed stated</u> in Condition 7 being submitted for certification, the <u>management plans will be deemed to be certified</u> Requiring Authority will be deemed to have certification and <u>the Requiring Authority</u> can commence the relevant works, stage or activity.	AT proposed the above condition and it was accepted by the commissioners with no changes made. The proposed modifications are proposed simply to improve readability and do not change the intent of the condition.
13	Prior to construction commencing, the Requiring Authority shall review the construction methodology and physically identify relevant areas of Totara trees <u>on the property at 245 Matakana Road (NA57B/189)</u> to be avoided during construction. This These areas are <u>is</u> indicatively shown on <u>the plan attached to these conditions as Appendix A titled "Asphalt Surfacing Extent & Existing Totara Area", dated 08.04.2019 and referenced MLR-SKT-RD-1002 Revision A. a plan attached to the evidence of Ms Karen Pegrum, presented at the hearing. Access to those identified areas shall be prevented during construction to ensure, as far as practicable, that the Totara trees are not damaged or removed.</u>	The commissioners amended the above condition by referring to a plan in a submitters experts evidence. The more appropriate plan to be referred to is that within the plan provided by AT; the plan within Appendix A has been updated to show the totara stand as well as the asphalt extent. The works 'on the property at 245 Matakana Road' have been inserted to make it clear where the totara trees referred to by this condition are located.

15	<p>The purpose of the CEMP is to avoid, remedy or mitigate, <u>so far as is reasonably practicable, the</u> adverse effects associated with the construction works for both Stages 1 and 2 of the Project. All works are to be carried out in accordance with the certified CEMP required by these conditions and in accordance with any certified changes to plans.</p>	<p>AT proposed the above condition and it was accepted by the commissioners with no changes made. The proposed modification is to clarify that effects will not be entirely avoided, remedied or mitigated; this is not possible nor was the intention of the CEMP.</p>
18	<p>The Requiring Authority shall submit the CTMP to the Council for comment. The Requiring Authority shall consider any comments received from Auckland Council when finalising the CTMP. If the Requiring Authority has not received any comments from Auckland Council within 10 working days of submitting the CTMP, the Requiring Authority may consider that Auckland Council has no comments. <i>Advice Note: The CTMP does not require certification from Auckland Council.</i></p>	<p>AT proposed the above condition and it was accepted by the commissioners with no changes made. It is proposed to insert an advice note to confirm that the CTMP is not to be certified by Auckland Council and is only required to be submitted for comment. This was always the intent and the advice note is only proposed to remove any ambiguity.</p>
27(c)	<p>Be prepared in consultation with any affected receiver and describe <u>Outline</u> the consultation undertaken with the affected receivers;</p>	<p>The intention is to consult with affected receivers and to take into consideration their concerns when preparing the schedule and identifying mitigation measures rather than the plan being prepared in consultation with affected receivers. The changes to the wording of the condition is minor and does not remove the requirement for consultation; subsections (d) and (e) of condition 27 require mitigation measures agreed or not agreed with affected receivers to be described.</p>

31	<p>Prior to the opening of Stage 1 of the road, the Requiring Authority shall prepare a report to the satisfaction of the Council, which sets out the noise mitigation and management measures required, <u>if any</u>, to ensure that traffic noise levels will comply with the limits above. The noise levels are to be determined by prediction of noise from traffic on the Project within the designation boundary, using traffic flows predicted for 10 years after the road opening. Where other noise sources affect the received noise level, (e.g. from other roads) these shall be excluded from the predictions. This process shall be repeated prior to the opening of Stage 2.</p>	<p>AT proposed the above condition and it was accepted by the commissioners with no changes made. The proposed modification seeks to insert the words 'if any' to recognise that noise mitigation and management measures may not be required; this does not change the intent of the condition.</p>
33	<p>The Requiring Authority shall use <u>standard (AC14) asphalt surfacing</u> on the carriageway of the Project for the sections identified as "Asphalt Surfacing" on the <u>plan attached to these conditions as Appendix A titled "Asphalt Surfacing Extent & Existing Totara Area", dated 08.04.2019 and referenced MLR-SKT-RD-1002 Revision A plan in Appendix A to these conditions.</u></p>	<p>AT proposed the above condition and it was accepted by the commissioners with no changes made. The proposed modification simply seeks to insert a plan reference for greater clarity.</p>



Attachment 2 - Modified Designation Conditions (Clean and Track Changes Version)



Modified Designation Conditions Clean Version

Attachment 2

MODIFIED DESIGNATION CONDITIONS – CLEAN VERSION

General conditions

Designation lapse

1. In accordance with section 184(1)(c) of the Resource Management Act 1991 (the “RMA”), this designation will lapse if not given effect to within 5 years from the date on which it is included in the Auckland Unitary Plan.

Advice Note – For the avoidance of doubt the designation will be given effect to at the completion of Stage 1

Designation Drawback

2. As soon as practicable following completion of construction of Stage 1 of the proposed work, the Requiring Authority shall review the construction boundary of the Project 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 Project or the construction of Stage 2.
- 2A. The Requiring Authority shall ensure that the discharge pipe of Wetland 1 discharges to a point at the upper intermittent reach of Watercourse G as close to the east of the totara stand (shown on the plan attached to these conditions as Appendix A titled “Asphalt Surfacing Extent & Existing Totara Area”, dated 08.04.2019 and referenced MLR-SKT-RD-1002 Revision A) as is reasonably practicable. On completion of construction of Stage 1 of the project, the Requiring Authority shall include the designation boundary to the north of the wetland in its review required by Condition 2, and reduce the extent of the designation at that location to the minimum necessary for the long term operation and maintenance of Wetland 1.

Approved Application Documents

3. Except as modified by the conditions below, the scope and extent of the works within the designation are to be carried out in general accordance with the plans and all information submitted with the Notice of Requirement as detailed below:
 - a) Assessment of Environmental Effects prepared by Jacobs Limited, dated October 2018;
 - b) Transport Assessment prepared by Jacobs Limited, dated October 2018;
 - c) Noise and Vibration Assessment prepared by Marshall Day Acoustics, dated October 2018;
 - d) Archaeology Assessment prepared by Clough and Associates, dated September 2018;

- e) Visual and Landscape Assessment prepared by Isthmus Group, dated October 2018;
- f) Memorandum from Auckland Transport to Auckland Council "Matakana Link Road – Draft Preliminary Design" dated 12 February 2019;

and the following plans:

Title	Version	Date
MLR-DRG-GE-5000 STAGE 2 - SHEET LAYOUT PLAN	C	04.07.2019
MLR-DRG-GE-5001 STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-1	C	04.07.2019
MLR-DRG-GE-5002 STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-2	C	04.07.2019
MLR-DRG-GE-5003 STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-3	C	04.07.2019
MLR-DRG-GE-5004 STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-4	C	04.07.2019
MLR-DRG-GE-5005 STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-5	C	04.07.2019
MLR-DRG-GE-5006 STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-6	C	04.07.2019

Title	Version	Date
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MLR-DRG-GE-5007 STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-7	C	04.07.2019
MLR-DRG-GE-5008 STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-8	C	04.07.2019
MLR-DRG-GE-5009 STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-9	C	04.07.2019

Where there is a conflict between the documents listed above and the designation conditions, the designation conditions will prevail.

Advice Note – The reports and plans listed above represent an assessment of the effects of the Project, but do not represent changes that may be made through the final detailed design, the detail to be provided by each stage or construction methodology that may be used. The designation conditions provide opportunities to finalise management plans for certification by the Council. An outline plan of works must also be submitted to Council. The exact design and construction methodologies for the Project may be different to those assessed in the reports, although the envelope of effects will remain the same. For this reason, the words ‘in general accordance’ in Condition 3 are used to describe how the Project will proceed.

Outline Plan of Works

4. The requiring authority must submit an outline plan or plans prior to construction of Stages 1 and 2 of the Project, in accordance with section 176A of the RMA.
5. Within Stages 1 and 2, the outline plans may be submitted in stages to reflect any proposed staging of the physical works.
- 5A. The outline plan of works for Stage 1 shall show the location of any reticulated services that may be affected by the works.
6. The outline plan for Stage 1 shall show how vehicular access is to be maintained to each affected property for their current use.

Advice note – this access will be temporary, until such time as the affected properties are developed and/or subdivided. When the properties are developed and/or subdivided, vehicular access will be provided through intersections created as part of that development and/or subdivision.

Advice Note - In the event that an access to the Warkworth Showgrounds from the Project is agreed to be provided in discussions between Auckland Transport, Auckland Council, the New Zealand Transport Agency and the Rodney Local Board, the design of

any proposed (future) access from Matakana Link Road to the Warkworth Showgrounds should be included in an outline plan. This outline plan may be separate and additional to the outline plan(s) required for Stage 1.

Management Plans

7. The outline plan or plans shall also include the following management plans for the relevant stage(s) of development:
 - a) Construction Environmental Management Plan (**CEMP**); and
 - b) Construction Noise and Vibration Management Plan (**CVNMP**); and
 - c) Urban Design and Landscape Mitigation Plan (**UDLMP**).
8. Where a construction related management plan, listed in Condition 7 above, is required, the management plan shall be implemented, complied with, and maintained throughout the duration of the relevant construction period.
9. The Requiring Authority must submit the management plans required by Condition 7 to Auckland Council, for the Council to certify that they comply or are consistent with the relevant designation condition(s).
10. If the Requiring Authority does not receive any response from the Council within 20 working days of the management plans listed in Condition 7 being submitted for certification, the management plans will be deemed to be certified and the Requiring Authority can commence the relevant works, stage or activity.

Advice Note – The Council will acknowledge receipt of any management plan submitted for certification within 5 working days. It will advise if any information required for certification is missing from any submitted management plan within 10 working days. Where no further information is requested the Council will provide a response to the Requiring Authority within 20 working days of the submission of the management plan.

If further information has been requested, the Council will provide a response to the Requiring Authority within 5 working days of the requested information being provided.

11. At any time, the Requiring Authority is entitled to update or to revise any management plans, required to be certified by the Council, if there is a material change required to the document or to address unforeseen adverse effects arising from construction and/or unresolved complaints. The Requiring Authority must submit the updated or revised document to the Council for certification as soon as practicable following identification of the need for an update or revision. If the Requiring Authority has not received a response (short of certification) from the Council within five working days of submitting the revised information, the management plans will be deemed to be certified and the Requiring Authority can commence the works, stage or activity.

Construction conditions

12. Conditions 13 to 29 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.
13. Prior to construction commencing, the Requiring Authority shall review the construction methodology and physically identify relevant area of Totara trees on the property at 245 Matakana Road (NA57B/189) to be avoided during construction. This area is indicatively shown the plan attached to these conditions as Appendix A titled "*Asphalt Surfacing Extent & Existing Totara Area*", dated 08.04.2019 and referenced MLR-SKT-RD-1002 Revision A. Access to those identified areas shall be prevented during construction to ensure, as far as practicable, that the Totara trees are not damaged or removed.

Construction Environmental Management Plan (CEMP)

14. Prior to the commencement of any stage of the Project, the Requiring Authority shall prepare and implement a CEMP. The CEMP shall be provided to Auckland Council with the outline plan of works for the relevant stage.

Advice Note - Certification and amendment of the CEMP is covered by Conditions 7-11 above.

15. The purpose of the CEMP is to avoid, remedy or mitigate, so far as is reasonably practicable, the adverse effects associated with the construction works for both Stages 1 and 2 of the Project. All works are to be carried out in accordance with the certified CEMP required by these conditions and in accordance with any certified changes to plans.
16. In order to give effect to its purpose, the CEMP is to provide for the following:
 - a) Methods for managing and monitoring dust as a nuisance, including methods for minimising dust emissions, monitoring procedures and contingency procedures in the event of a dust nuisance event;

- b) Measures to be adopted to keep the construction areas in a tidy condition in terms of disposal / storage of rubbish and storage, unloading construction materials (including equipment). All storage of materials and equipment associated with the construction works must take place within the boundaries of the designation;
- c) How the construction yards are to be fenced and kept secure;
- d) The location of any temporary buildings (including workers' offices and portaloos) and vehicle parking);
- e) Methods to ensure prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances;
- f) Training requirements for employees, sub-contractor and visitors on construction procedures, environmental management and monitoring;
- g) The document management system for administering the CEMP, including review and Requiring Authority / constructor / Council requirements;
- h) Environmental incident and emergency management procedures (including spills);
- i) Environmental complaint management procedures;
- j) An outline of the construction programme of the work, including construction hours of operation, indicating linkages to the other management plans which address the management of adverse effects during construction; and
- l) Methods to provide for the safety of the general public.

Construction Traffic Management Plan (CTMP)

- 17. Prior to commencement of any stage of the Project, the Requiring Authority shall prepare and implement a CTMP.
- 18. The Requiring Authority shall submit the CTMP to the Council for comment. The Requiring Authority shall consider any comments received from Auckland Council when finalising the CTMP. If the Requiring Authority has not received any comments from Auckland Council within 10 working days of submitting the CTMP, the Requiring Authority may consider that Auckland Council has no comments.

Advice Note: The CTMP does not require certification from Auckland Council.

- 19. The purpose of the CTMP is to:
 - a) Manage the road transport network for the duration of construction to manage congestion and minimise delays to road users;
 - b) Inform the public about traffic management on the road transport network for the duration of construction;

- c) Protect public safety including the safe passage of pedestrians and cyclists;
- d) Maintain pedestrian access to private property at all times;
- e) Maintain vehicle access to private property for the current use of that property; and
- f) Manage traffic effects from construction yards on adjacent properties.

The CTMP must contain the following:

- a) The road routes to be used by construction related vehicles, particularly trucks, to transport construction related materials, equipment and spoil; including how the use of these routes by these vehicles will be managed to mitigate congestion;
- b) Information on designated staff parking areas for construction workers;
- c) How disruption to use of the road network will be minimised for emergency services, freight and other related vehicles, public transport providers, pedestrians and cyclists; and
- d) Measures to avoid construction traffic through the Hill Street intersection during the weekday peak periods (between 4:30pm and 5:30pm).

Noise and Vibration Construction Standards

- 20. During construction of Stages 1 and 2, the guideline noise limits contained in New Zealand Standard 6803:1999 *“The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work”* shall be complied with. Where compliance is not practicable following the adoption of the Best Practicable Option, the process in Conditions 23 and 24 below shall apply.
- 21. During construction of Stages 1 and 2, construction vibration shall comply with the construction vibration (amenity) limits set out in Table A. Where compliance is not achievable following the adoption of the Best Practicable Option, the process in Condition 23 shall apply. Construction vibration shall be measured and assessed in accordance with DIN4150-3:1999.

Receiver	Period	Peak Particle Velocity Limit mm/s
Occupied activities sensitive to noise*	Night-time 10pm to 7am	0.3
	Daytime 7am to 10pm	2
Other occupied buildings	At all times	2

*Activities sensitive to noise is defined in Chapter J of the Auckland Unitary Plan

Table A – Construction Vibration Standards – Amenity

- 22. During construction of Stages 1 and 2, construction vibration shall also comply with

the construction vibration (cosmetic building damage) limits set out in Table B. Where compliance is not achievable following the adoption of the Best Practicable Option, the process in Condition 23 shall apply. Construction vibration shall be measured and assessed in accordance with DIN4150-3:1999.

Type of Structure	Short-term vibration				Long-term vibration
	PPV at the foundation at a frequency of			PPV at horizontal plane of highest floor (mm/s)	PPV at horizontal plane of highest floor (mm/s)
	1-10Hz (mm/s)	10-50Hz (mm/s)	50-100Hz (mm/s)		
Buildings used for commercial purposes, industrial buildings, and buildings of similar design	20	20 – 40	40 - 50	40	10
Dwellings and buildings of similar design and/or occupancy	5	5 – 15	15 – 20	15	5
Structures that, because of their particular sensitivity to vibration, cannot be classified under lines 1 and 2 and are of great intrinsic value (e.g. listed buildings under preservation order)	3	3 – 8	8 - 10	8	2.5

Table B – Construction Vibration Standards – Cosmetic building damage

23. If measured or predicted vibration from construction activities exceeds:
- a) The limits of Table A (amenity), the Requiring Authority shall consult with the affected receivers to:
 - (i) Discuss the nature of the work and the anticipated days and hours when the exceedances are likely to occur; and
 - (ii) Determine whether the exceedances could be timed or managed to reduce the effects on the receiver.

The Requiring Authority shall maintain a record of these discussions and make

them available to the Council on its request.

- b) The limits of Table B (cosmetic building damage), the process in condition 27 shall be followed.

Construction Noise and Vibration Management Plan (CNVMP)

- 24. Prior to construction works commencing for each of Stages 1 and 2, the Requiring Authority shall have a Construction Noise and Vibration Management Plan (**CNVMP**) certified by Council. The CNVMP (Condition 25) and any management schedules prepared in accordance with Condition 27 (Schedules), shall be implemented throughout the construction process and may be updated where necessary with the certification of the Council. The Schedules may be supplied to the Council for certification after the certification of the CNVMP, as construction of Stages 1 and 2 progress and further detail regarding construction methodologies become available.

Advice Note – the submission, certification and amendment to the CNVMP is covered by Conditions 7-11 above.

