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Dear David

NOTICE OF DECISION OF NZ TRANSPORT AGENCY WAKA KOTAHI UNDER SECTION 172 OF THE RESOURCE MANAGEMENT ACT 1991

Thank you for your letter on 18 December 2023 advising of the recommendation of the Auckland Council Independent Hearing Commissioners in relation to the Notice of Requirement to alter Designation 6717 to upgrade State Highway 20B (the Project) that comprises part of the Airport to Botany Bus Rapid Transit Project.

The Commissioners' recommendation was that the Notice of Requirement should be **confirmed** subject to conditions.

Pursuant to section 172 of the Resource Management Act 1991, NZ Transport Agency Waka Kotahi (**NZTA**) **accepts in part** the Commissioners' recommendation in relation to the Notice of Requirement.

Conditions rejected or accepted in part only

There are some recommended conditions that are rejected or only partially accepted by NZTA. The amendments to these conditions and the reasons for the NZTA decision in respect of these conditions are set out below. Only those conditions that NZTA has modified in response to the recommendation made by the Commissioners are outlined in the table below (shown as **bold strikethrough** for deletions and **bold underline** for additions). A complete set of the designation conditions, which outlines all modifications made (including a number of minor typographical and formatting errors) as a result of the NZTA decision is **attached** to this letter as **Appendix B**.

Abbreviations and definitions – Certification of material changes to management plans

The NZTA decision is to reject the proposed deletion of clause (b) as shown below. The Commissioners did not provide an evidential basis for the deletion of clause (b) and NZTA considers that this clause is necessary to ensure that construction works are not unreasonably delayed. NZTA is experienced in implementing large scale infrastructure projects and in reality, it will be communicating regularly with the Council Monitoring Officer. Any likely material changes to management plans will be flagged as they occur.

Certification of material changes to management plans

Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates.

A material change to a management plan or CNVMP Schedule shall be deemed certified:

- (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or
- (b) **ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received.**

Condition 8 – Management Plans

The NZTA decision is to reject the additions proposed to clause (a)(v) as shown in the deletion below as it does not consider the proposed additions are necessary. The Management Plan condition clearly requires any management plan to be submitted with the Outline Plan, with the exception of the Stakeholder Communication Engagement Management Plan and the Construction Noise and Vibration Management Plan Schedules. With regard to the amendment made by the Commissioners for material changes to the Stakeholder Communication and Engagement Management Plan (SCEMP), this is discussed in detail below in relation to the SCEMP.

Management Plans

- (a) Any management plan developed in accordance with Condition 8 may:
 - (v) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation **noting that condition 10(a)(vi) applies in all cases (i.e. a new or amended OPW will also be required)**;
 - ...
- (d) Any material changes to the SCEMP(s) are to be submitted to the Council for **certification information.**

Condition 10 – Stakeholder Communication and Engagement Management Plan

The NZTA decision is to reject the addition of clauses (b)(i) – b(iii); (c)(i)E; and the amendment to clause (d) as shown below:

Stakeholder Communication and Engagement Management Plan

- (a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations **prior to the Start of Construction any Outline Plan being submitted.**
- (b) The objectives of the SCEMP **is are** to: **identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with prior to and throughout the Construction Works.**
 - (i) ~~Develop, maintain and build relationships with the wider public and diverse stakeholders (including directly affected and adjacent landowners e.g. Businesses, community organisations, householders and their tenants);~~
 - (ii) ~~provide opportunities for those new to the area to find out about and engage with the project;~~
 - (iii) ~~identify how the public and diverse stakeholders will be proactively engaged with prior to and throughout the Construction Works and the purpose of each engagement.~~
- (c) To achieve the objective of the SCEMP:

- (i) At least ~~18 months prior to any Outline Plan~~ six (6) months prior to the start of detailed design for a Stage of Work being submitted, the Requiring Authority shall identify:
- A. ~~a list of the properties within the designation which the Requiring Authority does not own or have occupation rights to whose owners will be engaged with;~~
 - B. a list of key stakeholders, community groups, organisations and businesses who will be engaged with;
~~and~~
 - C. methods to engage with key stakeholders, community groups, organisations, businesses and the owners of properties identified in (c)(i) above.
 - D. ~~methods and timing to engage with landowners and occupiers whose access is directly affected-[RELOCATED]~~
 - E. ~~assistance to be provided to stakeholders, individuals, community groups, organisations and businesses to ensure they are able to engage effectively. This could include the provision of independent advisors, experts and translators;~~
- (ii) a record details of (c)(i) shall be submitted with an Outline Plan for the relevant Stage of Work included in the SCEMP
- (iii) The SCEMP shall include:
- A. the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);
 - B. the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;
 - C. details of opportunities to strengthen the relationship between Mana Whenua, key stakeholders and the wider community;
 - D. methods and timing to engage with landowners whose access is directly affected;
 - E. methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (b)(i) above; and
 - F. linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
- (d) Any SCEMP prepared for a Stage of Work shall be submitted to Council for certification information ten working days prior to the Start of Construction for a Stage of Work.

The rationale for these amendments is as follows:

- **Deletion of (b)(i) – b(iii)** – NZTA considers that the Commissioners have not justified their recommendation to broaden the scope of the SCEMP beyond its clearly stated purpose. NZTA considers that the additions proposed by the Commissioners undermine the intent of the condition which is to manage how stakeholders will be engaged with during construction works. Notwithstanding this, the issues sought to be addressed by the additions of clauses (b)(i) – (iii) made by the Commissioners are sufficiently addressed through the Project Information Condition.
- **Deletion of (c)(i)E** – NZTA does not consider the proposed addition to be necessary. When funding for the Project is confirmed, the property acquisition process is likely to commence soon after. As part of this process, NZTA encourages affected landowners to obtain independent advice and reasonable costs will be reimbursed through the PWA process.
- **Reject amendment to clause (d)** – NZTA agrees with the Commissioners that Council should have some oversight of the identification of key stakeholders, community groups, organisations, businesses and the owners of properties and how they are proposed to be engaged. As such, the NZTA decision is to amend the SCEMP condition to require a record of this identification process to be submitted with an Outline Plan, refer to clauses (c)(i) and (c)(ii) above.

Condition 11 – Urban Landscape and Design Management Plan

The NZTA decision is to reject the addition of clauses (h)(iii) and (h)(iv)H as shown below:

Urban and Landscape Design Management Plan

....

(h) The ULDMP(s) shall include:

- (i) a concept plan which depicts the overall landscape and urban design concept, and explains the rationale for the landscape and urban design proposals;
- (ii) developed design concepts, including principles for walking and cycling facilities and public transport; **and**
- (iii) ~~a connectivity and severance assessment of key destinations and desire lines for people walking and cycling across and along the Project; and~~
- (iv) landscape and urban design details that cover the following:
 - A. road design – elements such as:
 - a. intersection form;
 - b. carriageway gradient and associated earthworks;
 - c. contouring, **including** cut and fill batters **and/or retaining walls** and their interface with adjacent land uses;
 - d. benching;
 - e. spoil disposal sites;
 - f. median width and treatment; and
 - g. roadside width and treatment;
 - B. roadside elements – such as lighting, fencing, wayfinding and signage;
 - C. architectural and landscape treatment of all major structures, including bridges and retaining walls;
 - D. architectural and landscape treatment of noise barriers;
 - E. landscape treatment of permanent stormwater control wetlands and swales;
 - F. integration of passenger transport;
 - G. pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses;
 - H. ~~property access – including how access to the site and adjacent sites is affected, what changes are proposed and what provision has been made to retain existing levels of amenity and functionality;~~
 - I. historic heritage places with reference to the HHMP in (Condition 21); and
 - J. re-instatement of construction and site compound areas, driveways, accessways and fences.