- 25. The purpose of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option (**BPO**) for management of all construction noise and vibration effects, and to define the procedures to be followed when full compliance with the construction noise and vibration standards of Conditions 20, 21 and 22 is not achieved following adoption of the BPO.
- 26. The CNVMP shall, as a minimum, address the information required by NZS 6803:1999 Annex E2, and in particular the following aspects with regard to managing the adverse effects of construction noise and vibration:
 - a) Noise and/or vibration sources, including machinery, equipment and construction techniques to be used and their scheduled durations and hours of operation including times and days when work causing construction noise and/or vibration would occur;
 - b) The construction noise and vibration standards for the project;
 - c) Affected houses and other sensitive locations where noise and/or vibration standards apply;
 - d) Predicted noise levels set out as minimum compliance distances for key activities and items of plant and identification of any dwellings or other sensitive locations where works will be required within those minimum compliance distances;
 - e) Mitigation and management measures, including alternative strategies where full compliance with the noise criteria from NZS 6803:1999 and the vibration criteria in Table A (amenity) above cannot practicably be achieved, including the requirement for management schedules as set out in Condition 27;
 - f) Procedures for management of vibrations where measured or predicted vibration levels exceed the limits of Table A (amenity);

- g) Procedures for continuous monitoring of vibration and pre-activity building condition surveys where non-compliance with the vibration limits of Table B (cosmetic building damage) is predicted:
- h) Methods and frequency for monitoring and reporting on construction noise and vibration;
- i) Contact numbers for key construction staff, staff responsible for noise and/or vibration assessment and council officers; and
- j) Procedures for maintaining contact with stakeholders (including the Council, residential occupiers at adjoining properties, Warkworth Showgrounds), notifying stakeholders of proposed construction activities, and handling complaints about construction noise and/or vibration.

Construction Noise and/or Vibration Management Schedule

27. A site-specific Construction Noise and/or Vibration Management Schedule must be prepared for any receiver or activity for which:
- a) Construction vibration is either predicted or measured to exceed the limits in Table B (cosmetic building damage) of Condition 22; or
 - b) Where construction noise is either predicted or measured to exceed the limits in Condition 20, except where the exceedance of the standards is no greater than 5 decibels and must not exceed:
 - 0700-2200: 1 period of up to 2 consecutive weeks in any 2 months; or
 - 2200-0700: 1 period of up to 2 consecutive nights in any 10 days

The objective of the Schedule is to set out the best practicable option for minimisation of noise or vibration from the construction activity. The Schedule must:

- a) Describe the activity (including duration), plant and machinery that is expected not to comply with the noise and/or vibration limits Conditions 20, 21 or 22;
- b) Provide predicted levels for all receivers where the levels will not be compliant with the limits in the CNVMP;
- c) Outline the consultation undertaken with the affected receivers;
- d) Describe the mitigation measures proposed to reduce the noise and/or vibration levels as far as practicable, including any options that have been agreed with the affected receivers, discounted due to cost or discounted any other reason;
- e) Describe any alternative mitigation of the impacts that was offered to affected receivers but not agreed e.g. any offers of temporary accommodation during the specific activity;
- f) Describe the measures adopted to ensure that building damage will not arise

where non-compliance with the vibration limits in Table B (cosmetic building damage) occurs.

Urban Design and Landscape Mitigation

28. The Requiring Authority shall design and construct the Project to appropriately visually integrate the permanent works into the surrounding landscape and topography. Prior to construction works commencing for each of Stages 1 and 2, the Requiring Authority shall have an Urban Design and Landscape Mitigation Plan (**UDLMP**) certified by Council. The UDLMP shall be in general accordance with the draft Urban Design and Landscape Mitigation Plan attached to the primary evidence of Mr Lister dated 12 March 2019. The Requiring Authority shall complete the Project at both Stages 1 and 2 in accordance with the certified UDLMP. The purpose of the UDLMP is to provide a framework of landscape design principles and measures to ensure that the finished Project manages or mitigates potential adverse visual effects and contributes to a high quality urban environment by enhancing amenity and quality.

Advice Note – the submission, certification and amendment to the UDLMP is covered by Conditions 7-11 above.

29. The UDLMP shall contain the following information:
- a) A framework of landscape design principles and measures to ensure that the finished Project contributes to a high quality urban environment by enhancing amenity and quality, including:
 - i. The location and type of street furniture;
 - ii. The location and type of street trees and associated verge treatment;
 - iii. The location and type of planting associated with the corridor boundaries;
 - iv. The location and type of any street artwork associated with the bridge crossing; and
 - v. The maintenance schedule post-planting of the landscaping and trees identified in (ii) and (iii).
 - b) The boundary treatment(s) employed at Stage 1 for the boundary with 245 Matakana Road, if the existing dwelling remains, including:
 - i. Retaining the garden trees at 245 Matakana Road that fall adjacent to the new road, as far as practicable, and any refinements to the retaining wall alignment and construction methods to achieve the retention of garden trees; and
 - ii. Construction of a good quality boundary fence/wall/hedge, subject to consultation with the owners of 245 Matakana Road, facing the retaining walls, where required, at 245 Matakana Road to provide an attractive appearance.
 - c) The treatment(s) for the boundary with the Warkworth Showgrounds employed

for Stage 1 of the Project. These treatments shall achieve a visually open frontage (such as an open fence) between the Project and the Showgrounds. Pedestrian connections between the Project's footpath and the Showgrounds shall be provided. The treatment(s) for the boundary with the Showgrounds and pedestrian connections shall be designed in consultation with Auckland Council (Parks).

Advice Note – Shared Pathway: connection to Warkworth Showgrounds. The Rodney Local Board “Rodney Greenways – Paths and Trails Plan, Pūhoi to Pakiri” May 2017 identifies proposed greenway connection routes along the Matakana Link Road and connections with the existing route in the Warkworth Showgrounds. The final details of the Matakana Link Road pedestrian and cycle paths are still to be determined. Consideration of opportunities of futureproofing a connection to Warkworth Showgrounds should not be overlooked.

Operational Conditions

Operational Noise Management

30. The Project shall be designed and constructed to ensure that the operational noise levels in the Project design year (10 years after the road opening) at the following existing Protected Premises and Facilities (**PPFs**) are complied with:
 - a) 245 Matakana Road – 64 dB $L_{Aeq(24h)}$
 - b) 42A SH1 – 57 dB $L_{Aeq(24h)}$
 - c) 289A Matakana Road – 67dB $L_{Aeq(24h)}$
31. Prior to the opening of Stage 1 of the road, the Requiring Authority shall prepare a report to the satisfaction of the Council, which sets out the noise mitigation and management measures required, if any, to ensure that traffic noise levels will comply with the limits above. The noise levels are to be determined by prediction of noise from traffic on the Project within the designation boundary, using traffic flows predicted for 10 years after the road opening. Where other noise sources affect the received noise level, (e.g. from other roads) these shall be excluded from the predictions. This process shall be repeated prior to the opening of Stage 2.
32. The noise limits do not need to be complied with at a PPF where:
 - a) The PPF is no longer occupied or has been removed; or
 - b) The PPF no longer meets the definition of a Protected Premises and Facilities in the New Zealand Standard 6806:2010 “Acoustics – Road-traffic noise – New and altered roads”; or
 - c) Agreement of the landowner has been obtained confirming that the limit does not need to be met.
33. The Requiring Authority shall use standard (AC14) asphalt surfacing on the carriageway of the Project for the sections identified as “Asphalt Surfacing” on the ~~plan attached to these conditions as Appendix A titled “Asphalt Surfacing Extent &~~

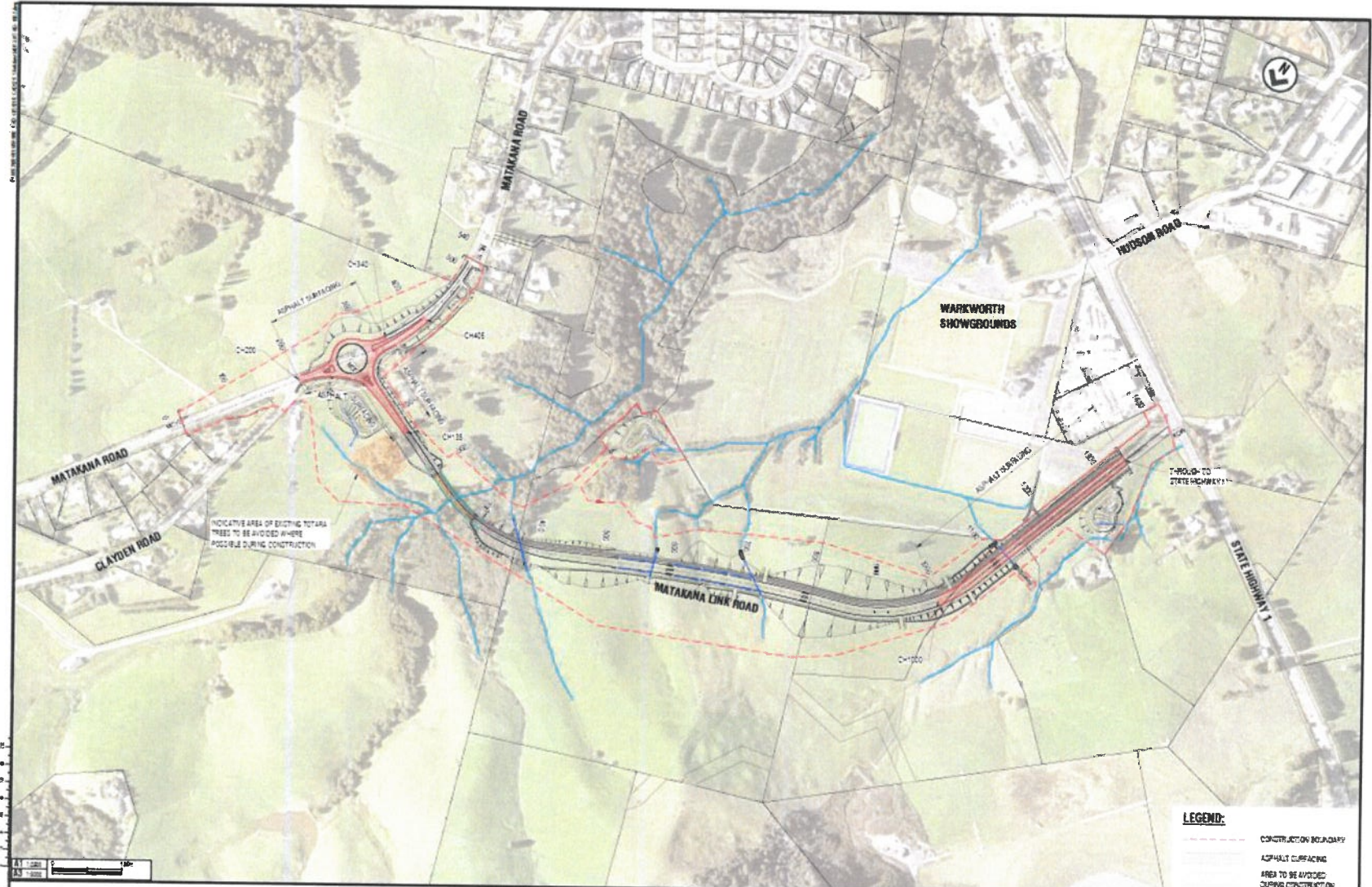
Existing Totara Area", dated 08.04.2019 and referenced MLR-SKT-RD-1002
Revision A.

Advice Notes

1. *The Requiring Authority is advised that archaeological provisions of the Heritage New Zealand Pouhere Taonga Act 2014 apply to archaeological sites whether previously recorded or discovered during works.*
2. *The Requiring Authority is advised of the requirements of Rule E11.6.1 of the Auckland Unitary Plan for "Accidental Discovery" as they relate to both contaminated soils and heritage items.*

Appendix A

Location of totara trees referred to in condition 13 and plan of asphalt surfacing required by Condition 33.



Scale: 1:1000
 0 10 20 30 40 50 60 70 80 90 100
 METERS



MATAKANA LINK ROAD (TE HONGHONO IO TAU)
 PLAN
 ASPHALT SURFACING EXTENT & EXISTING TOTARA AREA

FOR INFORMATION			
DATE	06 JUL 2013	SCALE	1:1000
DRAWN	1:2000	CHECKED	1:2000
PROJECT	365-49-264-03	DATE	06 JUL 2013
PROJECT	MLR-SKT-RD-1002	DATE	06 JUL 2013



Modified Designation Conditions Track Changes Version

Attachment 2

MODIFIED DESIGNATION CONDITIONS – TRACKED CHANGES VERSION

General conditions

Designation lapse

1. In accordance with section 184(1)(c) of the Resource Management Act 1991 (the “RMA”), this designation will lapse if not given effect to within 5 years from the date on which it is included in the Auckland Unitary Plan.

Advice Note – For the avoidance of doubt the designation will be given effect to at the completion of Stage 1

Designation Drawback

2. As soon as practicable following completion of construction of Stage 1 of the proposed work, the Requiring Authority shall review the construction boundary of the Project 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 Project or the construction of Stage 2.
- 2A. The Requiring Authority shall ~~realign~~ ensure that the discharge pipe of Wetland 1 ~~directly to a discharge~~ s to a point at the upper intermittent reach of Watercourse G, as close to the east of the totara stand (shown on the plan attached to these conditions as Appendix A titled “Asphalt Surfacing Extent & Existing Totara Area”, dated 08.04.2019 and referenced MLR-SKT-RD-1002 Revision A) as is reasonably practicable. On completion of construction of Stage 1 of the project, the Requiring Authority shall include the designation boundary to the north of the wetland in its review required by Condition 2, and reduce the extent of the designation at that location to the minimum necessary for the long term operation and maintenance of Wetland 1.

Approved Application Documents

3. Except as modified by the conditions below, the scope and extent of the works within the designation are to be carried out in general accordance with the plans and all information submitted with the Notice of Requirement as detailed below:
 - a) Assessment of Environmental Effects prepared by Jacobs Limited, dated October 2018;
 - b) Transport Assessment prepared by Jacobs Limited, dated October 2018;
 - c) Noise and Vibration Assessment prepared by Marshall Day Acoustics, dated October 2018;
 - d) ~~Archaeology Assessment prepared by Clough and Associates, dated October~~

September 2018;

- e) Visual and Landscape Assessment prepared by Isthmus Group, dated October 2018;
- f) Memorandum from Auckland Transport to Auckland Council "Matakana Link Road – Draft Preliminary Design" dated 12 February 2019;

and the following plans:

Title	Version	Date
MLR-DRG-GE-5000 STAGE 2 - SHEET LAYOUT PLAN	<u>CB</u>	15.02.2019 <u>4.07.2019</u>
MLR-DRG-GE-5001 STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-1	<u>CB</u>	04.07.2019 <u>5.02.2019</u>
MLR-DRG-GE-5002 STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-2	<u>CB</u>	04.07.2019 <u>5.02.2019</u>
MLR-DRG-GE-5003 STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-3	<u>CB</u>	04.07.2019 <u>5.02.2019</u>
MLR-DRG-GE-5004 STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-4	<u>CB</u>	04.07.2019 <u>5.02.2019</u>
MLR-DRG-GE-5005 STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-5	<u>CB</u>	04.07.2019 <u>5.02.2019</u>
MLR-DRG-GE-5006 STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-6	<u>CB</u>	04.07.2019 <u>5.02.2019</u>

Title	Version	Date
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MLR-DRG-GE-5007 STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-7	<u>CB</u>	<u>04.07.2019</u> <u>5.02.2019</u>
MLR-DRG-GE-5008 STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-8	<u>CB</u>	<u>04.07.2019</u> <u>5.02.2019</u>
MLR-DRG-GE-5009 STAGE 2 – GENERAL ARRANGEMENT PLAN – SHEET-9	<u>CB</u>	<u>04.07.2019</u> <u>5.02.2019</u>

Where there is a conflict between the documents listed above and the designation conditions, the designation conditions will prevail.

Advice Note – The reports and plans listed above represent an assessment of the effects of the Project, but do not represent changes that may be made through the final detailed design, the detail to be provided by each stage or construction methodology that may be used. The designation conditions provide opportunities to finalise management plans for certification by the Council. An outline plan of works must also be submitted to Council. The exact design and construction methodologies for the Project may be different to those assessed in the reports, although the envelope of effects will remain the same. For this reason, the words ‘in general accordance’ in Condition 3 are used to describe how the Project will proceed.

Outline Plan of Works

4. The requiring authority must submit an outline plan or plans prior to construction of Stages 1 and 2 of the Project, in accordance with section 176A of the RMA.
5. Within Stages 1 and 2, the outline plans may be submitted in stages to reflect any proposed staging of the physical works.
- 5A. The outline plan of works for Stage 1 shall show the location of any reticulated services that may be affected by the works.
6. The outline plan for Stage 1 shall show how vehicular access is to be maintained to each affected property for their current use.

Advice note – this access will be temporary, until such time as the affected properties are developed and/or subdivided. When the properties are developed and/or subdivided, vehicular access will be provided through intersections created as part of that development and/or subdivision.

Advice Note - In the event that an access to the Warkworth Showgrounds from the Project is agreed to be provided in discussions between Auckland Transport, Auckland Council, the New Zealand Transport Agency and the Rodney Local Board, the design of

any proposed (future) access from Matakana Link Road to the Warkworth Showgrounds should be included in ~~the an~~ outline plan. This outline plan may be separate and additional to the outline plan(s) required for Stage 1.

Management Plans

7. The outline plan or plans shall also include the following management plans for the relevant stage(s) of development:
 - a) Construction Environmental Management Plan (**CEMP**); and
 - b) Construction Noise and Vibration Management Plan (**CVNMP**); and
 - c) Urban Design and Landscape Mitigation Plan (**UDLMP**).
8. Where a construction related management plan, listed in Condition 7 above, is required ~~as listed in Condition 7 above~~, the management plan shall be implemented, complied with, and maintained throughout the duration of the relevant construction period.
9. The Rrequiring Aauthority must submit the management plans required by Condition 7 ~~to be certified~~ to Auckland Council, for the Council to certify that they comply or are consistent with the relevant designation condition(s).
10. If the Requiring Authority does not receive any response from the Council within 20 working days of the management plans ~~stated-listed~~ in Condition 7 being submitted for certification, the management plans will be deemed to be certified ~~Requiring Authority will be deemed to have certification and~~ the Requiring Authority can commence the relevant works, stage or activity.

Advice Note – The Council will acknowledge receipt of any management plan submitted for certification within 5 working days. It will advise if any information required for certification is missing from any submitted management plan within 10 working days. Where no further information is requested the Council will provide a response to the Requiring Authority within 20 working days of the submission of the management plan.

If further information has been requested, the Council will provide a response to the Requiring Authority within 5 working days of the requested information being provided.

11. At any time, the Requiring Authority is entitled to update or to revise any management plans, required to be certified by the Council, if there is a material change required to the document or to address unforeseen adverse effects arising from construction and/or unresolved complaints. The Requiring Authority must submit the updated or revised document to the Council for certification as soon as practicable following identification of the need for an update or revision. If the Requiring Authority has not received a response (short of certification) from the Council within five working days of submitting the revised information, the management plans will be deemed to be certified and the Requiring Authority can commence the works, stage or activity.

Construction conditions

12. Conditions 13 to 29 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.
13. Prior to construction commencing, the Requiring Authority shall review the construction methodology and physically identify relevant areas of Totara trees on the property at 245 Matakana Road (NA57B/189) to be avoided during construction. These areas are-is indicatively shown the plan attached to these conditions as Appendix A titled "Asphalt Surfacing Extent & Existing Totara Area", dated 08.04.2019 and referenced MLR-SKT-RD-1002 Revision A. on a plan attached to the evidence of Ms Karen Pegrumo, presented at the hearing. Access to those identified areas shall be prevented during construction to ensure, as far as practicable, that the Totara trees are not damaged or removed.

Construction Environmental Management Plan (CEMP)

14. Prior to the commencement of any stage of the Project, the Requiring Authority shall prepare and implement a CEMP. The CEMP shall be provided to Auckland Council with the outline plan of works for the relevant stage.

Advice Note - Certification and amendment of the CEMP is covered by Conditions 7-11 above.

15. The purpose of the CEMP is to avoid, remedy or mitigate, so far as is reasonably practicable, the adverse effects associated with the construction works for both Stages 1 and 2 of the Project. All works are to be carried out in accordance with the certified CEMP required by these conditions and in accordance with any certified changes to plans.
16. In order to give effect to its purpose, the CEMP is to provide for the following:
 - a) Methods for managing and monitoring dust as a nuisance, including methods for minimising dust emissions, monitoring procedures and contingency procedures in the event of a dust nuisance event;

- b) Measures to be adopted to keep the construction areas in a tidy condition in terms of disposal / storage of rubbish and storage, unloading construction materials (including equipment). All storage of materials and equipment associated with the construction works must take place within the boundaries of the designation;
- c) How the construction yards are to be fenced and kept secure;
- d) The location of any temporary buildings (including workers' offices and portaloos) and vehicle parking);
- e) Methods to ensure prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances;
- f) Training requirements for employees, sub-contractor and visitors on construction procedures, environmental management and monitoring;
- g) The document management system for administering the CEMP, including review and Requiring Authority / constructor / Council requirements;
- h) Environmental incident and emergency management procedures (including spills);
- i) Environmental complaint management procedures;
- j) An outline of the construction programme of the work, including construction hours of operation, indicating linkages to the other management plans which address the management of adverse effects during construction; and
- l) Methods to provide for the safety of the general public.

Construction Traffic Management Plan (CTMP)

17. Prior to commencement of any stage of the Project, the Requiring Authority shall prepare and implement a CTMP.

18. The Requiring Authority shall submit the CTMP to the Council for comment. The Requiring Authority shall consider any comments received from Auckland Council when finalising the CTMP. If the Requiring Authority has not received any comments from Auckland Council within 10 working days of submitting the CTMP, the Requiring Authority may consider that Auckland Council has no comments.

Advice Note: The CTMP does not require certification from Auckland Council.

18-19. The purpose of the CTMP is to:

- a) Manage the road transport network for the duration of construction to manage congestion and minimise delays to road users;
- b) Inform the public about traffic management on the road transport network for the duration of construction;

- c) Protect public safety including the safe passage of pedestrians and cyclists;
- d) Maintain pedestrian access to private property at all times;
- e) Maintain vehicle access to private property for the current use of that property; and
- f) Manage traffic effects from construction yards on adjacent properties.

The CTMP must contain the following:

- a) The road routes to be used by construction related vehicles, particularly trucks, to transport construction related materials, equipment and spoil; including how the use of these routes by these vehicles will be managed to mitigate congestion;
- b) Information on designated staff parking areas for construction workers;
- c) How disruption to use of the road network will be minimised for emergency services, freight and other related vehicles, public transport providers, pedestrians and cyclists; and
- d) Measures to avoid construction traffic through the Hill Street intersection during the weekday peak periods (between 4:30pm and 5:30pm).

Noise and Vibration Construction Standards

19-20. During construction of Stages 1 and 2, the guideline noise limits contained in New Zealand Standard 6803:1999 “*The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work*” shall be complied with. Where compliance is not practicable following the adoption of the Best Practicable Option, the process in Conditions 23 and 24 below shall apply.

20-21. During construction of Stages 1 and 2, construction vibration shall comply with the construction vibration (amenity) limits set out in Table A. Where compliance is not achievable following the adoption of the Best Practicable Option, the process in Condition 23 shall apply. Construction vibration shall be measured and assessed in accordance with DIN4150-3:1999.

Receiver	Period	Peak Particle Velocity Limit mm/s
Occupied activities sensitive to noise*	Night-time 10pm to 7am	0.3
	Daytime 7am to 10pm	2
Other occupied buildings	At all times	2

*Activities sensitive to noise is defined in Chapter J of the Auckland Unitary Plan

Table A – Construction Vibration Standards – Amenity

24-22. During construction of Stages 1 and 2, construction vibration shall also comply with the construction vibration (cosmetic building damage) limits set out in Table B. Where compliance is not achievable following the adoption of the Best Practicable Option, the process in Condition 23 shall apply. Construction vibration shall be measured and assessed in accordance with DIN4150-3:1999.

Type of Structure	Short-term vibration			PPV at horizontal plane of highest floor (mm/s)	Long-term vibration
	PPV at the foundation at a frequency of				
	1-10Hz (mm/s)	10-50Hz (mm/s)	50-100Hz (mm/s)	PPV at horizontal plane of highest floor (mm/s)	
Buildings used for commercial purposes, industrial buildings, and buildings of similar design	20	20 – 40	40 - 50	40	10
Dwellings and buildings of similar design and/or occupancy	5	5 – 15	15 – 20	15	5
Structures that, because of their particular sensitivity to vibration, cannot be classified under lines 1 and 2 and are of great intrinsic value (e.g. listed buildings under preservation order)	3	3 – 8	8 - 10	8	2.5

Table B – Construction Vibration Standards – Cosmetic building damage

22-23. If measured or predicted vibration from construction activities exceeds:

- a) The limits of Table A (amenity), the Requiring Authority shall consult with the affected receivers to:
 - (i) Discuss the nature of the work and the anticipated days and hours when the exceedances are likely to occur; and
 - (ii) Determine whether the exceedances could be timed or managed to reduce the effects on the receiver.

The Requiring Authority shall maintain a record of these discussions and make them available to the Council on its request.

- b) The limits of Table B (cosmetic building damage), the process in condition 27 shall be followed.

Construction Noise and Vibration Management Plan (CNVMP)

23-24. Prior to construction works commencing for each of Stages 1 and 2, the Requiring Authority shall have a Construction Noise and Vibration Management Plan (**CNVMP**) certified by Council. The CNVMP (Condition 25) and any management schedules prepared in accordance with Condition 27 (Schedules), shall be implemented throughout the construction process and may be updated where necessary with the certification of the Council. The Schedules may be supplied to the Council for certification after the certification of the CNVMP, as construction of Stages 1 and 2 progress and further detail regarding construction methodologies become available.

Advice Note – the submission, certification and amendment to the CNVMP is covered by Conditions 7-11 above.

24-25. The purpose of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option (**BPO**) for management of all construction noise and vibration effects, and to define the procedures to be followed when full compliance with the construction noise and vibration standards of Conditions 20, 21 and 22 is not achieved following adoption of the BPO.

25-26. The CNVMP shall, as a minimum, address the information required by NZS 6803:1999 Annex E2, and in particular the following aspects with regard to managing the adverse effects of construction noise and vibration:

- a) Noise and/or vibration sources, including machinery, equipment and construction techniques to be used and their scheduled durations and hours of operation including times and days when work causing construction noise and/or vibration would occur;
- b) The construction noise and vibration standards for the project;
- c) Affected houses and other sensitive locations where noise and/or vibration standards apply;
- d) Predicted noise levels set out as minimum compliance distances for key activities and items of plant and identification of any dwellings or other sensitive locations where works will be required within those minimum compliance distances;
- e) Mitigation and management measures, including alternative strategies where full compliance with the noise criteria from NZS 6803:1999 and the vibration criteria in Table A (amenity) above cannot practicably be achieved, including the requirement for management schedules as set out in Condition 27;
- f) Procedures for management of vibrations where measured or predicted

vibration levels exceed the limits of Table A (amenity);

- g) Procedures for continuous monitoring of vibration and pre-activity building condition surveys where non-compliance with the vibration limits of Table B (cosmetic building damage) is predicted;
- h) Methods and frequency for monitoring and reporting on construction noise and vibration;
- i) Contact numbers for key construction staff, staff responsible for noise and/or vibration assessment and council officers; and
- j) Procedures for maintaining contact with stakeholders (including the Council, residential occupiers at adjoining properties, Warkworth Showgrounds), notifying stakeholders of proposed construction activities, and handling complaints about construction noise and/or vibration.

Construction Noise and/or Vibration Management Schedule

~~26-27.~~ A site-specific Construction Noise and/or Vibration Management Schedule must be prepared for any receiver or activity for which:

- a) Construction vibration is either predicted or measured to exceed the limits in Table B (cosmetic building damage) of Condition 22; or
- b) Where construction noise is either predicted or measured to exceed the limits in Condition 20, except where the exceedance of the standards is no greater than 5 decibels and must not exceed:
 - 0700-2200: 1 period of up to 2 consecutive weeks in any 2 months; or
 - 2200-0700: 1 period of up to 2 consecutive nights in any 10 days

The objective of the Schedule is to set out the best practicable option for minimisation of noise or vibration from the construction activity. The Schedule must:

- a) Describe the activity (including duration), plant and machinery that is expected not to comply with the noise and/or vibration limits Conditions 20, 21 or 22;
- b) Provide predicted levels for all receivers where the levels will not be compliant with the limits in the CNVMP;
- c) ~~Be prepared in consultation with any affected receiver and describe~~ Outline the consultation undertaken with the affected receivers;
- d) Describe the mitigation measures proposed to reduce the noise and/or vibration levels as far as practicable, including any options that have been agreed with the affected receivers, discounted due to cost or discounted any other reason;
- e) Describe any alternative mitigation of the impacts that was offered to affected receivers but not agreed e.g. any offers of temporary accommodation during the

specific activity;

- f) Describe the measures adopted to ensure that building damage will not arise where non-compliance with the vibration limits in Table B (cosmetic building damage) occurs.

Urban Design and Landscape Mitigation

27-28. The Requiring Authority shall design and construct the Project to appropriately visually integrate the permanent works into the surrounding landscape and topography. Prior to construction works commencing for each of Stages 1 and 2, the Requiring Authority shall have an Urban Design and Landscape Mitigation Plan (**UDLMP**) certified by Council. The UDLMP shall be in general accordance with the draft Urban Design and Landscape Mitigation Plan attached to the primary evidence of Mr Lister dated 12 March 2019. The Requiring Authority shall complete the Project at both Stages 1 and 2 in accordance with the certified UDLMP. The purpose of the UDLMP is to provide a framework of landscape design principles and measures to ensure that the finished Project manages or mitigates potential adverse visual effects and contributes to a high quality urban environment by enhancing amenity and quality.

Advice Note – the submission, certification and amendment to the UDLMP is covered by Conditions 7-11 above.

28-29. The UDLMP shall contain the following information:

- a) A framework of landscape design principles and measures to ensure that the finished Project contributes to a high quality urban environment by enhancing amenity and quality, including:
- i. The location and type of street furniture;
 - ii. The location and type of street trees and associated verge treatment;
 - iii. The location and type of planting associated with the corridor boundaries;
 - iv. The location and type of any street artwork associated with the bridge crossing; and
 - v. The maintenance schedule post-planting of the landscaping and trees identified in (ii) and (iii).
- b) The boundary treatment(s) employed at Stage 1 for the boundary with 245 Matakana Road, if the existing dwelling remains, including:
- i. Retaining the garden trees at 245 Matakana Road that fall adjacent to the new road, as far as practicable, and any refinements to the retaining wall alignment and construction methods to achieve the retention of garden trees; and
 - ii. Construction of a good quality boundary fence/wall/hedge, subject to consultation with the owners of 245 Matakana Road, facing the retaining walls, where required, at 245 Matakana Road to provide an attractive

appearance.

- c) The treatment(s) for the boundary with the Warkworth Showgrounds employed for Stage 1 of the Project. These treatments shall achieve a visually open frontage (such as an open fence) between the Project and the Showgrounds. Pedestrian connections between the Project's footpath and the Showgrounds shall be provided. The treatment(s) for the boundary with the Showgrounds and pedestrian connections shall be designed in consultation with Auckland Council (Parks).

Advice Note – Shared Pathway: connection to Warkworth Showgrounds. The Rodney Local Board “Rodney Greenways – Paths and Trails Plan, Pūhoi to Pakiri” May 2017 identifies proposed greenway connection routes along the Matakana Link Road and connections with the existing route in the Warkworth Showgrounds. The final details of the Matakana Link Road pedestrian and cycle paths are still to be determined. Consideration of opportunities of futureproofing a connection to Warkworth Showgrounds should not be overlooked.

Operational Conditions

Operational Noise Management

29.30. The Project shall be designed and constructed to ensure that the operational noise levels in the Project design year (10 years after the road opening) at the following existing Protected Premises and Facilities (PPFs) are complied with:

- a) 245 Matakana Road – 64 dB $L_{Aeq(24h)}$
- b) 42A SH1 – 57 dB $L_{Aeq(24h)}$
- c) 289A Matakana Road – 67dB $L_{Aeq(24h)}$

30.31. Prior to the opening of Stage 1 of the road, the Requiring Authority shall prepare a report to the satisfaction of the Council, which sets out the noise mitigation and management measures required, if any, to ensure that traffic noise levels will comply with the limits above. The noise levels are to be determined by prediction of noise from traffic on the Project within the designation boundary, using traffic flows predicted for 10 years after the road opening. Where other noise sources affect the received noise level, (e.g. from other roads) these shall be excluded from the predictions. This process shall be repeated prior to the opening of Stage 2.

31.32. The noise limits do not need to be complied with at a PPF where:

- a) The PPF is no longer occupied or has been removed; or
- b) The PPF no longer meets the definition of a Protected Premises and Facilities in the New Zealand Standard 6806:2010 “Acoustics – Road-traffic noise – New and altered roads”; or
- c) Agreement of the landowner has been obtained confirming that the limit does not need to be met.