NZTA does not consider the Commissioners' recommendation provides adequate justification for broadening the scope of this condition. The issues that the proposed amendments seek to cover are already sufficiently addressed through the Urban Landscape and Design Management Plan. NZTA considers the proposed amendments are unnecessary for the following reasons:

- Walking and cycling facilities are a key outcome of the Project along the full extent of the Project corridor to support the Bus Rapid Transit;
- The provision of cross corridor movement is already provided for by clause h(iii)(G) in the ULDMP which requires that details are provided of pedestrian and cycle facilities including paths and road crossings;
- The provision of desire lines is covered through clause (h)(ii) which requires the ULDMP to include principles for walking and cycling facilities; and
- Key stakeholders (e.g. Kāinga Ora) will have an opportunity to provide input to the ULDMP at least six months prior to the start of detailed design.

NZTA considers that the addition of clause (h)(iii)(H) is not justified. NZTA is legally obliged through various statutory requirements to ensure access to properties is enabled.

Condition 12 – Flood Hazard

In their recommendation, the Commissioners acknowledged that a “large degree of agreement” had been reached on the wording of the Flood Hazard condition and the only outstanding matter related to the maximum acceptable flood hazard for a main access to a habitable dwelling.¹

Since the hearing, discussions have been ongoing with the Auckland Council Healthy Waters Team at a programme wide level (across all Te Tupu Ngātahi projects) and NZTA proposes the following amendments to the flood hazard condition to reflect these discussions:

Flood Hazard

- (a) The Project shall be designed to achieve the following flood risk outcomes:
- (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;
 - (ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors **with to maintain a minimum freeboard of over 150mm;**
 - (iii) no increase in flood levels in a 1% AEP event for existing authorised community, commercial and industrial building floors that are already subject to flooding;
 - (iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors;
 - (v) **no increase maximum of more than 50mm increase in flood level in a 1% AEP event on land zoned for urban or future urban development where there is no existing dwelling outside and adjacent to the designation boundaries between the pre and post Project scenarios;**
 - (vi) ~~no increase in 10% AEP flood levels for existing authorised habitable floors that are at risk of flooding;~~
 - (vii) no new flood prone areas; and
 - (viii) no ~~more than a 10% average~~ increase of flood hazard for main access to existing authorised habitable dwellings **existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP event, where depth is greater than 0.5m or velocity is greater than 2.0 m/s or the product of velocity and depth is greater than 0.5m²/s. For areas with lower flood hazard, no more than a 10% average increase in flood hazard for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. Where Flood Hazard is:**
 - A. **velocity x depth is greater than or equal to (≥) 0.6; or**
 - B. **depth is greater than (>) 0.5m; or**
 - C. **velocity is greater than (>) 2m/s.**
- (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project ~~10 year and 100 year ARI~~ **1% AEP** flood levels (for Maximum Probable Development land use and including climate change).
- (c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.

Condition 16 – Construction Traffic Management Plan

The NZTA decision is to reject the proposed amendments to clauses (b)(iii) and (b)(xiii) as shown below. NZTA notes that the issues that are covered by the amendments proposed by the Commissioners are already addressed through the Construction Traffic Management Plan.

Construction Traffic Management Plan.

- (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.
- (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:
- ...
- (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours (for example on roads serving educational facilities during pick up and drop off times) to manage vehicular and pedestrian traffic near educational facilities or to manage traffic congestion. ~~The CTMP must ensure that there is no Project heavy construction traffic using the roads serving educational facilities during pick up and drop off times applicable to each school.~~
- ...
- (xiii) ~~methods to maintain key vehicle access routes within sites within the designation extent to ensure business operations on affected sites can continue in a viable manner during construction works.~~

¹ Airport to Botany Bus Rapid Transit Project Recommendation at [325]

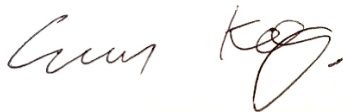
Condition 25 – Designation Boundary

The NZTA decision is to reject the new condition proposed by the Commissioners. Following the adjournment of the hearing, NZTA and Auckland Transport have continued discussions with Altrend Properties Limited regarding their development plans. Through these discussions, an agreement has been reached with Altrend Properties Limited in response to an integrated stormwater solution and subsequently, the Auckland Transport and NZTA decisions include an amendment to the designation boundaries for NoR 4a (Auckland Transport) and NoR 4b (NZTA). **Appendix A** shows an overall reduction to the extent of NoR 4b as it relates to the Altrend Properties Limited sites (numbers 352 to 358 Puhinui Road). Given the overall reduction in extent, NZTA considers that there are no additional effects arising from this change. NZTA also notes that although the proposed Condition 25 refers to Prices Road, this NoR ends at the intersection with Manukau Memorial Gardens.

Conclusion

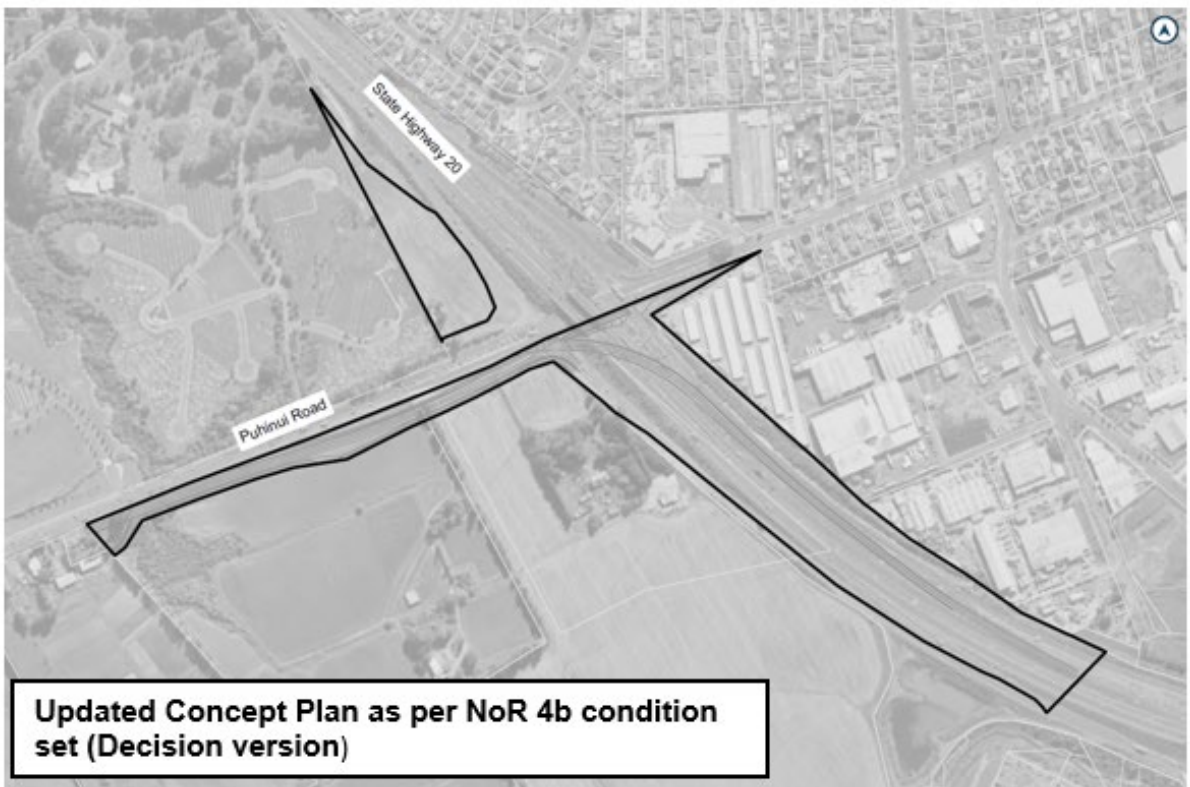
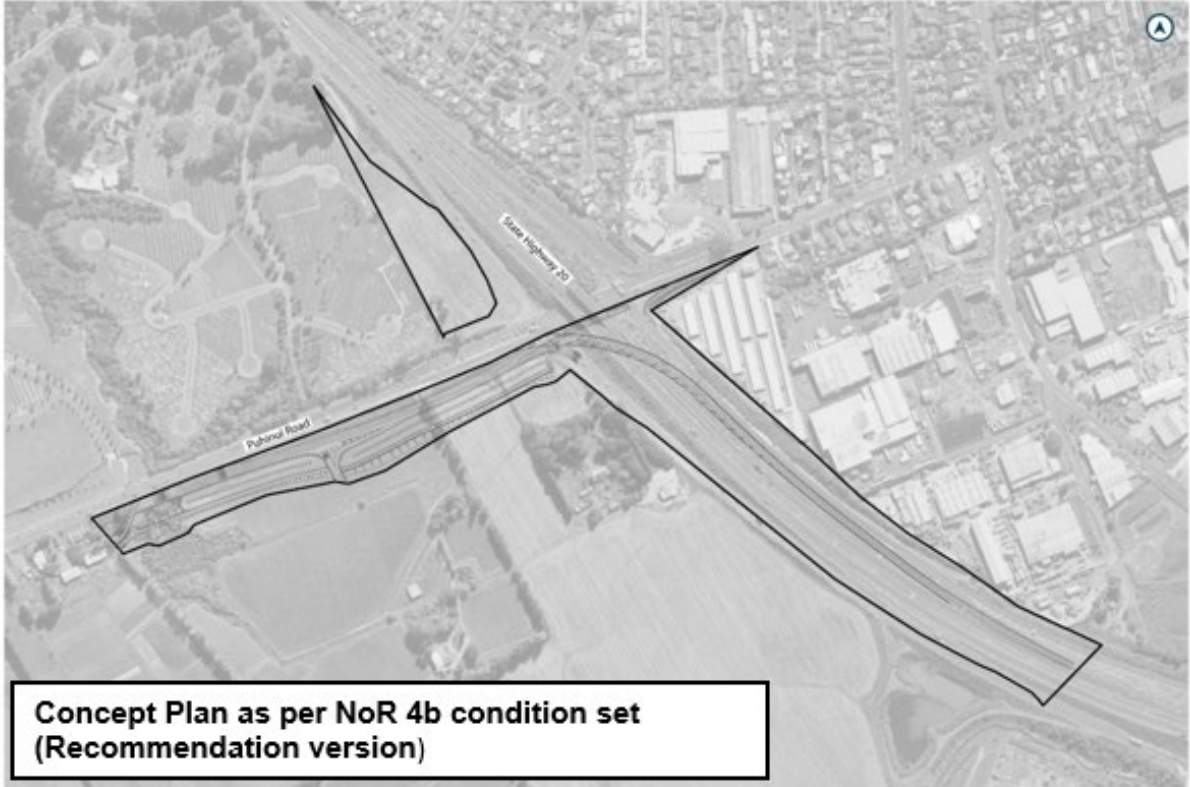
A complete set of the designation conditions, including modifications made as a result of the NZTA decision and correcting a number of minor typographical and formatting errors, is **attached** to this letter as **Appendix B**.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Evan Keating', with a stylized flourish at the end.