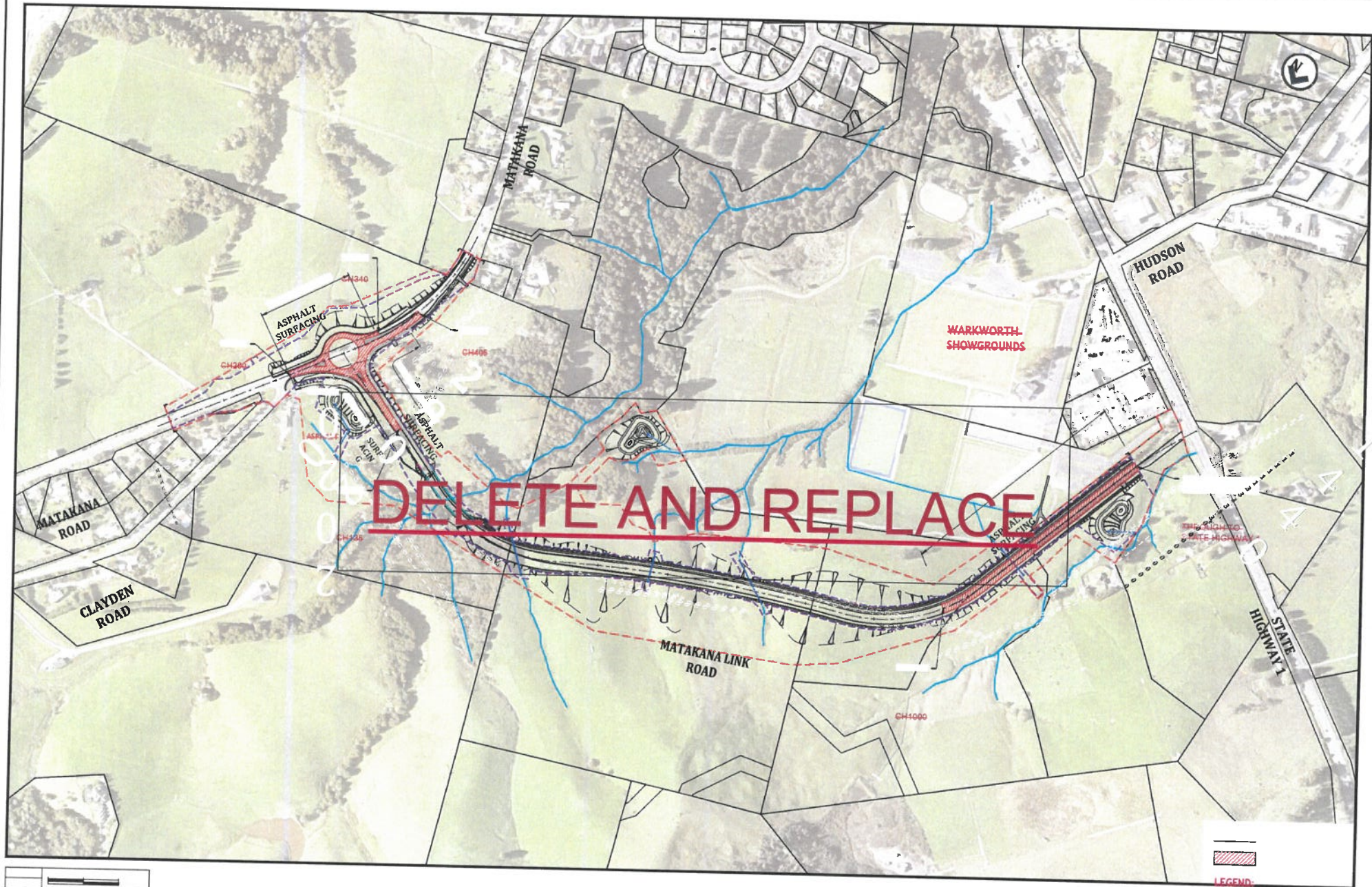
~~32-33.~~ The Requiring Authority shall use standard (AC14) asphalt surfacing on the carriageway of the Project for the sections identified as “Asphalt Surfacing” on the plan attached to these conditions as Appendix A titled “Asphalt Surfacing Extent & Existing Totara Area”, dated 08.04.2019 and referenced MLR-SKT-RD-1002 Revision A~~the plan in Appendix A to these Conditions.~~

Advice Notes

1. *The Requiring Authority is advised that archaeological provisions of the Heritage New Zealand Pouhere Taonga Act 2014 apply to archaeological sites whether previously recorded or discovered during works.*
2. *The Requiring Authority is advised of the requirements of Rule E11.6.1 of the Auckland Unitary Plan for “Accidental Discovery” as they relate to both contaminated soils and heritage items.*

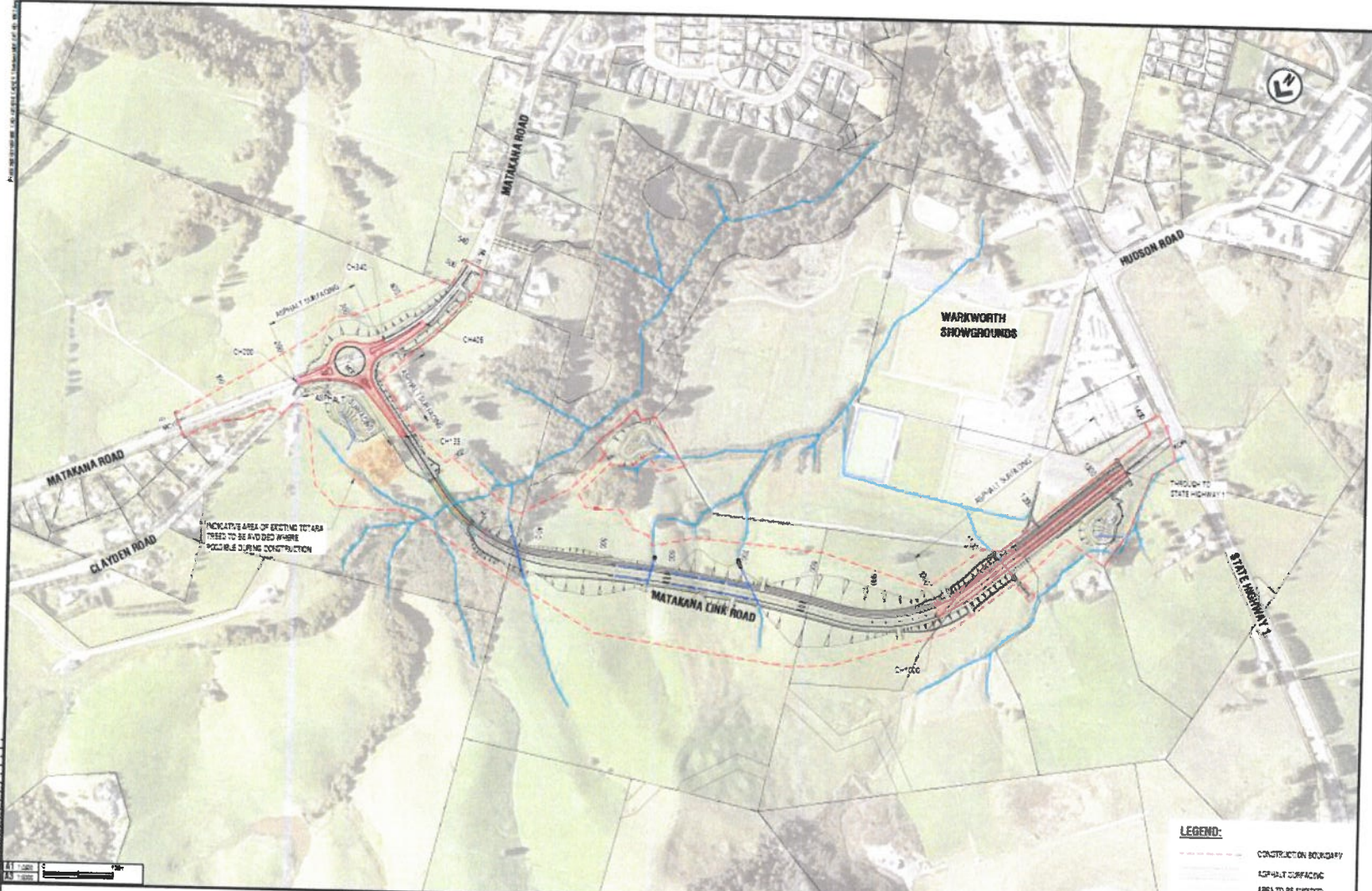
Appendix A

| Location of totara trees referred to in condition 13 and pPlan of asphalt surfacing
required by Condition 33.



A4-10200
A2-1:1000

ASPHALT SURFACING



1000000
 900000
 800000
 700000
 600000
 500000
 400000
 300000
 200000
 100000
 0
 -100000
 -200000
 -300000
 -400000
 -500000
 -600000
 -700000
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MATAKANA LINK ROAD (TE HONGHONGI KI TAQ)
 PLAN
 ASPHALT SURFACING EXTENT & EXISTING TOTARA AREA

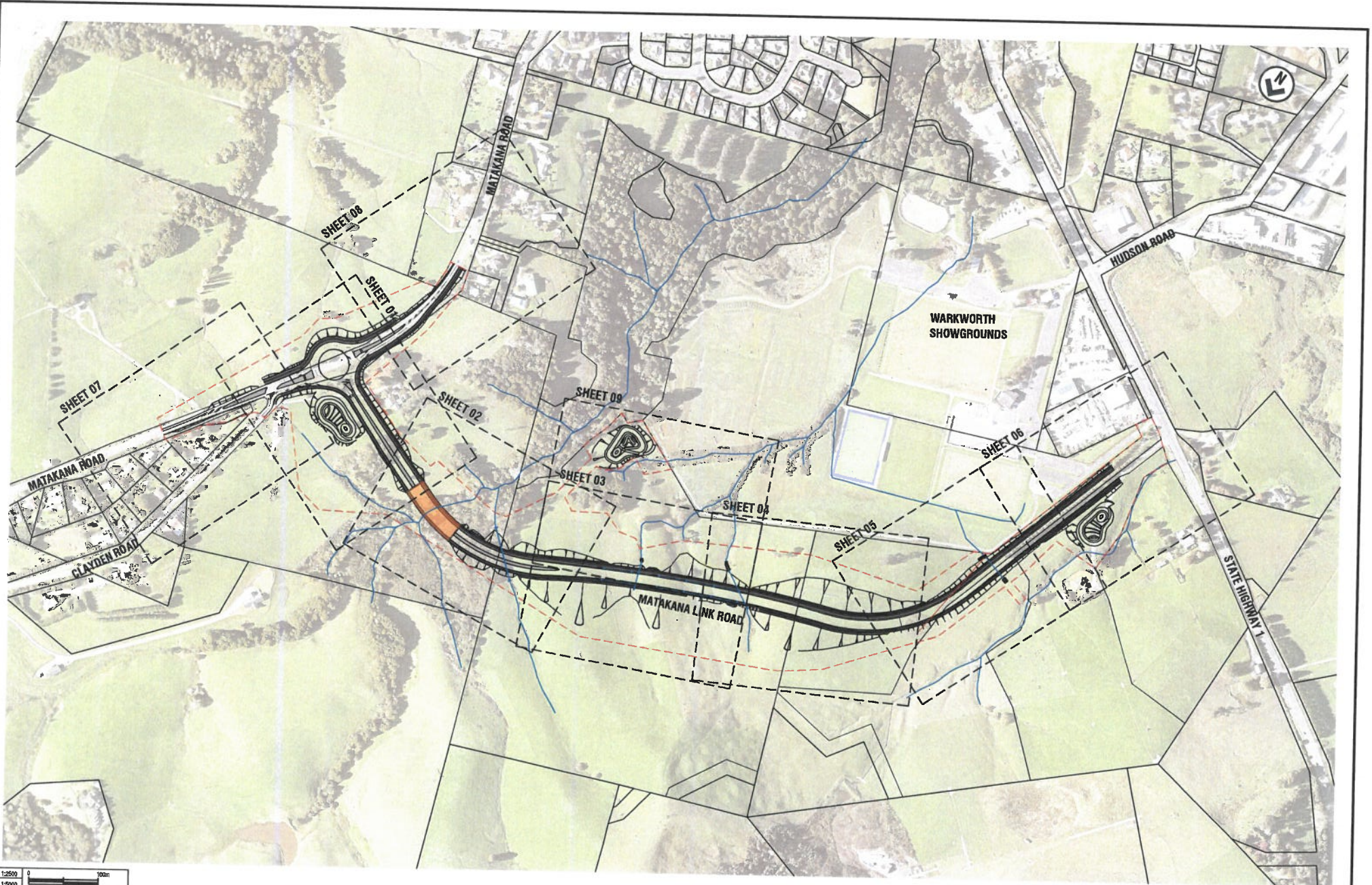
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SCALE	1:2000
PROJECT	2013-18-004-PS
PROJECT	MLR-SKT-RD-1002

A



Attachment 3 – Updated Plans Referenced in Condition 3

P:\05029515\05029515_000 CAD GE0110 CAD03 Sheet MLR-DRG-GE-5000.dwg



AT 1:2500
AS 1:5000

REVISION	DATE	DESCRIPTION	BY	CHECKED	DATE
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2	15.07.19	CONSTRUCTION BOUNDARY UPDATE	R. KUBALA	S. STRINGFIELD	04.07.19
3	01.08.19	PRELIMINARY DESIGN	S. STRINGFIELD	S. STRINGFIELD	04.07.19

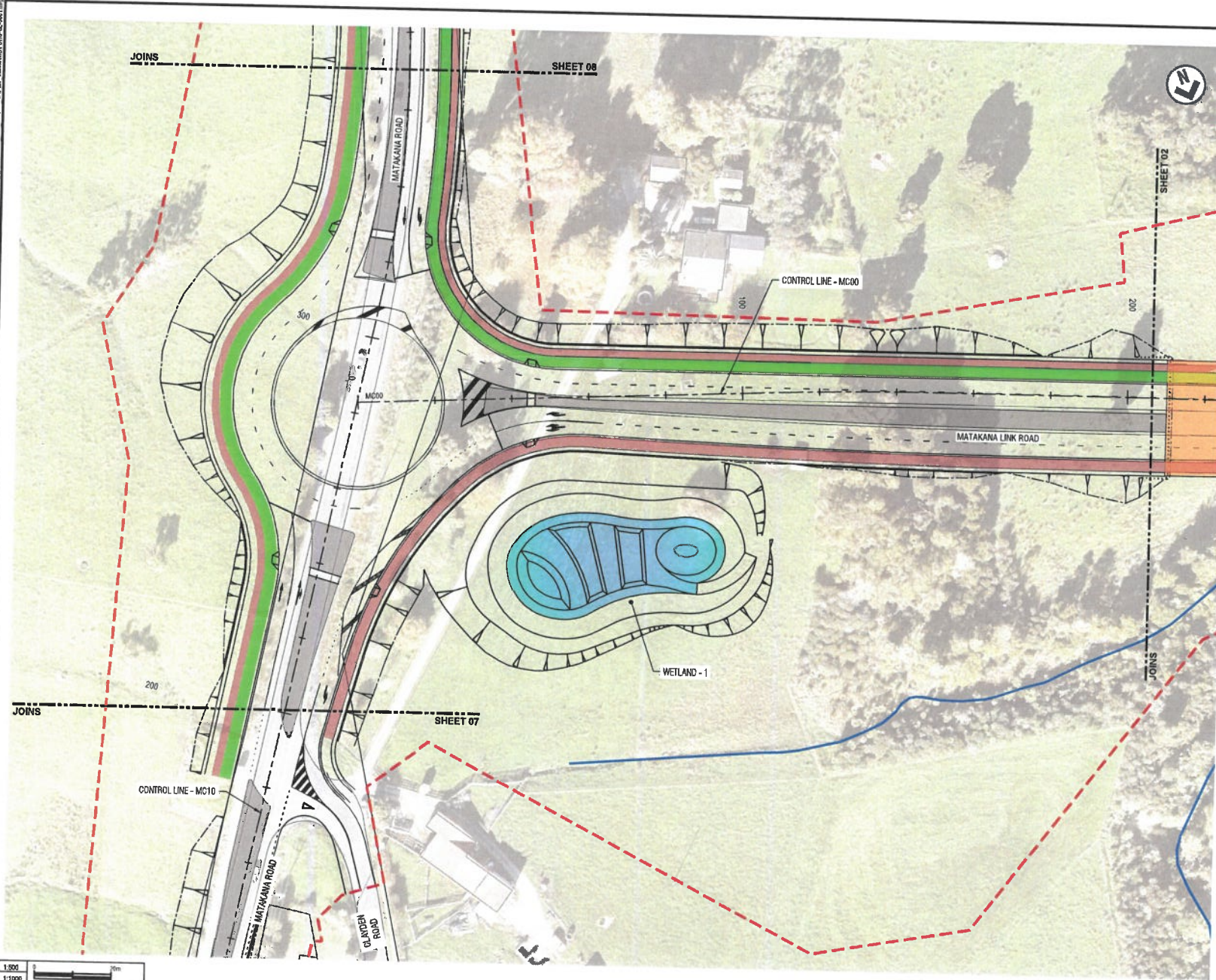


MATAKANA LINK ROAD (TE HONOHONO KI TAI)
STAGE 2
SHEET LAYOUT PLAN

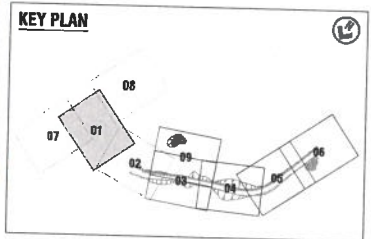
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362-18-264-PS			
MLR-DRG-GE-5000			

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- LEGEND:**
- - - CONSTRUCTION BOUNDARY
 - EXISTING PROPERTY BOUNDARY
 - CONTROL LINE
 - INDICATIVE WATERCOURSES
 - TRANSVERSE CULVERTS
 - NEW FOOTPATH
 - NEW CYCLEWAY
 - RAISED ISLAND
 - BRIDGE



A1 1:500
A3 1:1000

REVISION	DATE	DESCRIPTION
C	04.07.19	FOR NOTICE OF REQUIREMENT
B	19.02.19	FOR CONTRACT DOCUMENTS ADDED
A	01.02.19	PRELIMINARY DESIGN

NO.	DATE	DESCRIPTION	BY	CHECKED BY
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2	04.07.19	DRAWING CHECK	R. KUMAR	
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5	04.07.19	APPROVED	S. STRINGFIELD	

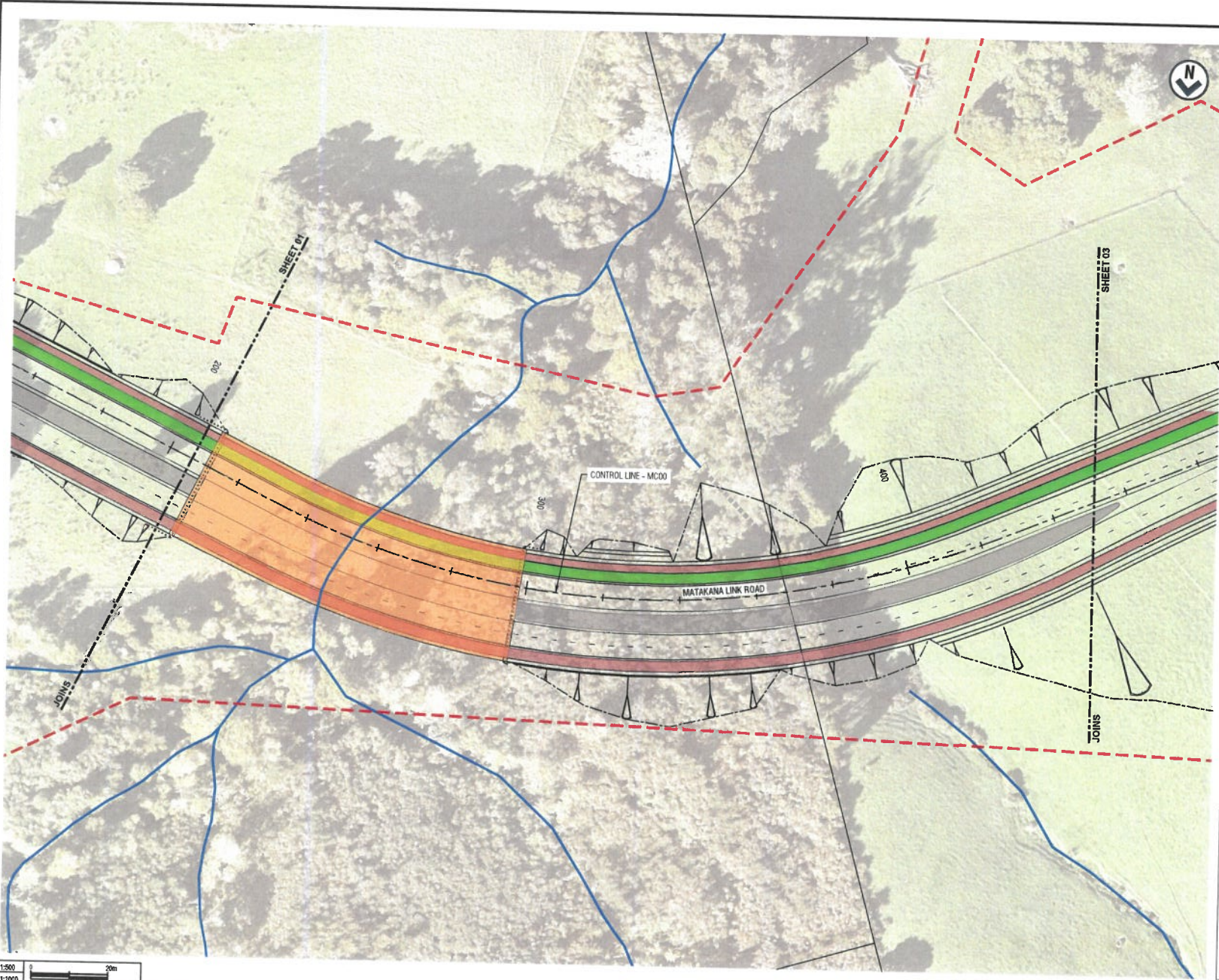


Project: MATAKANA LINK ROAD (TE HONOHONO KI TAI)
 Drawing No: STAGE 2 GENERAL ARRANGEMENT PLAN SHEET - 1

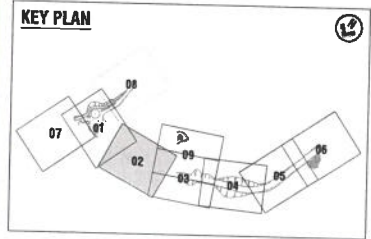
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Drawing No: 352-10-264-PS			
Project No: MLR-DRG-GE-5001			

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P:\650168\9718\5000_CAD_GS018_C1033_Sheet MLR-DRG-GE-5002



- LEGEND:**
- CONSTRUCTION BOUNDARY
 - EXISTING PROPERTY BOUNDARY
 - CONTROL LINE
 - INDICATIVE WATERCOURSES
 - TRANSVERSE CULVERTS
 - NEW FOOTPATH
 - NEW CYCLEWAY
 - RAISED ISLAND
 - BRIDGE



A1 1:500
A3 1:1000

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	A3	1:1000
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B DESIGN TO BE IN BOUNDARY (UPDATES)	SS	15.02.19
A PRELIMINARY DESIGN	SS	01.02.19
REV		

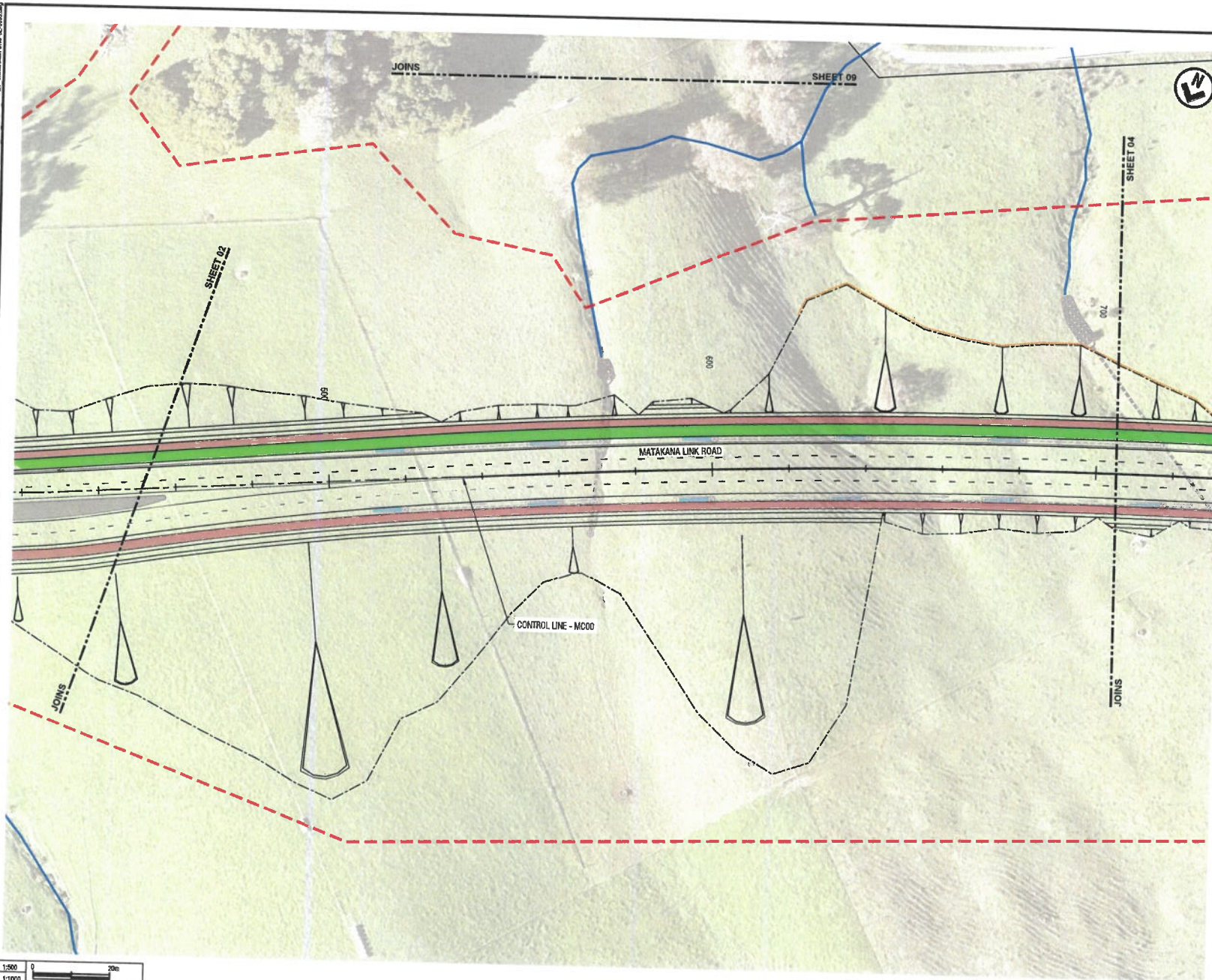
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DESIGN	R. KUMALA	04.07.19
DESIGN CHECK	S. STRINGFIELD	04.07.19
APPROVED	S. STRINGFIELD	04.07.19



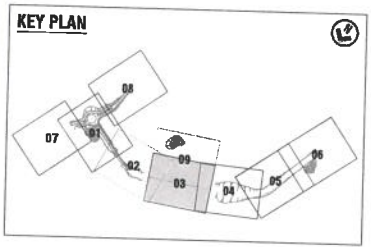
PROJECT: MATAKANA LINK ROAD (TE HONOHONO KI TAI)
 STAGE 2
 GENERAL ARRANGEMENT PLAN
 SHEET - 2

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Drawing No: MLR-DRG-GE-5002			
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- LEGEND:**
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 - - - EXISTING PROPERTY BOUNDARY
 - - - CONTROL LINE
 - INDICATIVE WATERCOURSES
 - TRANSVERSE CULVERTS
 - █ NEW FOOTPATH
 - █ NEW CYCLEWAY
 - █ RAISED ISLAND
 - █ BRIDGE



A1 1:500
 A3 1:1000
 0 20m

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2	CHECKED	04.07.19	R. KRISHNAMOORTHY	
3	DESIGNED	04.07.19	R. KIRALIA	
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5	APPROVED	04.07.19	S. STRINGFIELD	

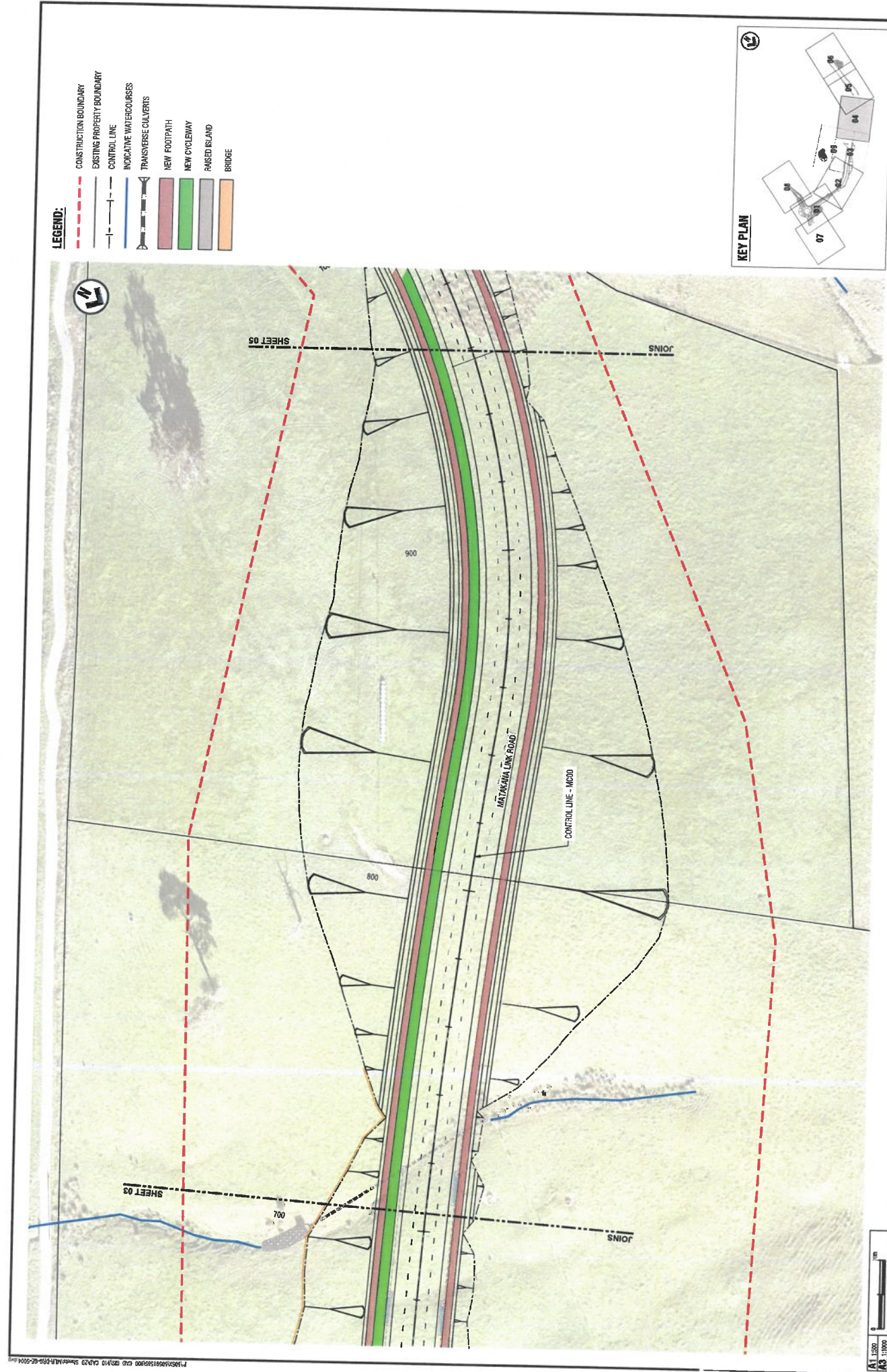


PROJECT: MATAKANA LINK ROAD (TE HONOHONO KI TAI)
 DRAWING: STAGE 2
 GENERAL ARRANGEMENT PLAN
 SHEET - 3

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PROJECT NO: 362-18-264-PS			
DRAWING NO: MLR-DRG-GE-5003			

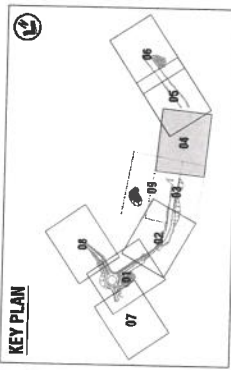
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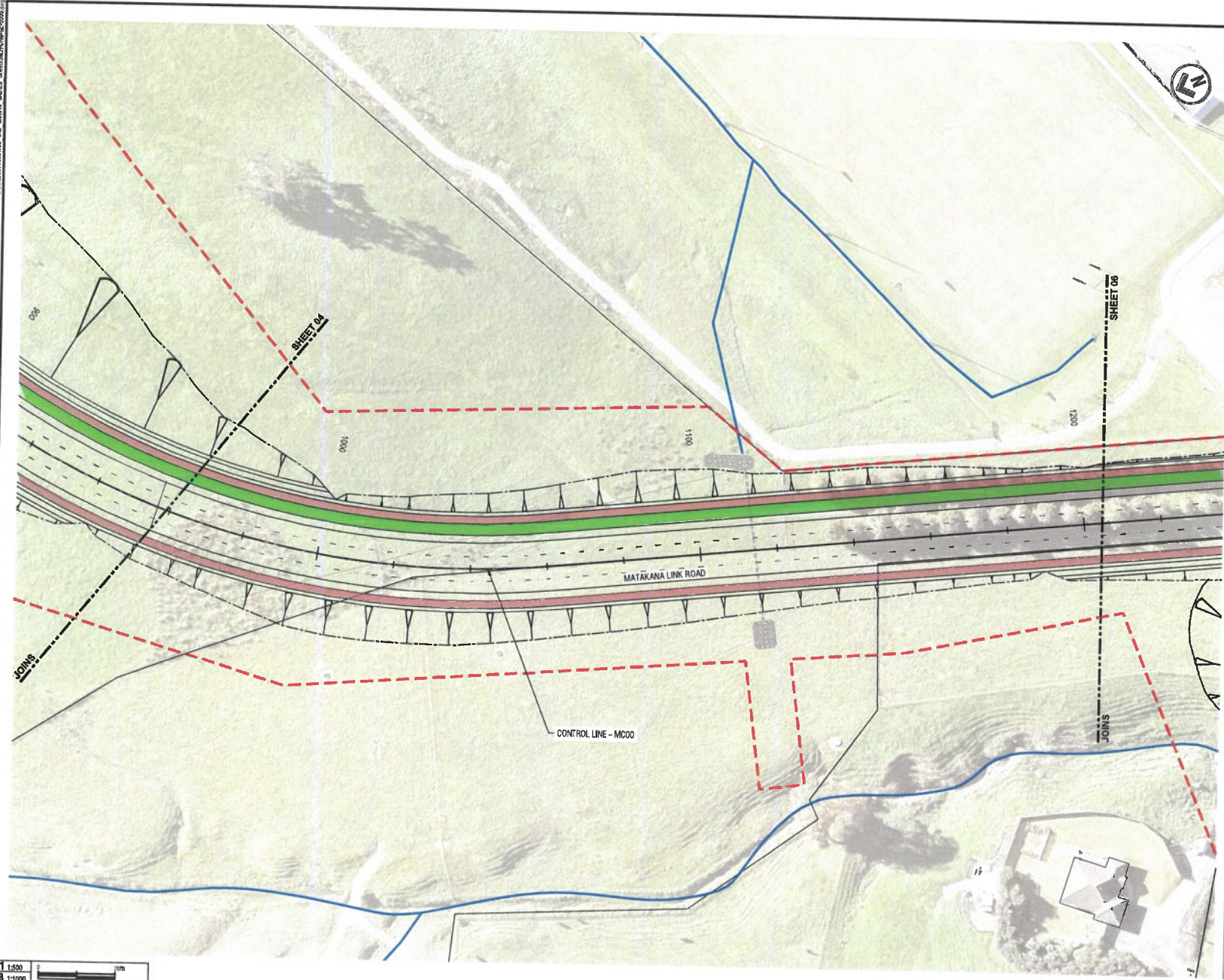
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- EXISTING PROPERTY BOUNDARY
- - - CONTROL LINE
- INDICATIVE WATERCOURSES
- TRANSVERSE CULVERTS
- NEW FOOTPATH
- NEW CYCLEWAY
- RAISED ISLAND
- BRIDGE