Evan Keating
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Appendix A – Amendment to designation boundary for NoR 4b



Appendix B – Final conditions to apply to Notice of Requirement NoR 4b

Designation 6717 State Highway 20B - State Highway 20 to Auckland International Airport

Designation Number	6717
Requiring Authority	New Zealand Transport Agency
Location	SH20/20B Interchange to Manukau Memorial Gardens
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

State Highway 20B road purposes: the maintenance, operation and improvement of the State Highway (including road widening) from the SH20/20B Interchange to Manukau Memorial Gardens.

Conditions

Abbreviations and Definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans	Confirmation from the Manager that a material change to a plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received.
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 22
Construction Works	Activities undertaken to construct the Project excluding Enabling Works
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Educational facility	Facility used for education to secondary level. Includes: (a) schools and outdoor education facilities; and (b) accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above.

	Excludes: (a) care centres; and (b) tertiary education facilities.
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
Enabling works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; and (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Airport to Botany Bus Rapid Transit Project: (a) Te Ākitai Waiohū; (b) Ngāi Tai ki Tamaki; (c) Ngāti Te Ata Waiohū; (d) Ngāti Whanaunga; (e) Ngāti Tamaoho; (f) Ngāti Paoa Trust Board; (g) Te Ahiwaru; (h) Ngāti Tamaterā; and (i) Ngāti Maru. Note: other iwi not identified above may have an interest in the Project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads

Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is NZ Transport Agency.
RMA	Resource Management Act 1991
SCEMP	Stakeholder Communication and Engagement Management Plan
Stage of Work	Any physical works that require the development of an Outline Plan
Start of Construction	The time when Construction Works (excluding Enabling Works) start
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise
ULDMP	Urban and Landscape Design Management Plan

No.	Condition
General conditions	
1.	<p>Activity in General Accordance with Plans and Information</p> <p>(a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1.</p> <p>(b) Where there is inconsistency between:</p> <p>(i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; or</p> <p>(ii) the Project description and concept plan in schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.</p>
2.	<p>(a) Conditions 1 – 24 of this designation shall only apply to the work described in the Project Description and Concept Plan in Schedule 1.</p> <p>(b) Except where explicitly provided for, Conditions 1 – 24 do not apply to works associated with ongoing operation, safety improvements, and maintenance of the existing state highway, or the upgraded state highway following construction of the Project.</p>
3.	<p>Project Information</p> <p>(a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within 6 months of the inclusion of this designation in the AUP. All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable once the website or equivalent information source has been established. The Project website or virtual information source shall include these conditions and shall provide information on:</p> <p>(i) the status of the Project;</p> <p>(ii) anticipated construction timeframes;</p> <p>(iii) contact details for enquiries;</p> <p>(iv) a subscription service to enable receipt of Project updates by email; and</p> <p>(v) how to apply for consent for works in the designation under s176(1)(b) of the RMA.</p> <p>(b) At the start of detailed design for a Stage of Work, the Project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</p>
4.	<p>Designation Review</p> <p>(a) The Requiring Authority shall within six (6) months of Completion of Construction or as soon as otherwise practicable:</p> <p>(i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and</p> <p>(ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</p>
5.	<p>Te Ākitai Waiohua – Southwest Gateway Programme</p> <p>The Requiring Authority acknowledges Te Ākitai Waiohua as Mana Whenua and a principal partner to the Southwest Gateway Programme, to which this project forms a part. The operation of this designation must in all respects reflect these matters, including through meeting the conditions and meaningful engagement at both a governance and kaitiaki level.</p>
6.	<p>Network Utility Operators (Section 176 Approval)</p> <p>(a) Prior to the start of Construction Works, Network Utility Operators (including Auckland International Airport Limited where applicable) with</p>

	<p>existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
Pre-construction conditions	
<p>7.</p>	<p>Outline Plan</p> <ul style="list-style-type: none"> (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA. (b) Mana Whenua shall be invited as partners to participate in the preparation of an Outline Plan (or Plans). (c) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project. (d) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include: <ul style="list-style-type: none"> (i) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Urban and Landscape Design Management Plan; (v) Historic Heritage and Archaeology Management Plan; (vi) Ecological Management Plan; (vii) Tree Management Plan; and (viii) Network Utilities Management Plan.
<p>8.</p>	<p>Management Plans</p> <ul style="list-style-type: none"> (a) Any management plan shall: <ul style="list-style-type: none"> (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified Person(s); (iii) be developed in partnership with Mana Whenua. The Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua; (iv) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; (v) summarise comments received from Mana Whenua and stakeholders as required by the relevant management plan condition, along with a summary of where comments have: <ul style="list-style-type: none"> A. been incorporated; and B. where not incorporated, the reasons why. (vi) be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and (vii) once finalised, uploaded to the Project website or equivalent virtual information source. (b) Any management plan developed in accordance with Condition 8 may: <ul style="list-style-type: none"> (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation; and