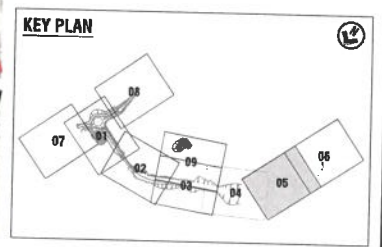
 AECOM		 Auckland Transport <small>An Auckland Council Organisation</small>				MATAKANA LINK ROAD (TE HONOHOHO KI TAI) STAGE 2 GENERAL ARRANGEMENT PLAN SHEET - 4		PRELIMINARY DESIGN Date: 04.07.2019 Scale: 1:500 Drawing No: 362-18-264-PS Project No: MLR-DRG-GE-5004		C																			
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NO.	DESCRIPTION	DATE	BY	APP.																									
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2	ISSUE FOR DESIGN	15.07.19	SS	SS																									
3	ISSUE FOR APPROVAL	01.07.19	SS	SS																									



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- LEGEND:**
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 - - - EXISTING PROPERTY BOUNDARY
 - · - · - CONTROL LINE
 - INDICATIVE WATERCOURSES
 - TRANSVERSE CULVERTS
 - NEW FOOTPATH
 - NEW CYCLEWAY
 - RAISED ISLAND
 - BRIDGE



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A3	1:1000	0	10m

ORIGINAL SIZE
A1
A3

REV	DESCRIPTION	DATE	BY	CHECKED
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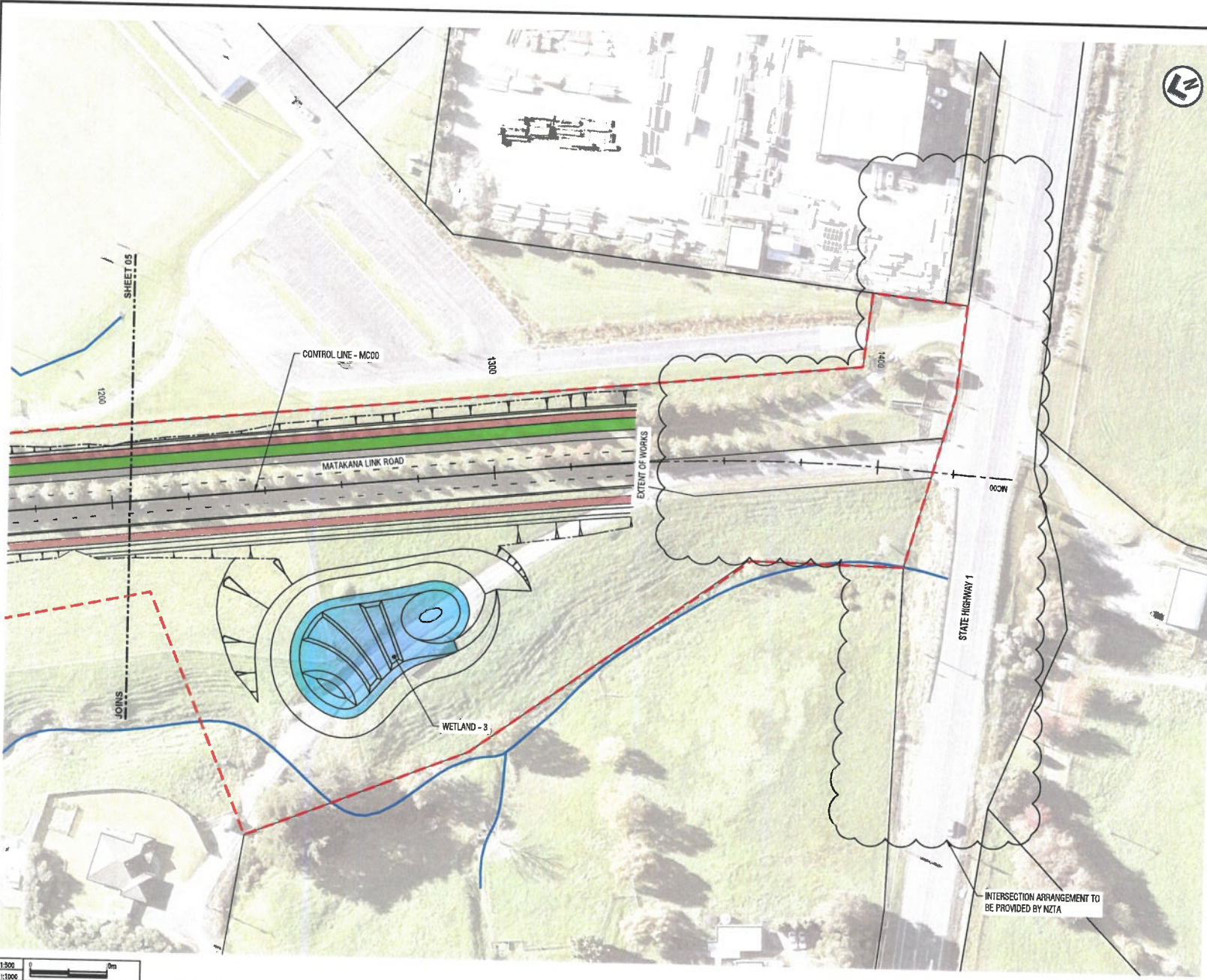
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DESIGN CHECK	S. STRINGFIELD	04.07.19
APPROVED	S. STRINGFIELD	04.07.19



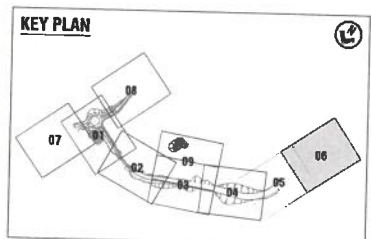
MATAKANA LINK ROAD (TE HONOHO KI TA)
STAGE 2
GENERAL ARRANGEMENT PLAN
SHEET - 5

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PROJECT NUMBER	392-18-264-PS		
PROJECT NAME	MLR-DRG-GE-5005		
REVISION			C

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- LEGEND:**
- - - CONSTRUCTION BOUNDARY
 - EXISTING PROPERTY BOUNDARY
 - CONTROL LINE
 - INDICATIVE WATERCOURSES
 - TRANSVERSE CULVERTS
 - NEW FOOTPATH
 - NEW CYCLEWAY
 - RAISED ISLAND
 - BRIDGE



A1 1:500
A3 1:1000

NO.	DESCRIPTION	DATE	BY	CHECKED BY
1	DESIGN	04.07.19	R. MULHONEY	
2	DESIGN CHECK	04.07.19	R. MULHONEY	
3	APPROVED	04.07.19	S. STINGSFIELD	

NO.	DESCRIPTION	DATE	BY	CHECKED BY
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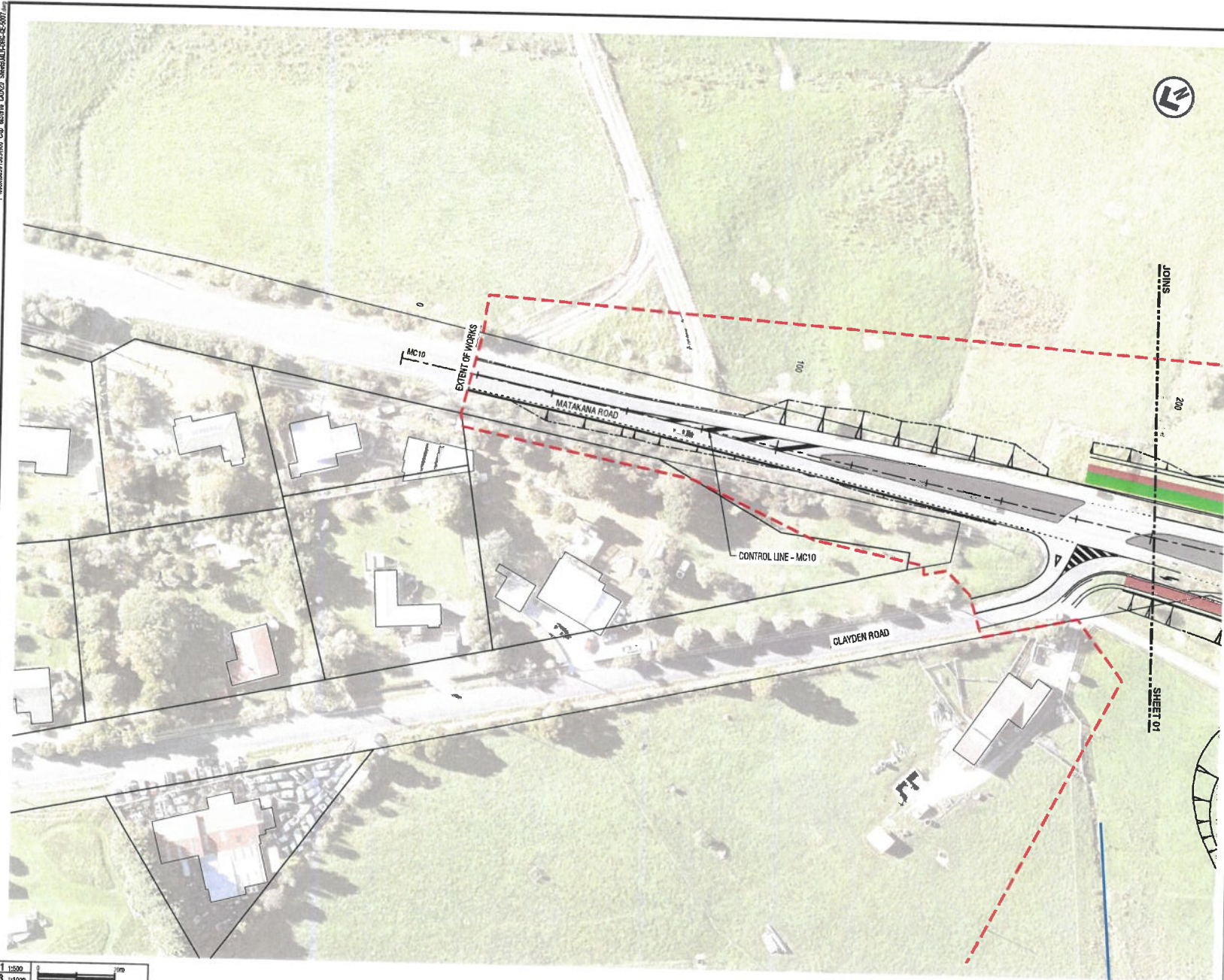


MATAKANA LINK ROAD (TE HONOHONO KI TAI)
STAGE 2
GENERAL ARRANGEMENT PLAN
SHEET - 6

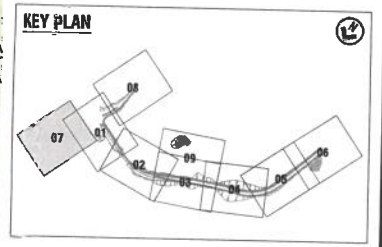
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Sheet: MLR-DRG-GE-5006			

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- LEGEND:**
- CONSTRUCTION BOUNDARY
 - EXISTING PROPERTY BOUNDARY
 - CONTROL LINE
 - INDICATIVE WATERCOURSES
 - TRANSVERSE CULVERTS
 - NEW FOOTPATH
 - NEW CYCLEWAY
 - RAISED ISLAND
 - BRIDGE



A1	1:500
AS	1:1000

REVISION	NO.	DATE	DESCRIPTION
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S	2	14.07.19	CONTRACT WITH BOUNDARY UPDATED
P	3	01.07.19	PRELIMINARY DESIGN

SURVEYED	S. PRAJAPATI	04.07.19
DRAWN	R. KRUTHIVENTY	04.07.19
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APPROVED	S. STANGFIELD	04.07.19

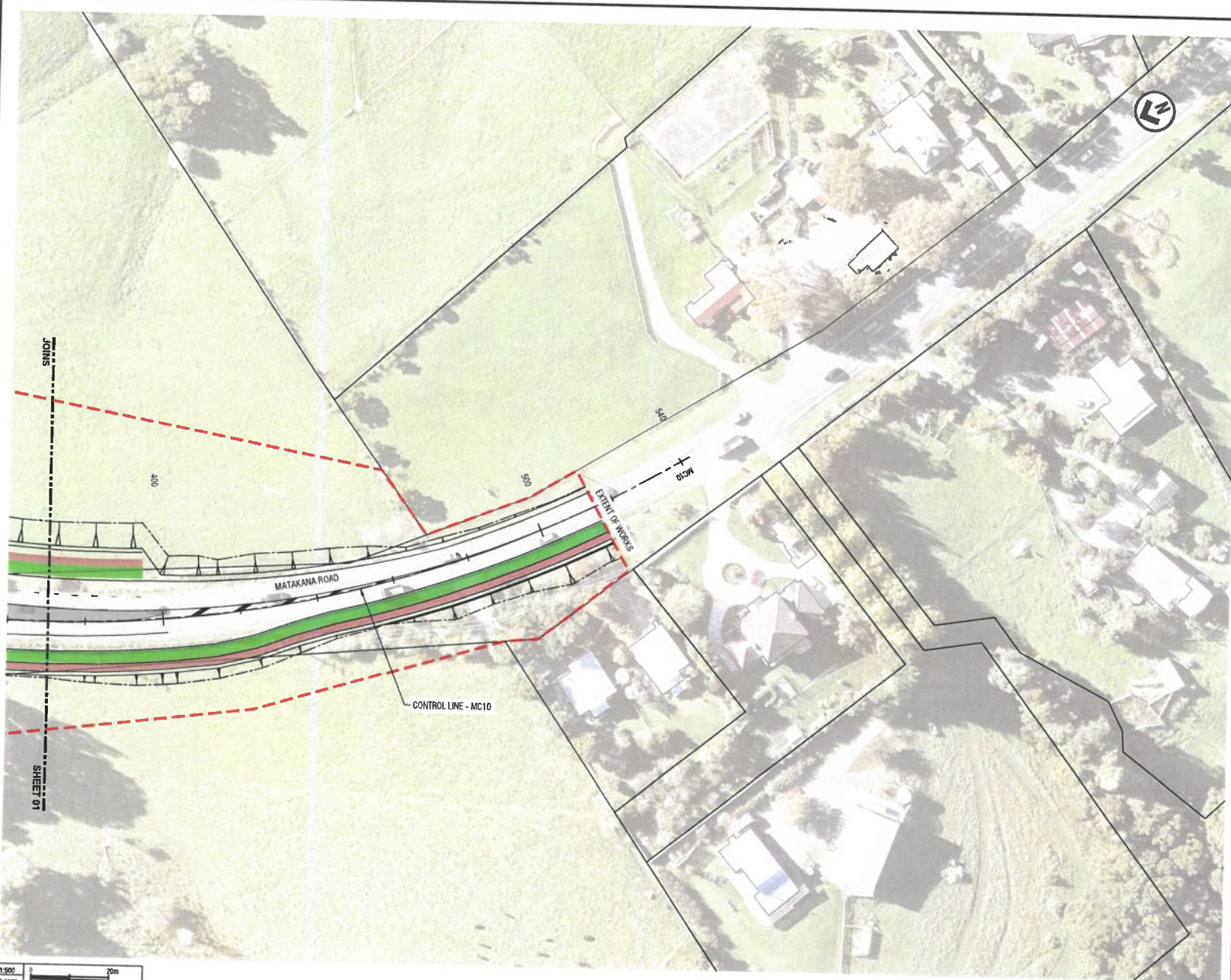


MATAKANA LINK ROAD (TE HONOHONO KI TAI)
STAGE 2
 GENERAL ARRANGEMENT PLAN
 SHEET - 7

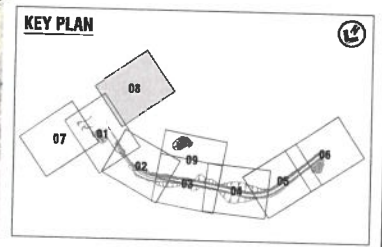
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MLR-DRG-GE-5007			C

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ORIGINAL SIZE A1
A3



- LEGEND:**
- - - CONSTRUCTION BOUNDARY
 - EXISTING PROPERTY BOUNDARY
 - CONTROL LINE
 - INDICATIVE WATERCOURSES
 - TRANSVERSE CULVERTS
 - NEW FOOTPATH
 - NEW CYCLEWAY
 - RAISED ISLAND
 - BRIDGE



DESIGNED BY	S. PRASAPATI	DATE	04.07.19
DRAWN	S. PRASAPATI	DATE	04.07.19
DRAWING CHECK	R. KRUTHIVENTY	DATE	04.07.19
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APPROVED	S. STIRNFIELD	DATE	04.07.19

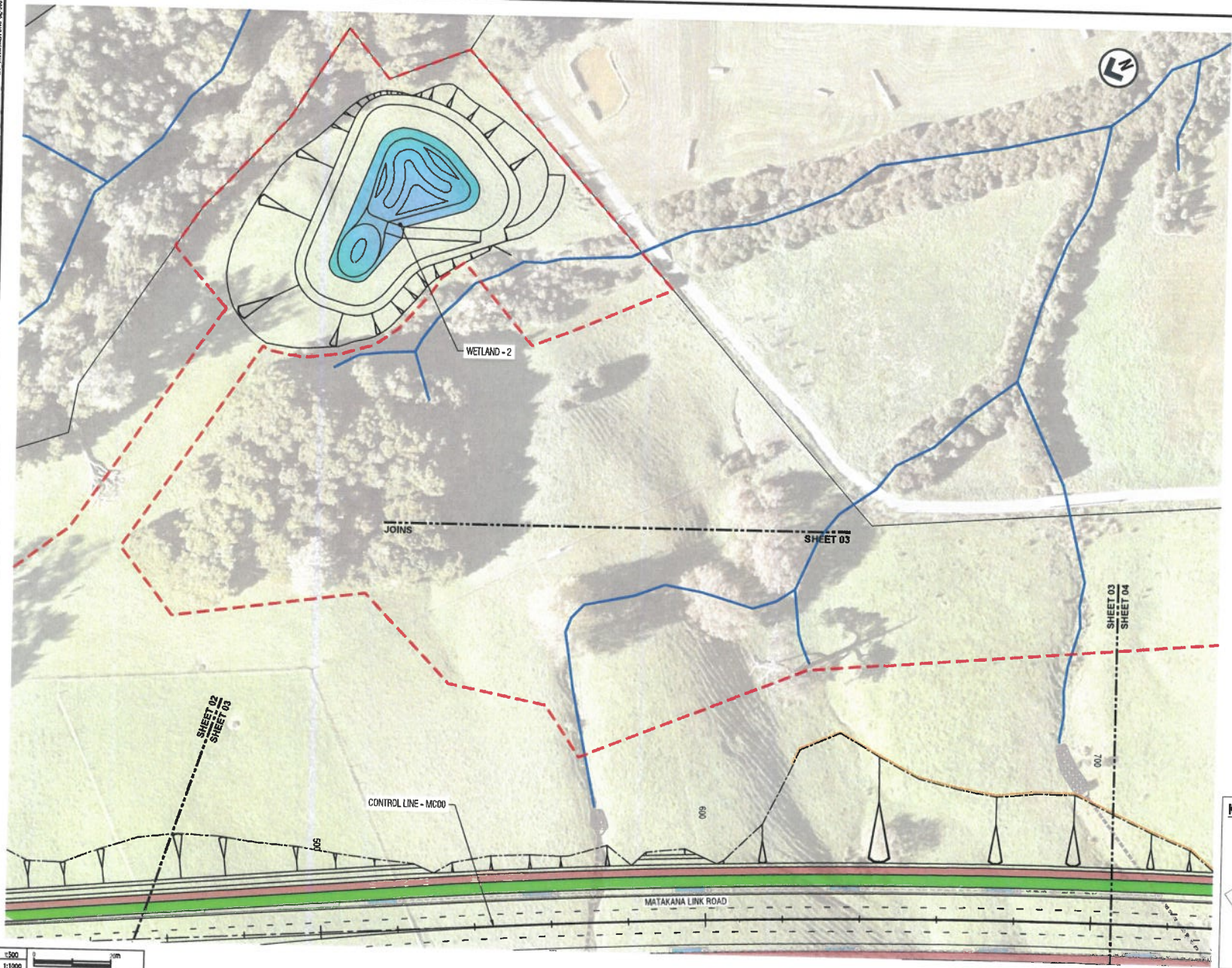


MATAKANA LINK ROAD (TE HONOHO KI TAI)
STAGE 2
 GENERAL ARRANGEMENT PLAN
 SHEET - 8

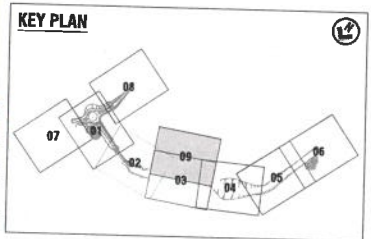
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- LEGEND:**
- - - CONSTRUCTION BOUNDARY
 - EXISTING PROPERTY BOUNDARY
 - CONTROL LINE
 - INDICATIVE WATERCOURSES
 - TRANSVERSE CULVERTS
 - NEW FOOTPATH
 - NEW CYCLEWAY
 - RAISED ISLAND
 - BRIDGE



A1 1:500
A3 1:1000

DATE	DESCRIPTION

SURVEYED	S. PRAJAPATI	04.07.19
DRAWN	R. KRISHNAMOORTHY	04.07.19
DESIGN	R. KUBALA	04.07.19
DESIGN CHECK	S. STRINGFIELD	04.07.19
APPROVED	S. STRINGFIELD	04.07.19



Project: MATAKANA LINK ROAD (TE HONOHONO KI TAI)
 Drawing Title: STAGE 2 GENERAL ARRANGEMENT PLAN
 SHEET - 9

PRELIMINARY DESIGN 04.07.2019			
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Drawing No: 882-18-264-PS			
Drawing No: MLR-DRG-GE-5009			

ORIGINAL SIZE A1

Sheet C

Attachment 2:
New text for Designation 1478

1478 Matakana Link Road

Designation Number	1478
Requiring Authority	Auckland Transport
Location	State Highway 1 to Matakana Road, Warkworth
Rollover Designation	No
Lapse Date	No lapse date

Purpose

Designate land to construct, operate and maintain a new 1.35km road between State Highway 1 and Matakana Road, Warkworth.

Conditions

General conditions Designation lapse

1. In accordance with section 184(1)(c) of the Resource Management Act 1991 (the "RMA"), this designation will lapse if not given effect to within 5 years from the date on which it is included in the Auckland Unitary Plan.

Advice Note - For the avoidance of doubt the designation will be given effect to at the completion of Stage 1

Designation Drawback

2. As soon as practicable following completion of construction of Stage 1 of the proposed work, the Requiring Authority shall review the construction boundary of the Project 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 Project or the construction of Stage 2.
- 2A. The Requiring Authority shall ensure that the discharge pipe of Wetland 1 discharges to a point at the upper intermittent reach of Watercourse G as close to the east of the totara stand (shown on the plan attached to these conditions as Appendix A titled "Asphalt Surfacing Extent & Existing Totara Area", dated 08.04.2019 and referenced MLR-SKT-RD-1002 Revision A) as is reasonably practicable. On completion of construction of Stage 1 of the project, the Requiring Authority shall include the designation boundary to the north of the wetland in its review required by Condition 2, and reduce the extent of the designation at that location to the minimum necessary for the long term operation and maintenance of Wetland 1.

Approved Application Documents

3. Except as modified by the conditions below, the scope and

extent of the works within the designation are to be carried out in general accordance with the plans and all information submitted with the Notice of Requirement as detailed below:

- a) Assessment of Environmental Effects prepared by Jacobs Limited, dated October 2018;
- b) Transport Assessment prepared by Jacobs Limited, dated October 2018;
- c) Noise and Vibration Assessment prepared by Marshall Day Acoustics, dated October 2018;
- d) Archaeology Assessment prepared by Clough and Associates, dated September 2018;
- e) Visual and Landscape Assessment prepared by Isthmus Group, dated October 2018;
- f) Memorandum from Auckland Transport to Auckland Council “Matakana Link Road — Draft Preliminary Design” dated 12 February 2019;

and the following plans:

Title	Version	Date
MLR-DRG-GE-5000 STAGE 2 – SHEET LAYOUT PLAN	C	04.07.2019
MLR-DRG-GE-5001 STAGE 2 – GENERAL ARRANGEMENT PLAN - 1	C	04.07.2019
MLR-DRG-GE-5002 STAGE 2 – GENERAL ARRANGEMENT PLAN - 2	C	04.07.2019
MLR-DRG-GE-5003 STAGE 2 – GENERAL ARRANGEMENT PLAN - 3	C	04.07.2019
MLR-DRG-GE-5004 STAGE 2 – GENERAL ARRANGEMENT PLAN - 4	C	04.07.2019
MLR-DRG-GE-5005 STAGE 2 – GENERAL ARRANGEMENT PLAN - 5	C	04.07.2019
MLR-DRG-GE-5006 STAGE 2 – GENERAL ARRANGEMENT PLAN -	C	04.07.2019

6		
MLR-DRG-GE-5007 STAGE 2 – GENERAL ARRANGEMENT PLAN - 7	C	04.07.2019
MLR-DRG-GE-5008 STAGE 2 – GENERAL ARRANGEMENT PLAN - 8	C	04.07.2019
MLR-DRG-GE-5009 STAGE 2 – GENERAL ARRANGEMENT PLAN - 9	C	04.07.2019

Where there is a conflict between the documents listed above and the designation conditions, the designation conditions will prevail.

Advice Note - The reports and plans listed above represent an assessment of the effects of the Project, but do not represent changes that may be made through the final detailed design, the detail to be provided by each stage or construction methodology that may be used. The designation conditions provide opportunities to finalise management plans for certification by the Council. An outline plan of works must also be submitted to Council. The exact design and construction methodologies for the Project may be different to those assessed in the reports, although the envelope of effects will remain the same. For this reason, the words 'in general accordance' in Condition 3 are used to describe how the Project will proceed.

Outline Plan of Works

4. The requiring authority must submit an outline plan or plans prior to construction of Stages 1 and 2 of the Project, in accordance with section 176A of the RMA.
5. Within Stages 1 and 2, the outline plans may be submitted in stages to reflect any proposed staging of the physical works.
- 5A. The outline plan of works for Stage 1 shall show the location of any reticulated services that may be affected by the works.
6. The outline plan for Stage 1 shall show how vehicular access is to be maintained to each affected property for their current use.

Advice note - this access will be temporary, until such time as the affected properties are developed and/or subdivided. When the properties are developed and/or subdivided, vehicular access will be provided through intersections created as part of that development and/or subdivision.

Advice Note - In the event that an access to the Warkworth Showgrounds from the Project is agreed to be provided in discussions between Auckland Transport, Auckland Council, the New Zealand Transport Agency and the Rodney Local Board, the design of any proposed (future) access from Matakana Link Road to the Warkworth Showgrounds should be included in an outline plan. This outline plan may be separate and additional to the outline plan(s) required for Stage 1.

Management Plans

7. The outline plan or plans shall also include the following management plans for the relevant stage(s) of development:
 - a) Construction Environmental Management Plan (**CEMP**); and
 - b) Construction Noise and Vibration Management Plan (**CVNMP**); and
 - c) Urban Design and Landscape Mitigation Plan (**UDLMP**).
8. Where a construction related management plan, listed in Condition 7 above, is required, the management plan shall be implemented, complied with, and maintained throughout the duration of the relevant construction period.
9. The Requiring Authority must submit the management plans required by Condition 7 to Auckland Council, for the Council to certify that they comply or are consistent with the relevant designation condition(s).
10. If the Requiring Authority does not receive any response from the Council within 20 working days of the management plans listed in Condition 7 being submitted for certification, the management plans will be deemed to be certified and the Requiring Authority can commence the relevant works, stage or activity.

Advice Note - The Council will acknowledge receipt of any management plan submitted for certification within 5 working days. It will advise if any information required for certification is missing from any submitted management plan within 10 working days.

Where no further information is requested the Council will provide a response to the Requiring Authority within 20 working days of the submission of the management plan.

If further information has been requested, the Council will provide a response to the Requiring Authority within 5 working days of the requested information being provided.

11. At any time, the Requiring Authority is entitled to update or to revise any

management plans, required to be certified by the Council, if there is a material change required to the document or to address unforeseen adverse effects arising from construction and/or unresolved complaints. The Requiring Authority must submit the updated or revised document to the Council for certification as soon as practicable following identification of the need for an update or revision. If the Requiring Authority has not received a response (short of certification) from the Council within five working days of submitting the revised information, the management plans will be deemed to be certified and the Requiring Authority can commence the works, stage or activity.

Construction conditions

12. Conditions 13 to 29 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.
13. Prior to construction commencing, the Requiring Authority shall review the construction methodology and physically identify relevant area of Totara trees on the property at 245 Matakana Road (NA57B/189) to be avoided during construction. This area is indicatively shown the plan attached to these conditions as Appendix A titled “*Asphalt Surfacing Extent & Existing Totara Area*”, dated 08.04.2019 and referenced MLR-SKT-RD-1002 Revision A. Access to those identified areas shall be prevented during construction to ensure, as far as practicable, that the Totara trees are not damaged or removed.

Construction Environmental Management Plan (CEMP)

14. Prior to the commencement of any stage of the Project, the Requiring Authority shall prepare and implement a CEMP. The CEMP shall be provided to Auckland Council with the outline plan of works for the relevant stage.

Advice Note - Certification and amendment of the CEMP is covered by Conditions 7-11 above.

15. The purpose of the CEMP is to avoid, remedy or mitigate, so far as is reasonably practicable, the adverse effects associated with the construction works for both Stages 1 and 2 of the Project. All works are to be carried out in accordance with the certified CEMP required by these conditions and in accordance with any certified changes to plans.
16. In order to give effect to its purpose, the CEMP is to provide for the following:
 - a) Methods for managing and monitoring dust as a nuisance, including methods for minimising dust emissions, monitoring procedures and contingency procedures in the event of a dust nuisance event;
 - b) Measures to be adopted to keep the construction areas in a tidy condition in

terms of disposal / storage of rubbish and storage, unloading construction materials (including equipment). All storage of materials and equipment associated with the construction works must take place within the boundaries of the designation;

- c) How the construction yards are to be fenced and kept secure;
- d) The location of any temporary buildings (including workers' offices and portaloos) and vehicle parking);
- e) Methods to ensure prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances;
- f) Training requirements for employees, sub-contractor and visitors on construction procedures, environmental management and monitoring;
- g) The document management system for administering the CEMP, including review and Requiring Authority / constructor / Council requirements;
- h) Environmental incident and emergency management procedures (including spills);
- i) Environmental complaint management procedures;
- j) An outline of the construction programme of the work, including construction hours of operation, indicating linkages to the other management plans which address the management of adverse effects during construction; and
- l) Methods to provide for the safety of the general public.

Construction Traffic Management Plan (CTMP)

- 17. Prior to commencement of any stage of the Project, the Requiring Authority shall prepare and implement a CTMP.
- 18. The Requiring Authority shall submit the CTMP to the Council for comment. The Requiring Authority shall consider any comments received from Auckland Council when finalising the CTMP. If the Requiring Authority has not received any comments from Auckland Council within 10 working days of submitting the CTMP, the Requiring Authority may consider that Auckland Council has no comments.

Advice Note: The CTMP does not require certification from Auckland Council.

- 19. The purpose of the CTMP is to:
 - a) Manage the road transport network for the duration of construction to manage congestion and minimise delays to road users;

- b) Inform the public about traffic management on the road transport network for the duration of construction; Protect public safety including the safe passage of pedestrians and cyclists;
- c) Maintain pedestrian access to private property at all times;
- d) Maintain vehicle access to private property for the current use of that property; and
- e) Manage traffic effects from construction yards on adjacent properties.

The CTMP must contain the following:

- a) The road routes to be used by construction related vehicles, particularly trucks, to transport construction related materials, equipment and spoil; including how the use of these routes by these vehicles will be managed to mitigate congestion;
- b) Information on designated staff parking areas for construction workers;
- c) How disruption to use of the road network will be minimised for emergency services, freight and other related vehicles, public transport providers, pedestrians and cyclists; and
- d) Measures to avoid construction traffic through the Hill Street intersection during the weekday peak periods (between 4:30pm and 5:30pm).

Noise and Vibration Construction Standards

- 20. During construction of Stages 1 and 2, the guideline noise limits contained in New Zealand Standard 6803:1999 *“The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work”* shall be complied with. Where compliance is not practicable following the adoption of the Best Practicable Option, the process in Conditions 23 and 24 below shall apply.
- 21. During construction of Stages 1 and 2, construction vibration shall comply with the construction vibration (amenity) limits set out in Table A. Where compliance is not achievable following the adoption of the Best Practicable Option, the process in Condition 23 shall apply. Construction vibration shall be measured and assessed in accordance with DIN4150-3:1999.

Receiver	Period	Peak Particle Velocity Limits mm/s
Occupied activities sensitive to noise	Night-time 10pm to 7am	0,3
	Daytime 7am to 10pm	2
Other occupied buildings	At all times	2

*Activities sensitive to noise is defined in Chapter J of the Auckland Unitary Plan		
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Table A - Construction Vibration Standards - Amenity

22. During construction of Stages 1 and 2, construction vibration shall also comply with the construction vibration (cosmetic building damage) limits set out in Table B. Where compliance is not achievable following the adoption of the Best Practicable Option, the process in Condition 23 shall apply. Construction vibration shall be measured and assessed in accordance with DIN4150-3:1999.

Type of Structure	Short-term vibration			PPV at horizontal plane of highest floor (mm/s)	Long-term vibration	
	PPV at the foundation at a frequency of					PPV at horizontal plane of highest floor (mm/s)
	1-10Hz (mm/s)	10-50H/ (mm/s)	50-100Hz (mm/s)			
Buildings used for commercial purposes, industrial buildings, and buildings of similar design	20	20 — 40	40 - 50	40	10	
Dwellings and buildings of similar design and/or occupancy	5	5 - 15	15 — 20	15	5	
Structures that, because of their particular sensitivity to vibration, cannot be classified under lines 1 and 2 and are of great intrinsic value (e.g. listed buildings under preservation order)	3	3 - 8	8 - 10	8	2.5	

Table B - Construction Vibration Standards - Cosmetic building damage

23. If measured or predicted vibration from construction activities exceeds:
- a) The limits of Table A (amenity), the Requiring Authority shall consult with the affected receivers to:

- (i) Discuss the nature of the work and the anticipated days and hours when the exceedances are likely to occur; and
- (ii) Determine whether the exceedances could be timed or managed to reduce the effects on the receiver.

The Requiring Authority shall maintain a record of these discussions and make them available to the Council on its request.

- b) The limits of Table B (cosmetic building damage), the process in condition 27 shall be followed. Determine whether the exceedances could be timed or managed to reduce the effects on the receiver.

The Requiring Authority shall maintain a record of these discussions and make them available to the Council on its request.

- b) The limits of Table B (cosmetic building damage), the process in condition 27 shall be followed.

Construction Noise and Vibration Management Plan (CNVMP)

24. Prior to construction works commencing for each of Stages 1 and 2, the Requiring Authority shall have a Construction Noise and Vibration Management Plan (**CNVMP**) certified by Council. The CNVMP (Condition 25) and any management schedules prepared in accordance with Condition 27 (Schedules), shall be implemented throughout the construction process and may be updated where necessary with the certification of the Council. The Schedules may be supplied to the Council for certification after the certification of the CNVMP, as construction of Stages 1 and 2 progress and further detail regarding construction methodologies become available.

Advice Note - the submission, certification and amendment to the CNVMP is covered by Conditions 7-11 above.

25. The purpose of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option (**BPO**) for management of all construction noise and vibration effects, and to define the procedures to be followed when full compliance with the construction noise and vibration standards of Conditions 20, 21 and 22 is not achieved following adoption of the BPO.
26. The CNVMP shall, as a minimum, address the information required by NZS 6803:1999 Annex E2, and in particular the following aspects with regard to managing the adverse effects of construction noise and vibration:
- a) Noise and/or vibration sources, including machinery, equipment and construction techniques to be used and their scheduled durations and hours of operation including times and days when work causing construction noise and/or vibration would occur;

- b) The construction noise and vibration standards for the project;
- c) Affected houses and other sensitive locations where noise and/or vibration standards apply;
- d) Predicted noise levels set out as minimum compliance distances for key activities and items of plant and identification of any dwellings or other sensitive locations where works will be required within those minimum compliance distances;
- e) Mitigation and management measures, including alternative strategies where full compliance with the noise criteria from NZS 6803:1999 and the vibration criteria in Table A (amenity) above cannot practicably be achieved, including the requirement for management schedules as set out in Condition 27;
- f) Procedures for management of vibrations where measured or predicted vibration levels exceed the limits of Table A (amenity);
- g) Procedures for continuous monitoring of vibration and pre-activity building condition surveys where non-compliance with the vibration limits of Table B (cosmetic building damage) is predicted:
- h) Methods and frequency for monitoring and reporting on construction noise and vibration;
- i) Contact numbers for key construction staff, staff responsible for noise and/or vibration assessment and council officers; and
- j) Procedures for maintaining contact with stakeholders (including the Council, residential occupiers at adjoining properties, Warkworth Showgrounds), notifying stakeholders of proposed construction activities, and handling complaints about construction noise and/or vibration.

Construction Noise and/or Vibration Management Schedule

27. A site-specific Construction Noise and/or Vibration Management Schedule must be prepared for any receiver or activity for which:
- a) Construction vibration is either predicted or measured to exceed the limits in Table B (cosmetic building damage) of Condition 22; or
 - b) Where construction noise is either predicted or measured to exceed the limits in Condition 20, except where the exceedance of the standards is no greater than 5 decibels and must not exceed:
 - 0700-2200: 1 period of up to 2 consecutive weeks in any 2 months; or
 - 2200-0700: 1 period of up to 2 consecutive nights in any 10 days

The objective of the Schedule is to set out the best practicable option for minimisation of noise or vibration from the construction activity. The Schedule must:

- a) Describe the activity (including duration), plant and machinery that is expected not to comply with the noise and/or vibration limits Conditions 20, 21 or 22;
- b) Provide predicted levels for all receivers where the levels will not be compliant with the limits in the CNVMP;
- c) Outline the consultation undertaken with the affected receivers;
- d) Describe the mitigation measures proposed to reduce the noise and/or vibration levels as far as practicable, including any options that have been agreed with the affected receivers, discounted due to cost or discounted any other reason;
- e) Describe any alternative mitigation of the impacts that was offered to affected receivers but not agreed e.g. any offers of temporary accommodation during the specific activity;
- f) Describe the measures adopted to ensure that building damage will not arise where non-compliance with the vibration limits in Table B (cosmetic building damage) occurs.

Urban Design and Landscape Mitigation

28. The Requiring Authority shall design and construct the Project to appropriately visually integrate the permanent works into the surrounding landscape and topography. Prior to construction works commencing for each of Stages 1 and 2, the Requiring Authority shall have an Urban Design and Landscape Mitigation Plan (**UDLMP**) certified by Council. The UDLMP shall be in general accordance with the draft Urban Design and Landscape Mitigation Plan attached to the primary evidence of Mr. Lister dated 12 March 2019. The Requiring Authority shall complete the Project at both Stages 1 and 2 in accordance with the certified UDLMP. The purpose of the UDLMP is to provide a framework of landscape design principles and measures to ensure that the finished Project manages or mitigates potential adverse visual effects and contributes to a high quality urban environment by enhancing amenity and quality.

Advice Note — the submission, certification and amendment to the UDLMP is covered by Conditions 7-11 above.

29. The UDLMP shall contain the following information:

- a) A framework of landscape design principles and measures to ensure that the finished Project contributes to a high quality urban environment by enhancing amenity and quality, including:

- i. The location and type of street furniture;
 - ii. The location and type of street trees and associated verge treatment;
 - iii. The location and type of planting associated with the corridor boundaries;
 - iv. The location and type of any street artwork associated with the bridge crossing; and
 - v. The maintenance schedule post-planting of the landscaping and trees identified in (ii) and (iii).
- b) The boundary treatment(s) employed at Stage 1 for the boundary with 245 Matakana Road, if the existing dwelling remains, including:
- i. Retaining the garden trees at 245 Matakana Road that fall adjacent to the new road, as far as practicable, and any refinements to the retaining wall alignment and construction methods to achieve the retention of garden trees; and
 - ii. Construction of a good quality boundary fence/wall/hedge, subject to consultation with the owners of 245 Matakana Road, facing the retaining walls, where required, at 245 Matakana Road to provide an attractive appearance.
- c) The treatment(s) for the boundary with the Warkworth Showgrounds employed for Stage 1 of the Project. These treatments shall achieve a visually open frontage (such as an open fence) between the Project and the Showgrounds. Pedestrian connections between the Project's footpath and the Showgrounds shall be provided. The treatment(s) for the boundary with the Showgrounds and pedestrian connections shall be designed in consultation with Auckland Council (Parks).

Advice Note - Shared Pathway: connection to Warkworth Showgrounds. The Rodney Local Board "Rodney Greenways — Paths and Trails Plan, Puhoi to Pakiri" May 2017 identifies proposed greenway connection routes along the Matakana Link Road and connections with the existing route in the Warkworth Showgrounds. The final details of the Matakana Link Road pedestrian and cycle paths are still to be determined. Consideration Of opportunities of futureproofing a connection to Warkworth Showgrounds should not be overlooked.

Operational Conditions

Operational Noise Management

30. The Project shall be designed and constructed to ensure that the operational noise levels in the Project design year (10 years after

the road opening) at the following existing Protected Premises and Facilities (PPFs) are complied with:

- a) 245 Matakana Road — 64 dB LAeq(24h)
 - b) 42A SH1 - 57 dB LAeq(24h)
 - c) 289A Matakana Road — 67dB Aeq(24h)
31. Prior to the opening of Stage 1 of the road, the Requiring Authority shall prepare a report to the satisfaction of the Council, which sets out the noise mitigation and management measures required, if any, to ensure that traffic noise levels will comply with the limits above. The noise levels are to be determined by prediction of noise from traffic on the Project within the designation boundary, using traffic flows predicted for 10 years after the road opening. Where other noise sources affect the received noise level, (e.g. from other roads) these shall be excluded from the predictions. This process shall be repeated prior to the opening of Stage 2.
32. The noise limits do not need to be complied with at a PPF where:
- a) The PPF is no longer occupied or has been removed; or
 - b) The PPF no longer meets the definition of a Protected Premises and Facilities in the New Zealand Standard 6806:2010 "Acoustics — Road-traffic noise — New and altered roads', or
 - c) Agreement of the landowner has been obtained confirming that the limit does not need to be met.
33. The Requiring Authority shall use standard (AC14) asphalt surfacing on the carriageway of the Project for the sections identified as "Asphalt Surfacing" on the plan attached to these conditions as Appendix A titled "*Asphalt Surfacing Extent & Existing Totara Area*", dated 08.04.2019 and referenced MLR-SKT-RD-1002
- Revision A.**

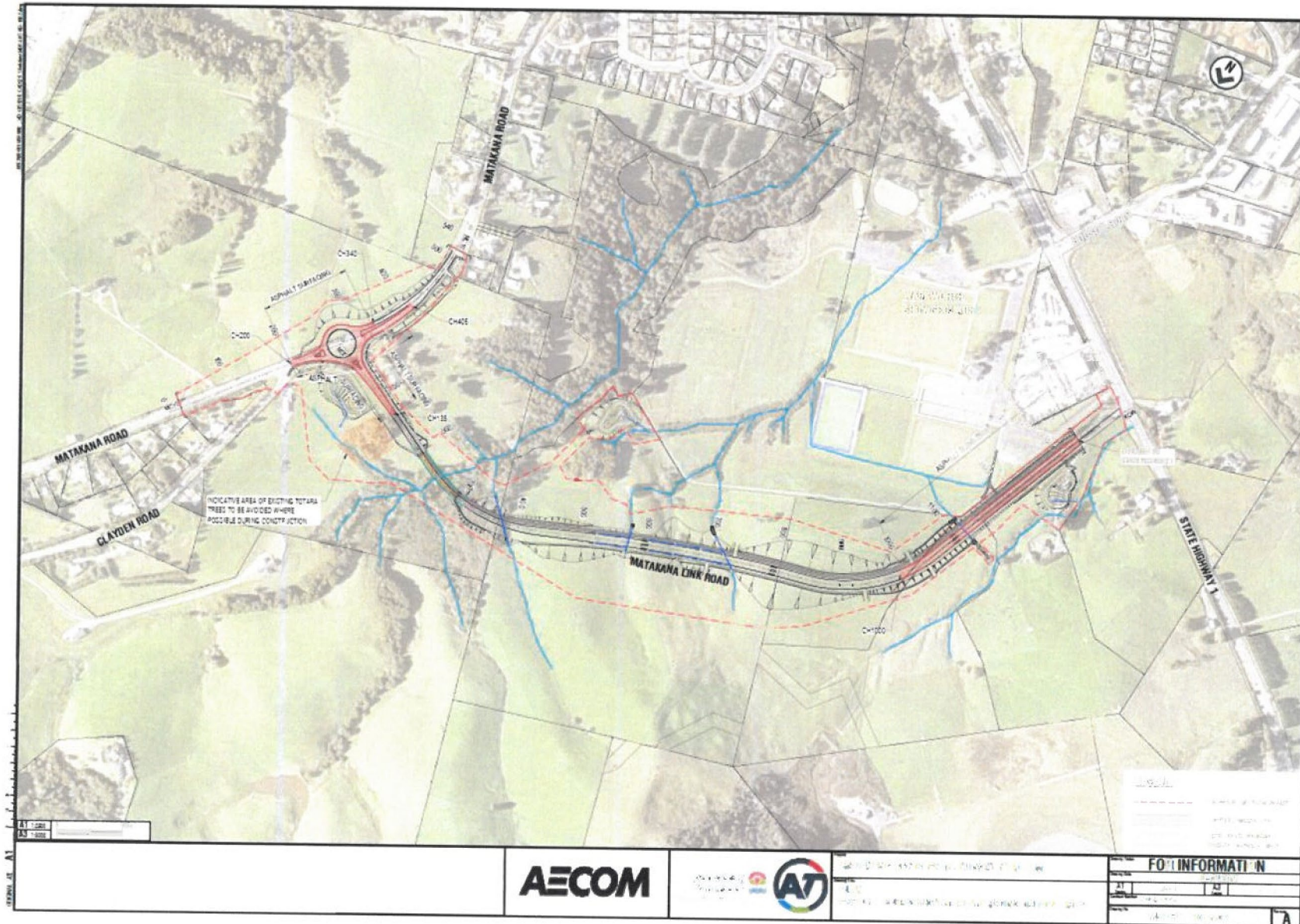
Advice Notes

1. *The Requiring Authority is advised that archaeological provisions of the Heritage New Zealand Pouhere Taonga Act 2014 apply to archaeological sites whether previously recorded or discovered during works.*
2. *The Requiring Authority is advised of the requirements of Rule E11.6.1 of the Auckland Unitary Plan for "Accidental Discovery" as they relate to both contaminated soils and heritage items.*

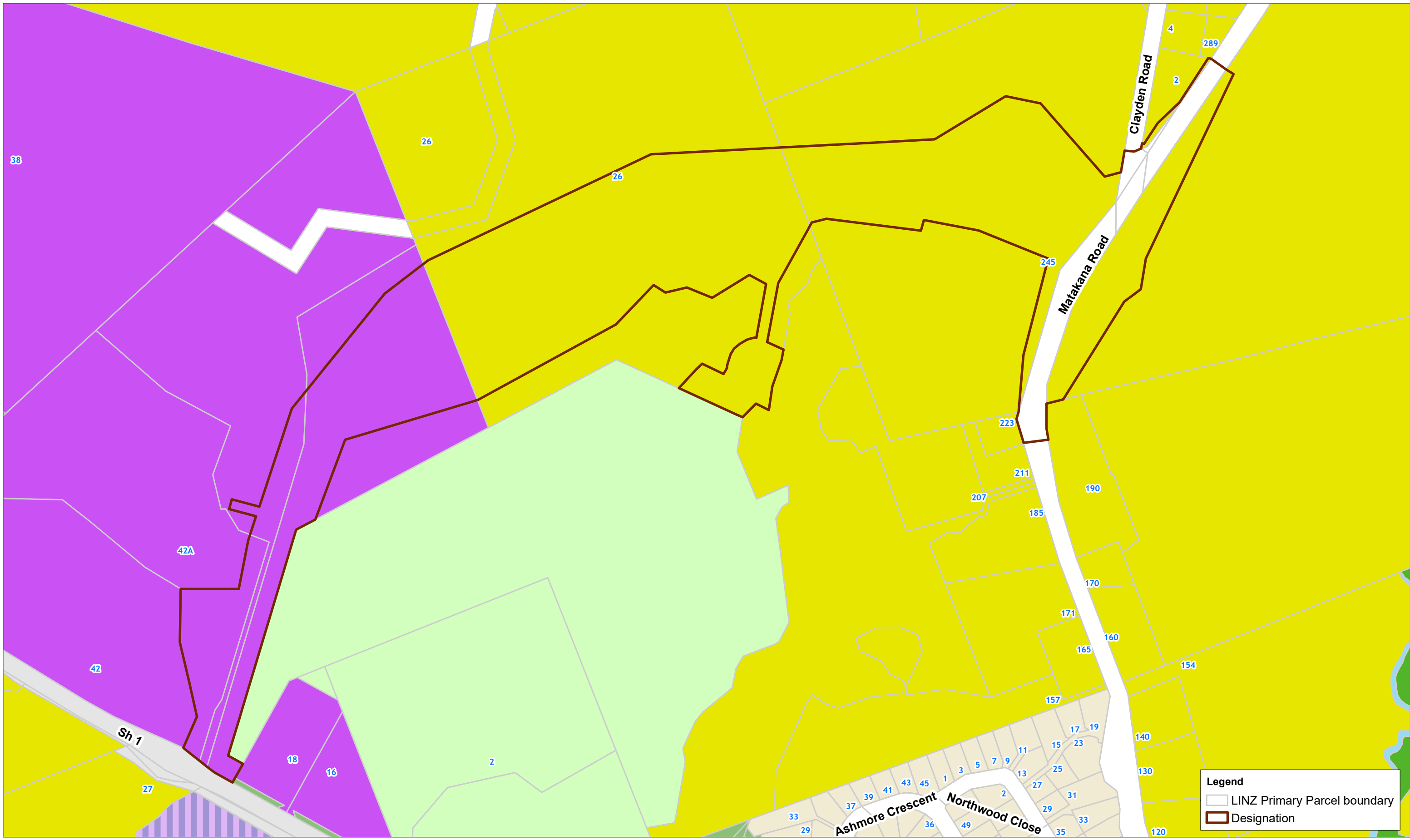
Attachments


Appendix A

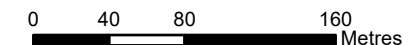
Location of totara trees referred to in condition 13 and plan of asphalt surfacing required by Condition 33.



Attachment 3:
Updated GIS Viewer for new Matakana Link Road
Designation







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: 1/05/2020

Designation 1478 - Matakana Link Road



Plans and Places