	<ul style="list-style-type: none"> (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process. (c) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision. (d) Any material changes to the SCEMP(s) are to be submitted to the Council for information.
<p>9.</p>	<p>Mana Whenua Kaitiaki Forum</p> <ul style="list-style-type: none"> (a) At least twelve (12) months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall invite Mana Whenua to establish a Mana Whenua Kaitiaki Forum. The objective of the Mana Whenua Kaitiaki Forum is to provide a forum for Mana Whenua to participate as partners in all phases of the Project. To achieve the objective, the Mana Whenua Kaitiaki Forum shall address (as a minimum) the following matters: <ul style="list-style-type: none"> (i) how Mana Whenua will provide input into the design of the Project. For example: <ul style="list-style-type: none"> A. how Mana Whenua values and narrative are incorporated through the form of the Project and associated structures; B. how the historic and cultural significance of the Puhinui Historic Gateway will be recognised; and C. how pou, art, sculptures, mahi toi or other any other features located on land within or adjoining the Project will be provided in a manner that represents the Māori history of the area and promotes a distinctiveness or sense of place. (ii) how Mana Whenua will be engaged in the preparation of management plans and future consenting processes; (iii) how mātauranga Māori and tikanga Māori will be recognised in all phases of the Project; (iv) where opportunities for Mana Whenua to participate in engagement with local communities, business associations, social institutions and community groups will be provided; (v) where opportunities for Mana Whenua to support the physical, mental, social and economic wellbeing for iwi and the local community will be provided through the Project. This could include: <ul style="list-style-type: none"> A. planting supplied through Mana Whenua and community based nurseries; B. local schools being involved in planting; and C. scholarships, cadetships and job creation. (vi) the Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua including organising meetings at a local venue and the taking and dissemination of meeting minutes; (vii) the frequency of meetings shall be agreed between the Requiring Authority and Mana Whenua; and (viii) prior to the Start of Construction, the Requiring Authority shall produce a record of the Mana Whenua Kaitiaki Forum. The record of the Mana Whenua Kaitiaki Forum shall be provided to Mana Whenua and shall include (but not be limited to): <ul style="list-style-type: none"> A. details of how Mana Whenua have participated as partners in the Project; B. details of how the matters set out in (a) will be incorporated into the Project; C. how the objective of the Mana Whenua Kaitiaki Forum has been and will continue to be met; and

	<p>D. details of how comments from Mana Whenua have been incorporated into the Project and where not incorporated, the reasons why.</p> <p>(b) Mana Whenua shall be invited to identify and (if possible) nominate traditional names along the Project corridor such as Bus Rapid Transit Stations and bridge structures. Noting there may be formal statutory processes outside the project required in any decision-making.</p> <p>(c) The Mana Whenua Kaitiaki Forum shall continue to meet for at least six months following the Completion of Construction or as agreed with Mana Whenua.</p> <p>Advice note For the avoidance of doubt, Mana Whenua may wish to use another forum as the Mana Whenua Kaitiaki Forum.</p>
<p>10.</p>	<p>Stakeholder Communication and Engagement Management Plan (SCEMP)</p> <p>(a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations prior to the Start of Construction.</p> <p>(b) The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with prior to and throughout Construction Works. To achieve the objective of the SCEMP:</p> <p>(i) at least six (6) months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall identify:</p> <p>A. a list of properties within the designation which the Requiring Authority does not own or have occupation rights to;</p> <p>B. a list of key stakeholders, community groups, organisations and businesses who will be engaged with; and</p> <p>C. methods to engage with key stakeholders, community groups, organisations, businesses and the owners of properties identified in (b)(i)A-B above.</p> <p>(ii) a record of (b)(i) shall be submitted with an Outline Plan for the relevant Stage of Work;</p> <p>(iii) the SCEMP shall include:</p> <p>A. the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);</p> <p>B. the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;</p> <p>C. details of opportunities to strengthen the relationship between Mana Whenua, key stakeholders and the wider community;</p> <p>D. methods and timing to engage with landowners whose access is directly affected;</p> <p>E. methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (b)(i) above; and</p> <p>F. linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.</p> <p>(c) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</p>

11.	<p>Urban and Landscape Design Management Plan (ULDMP)</p> <p>(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the ULDMP is to:</p> <ul style="list-style-type: none"> (i) enable integration of the Project's permanent works into the surrounding landscape and urban context; (ii) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment; and (iii) acknowledge and recognise the whakapapa Mana Whenua have to the Project area. <p>(c) Mana Whenua shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work to provide input on cultural landscape and design matters. This shall include (but not be limited to) how desired outcomes for the management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with the Historic Heritage Management Plan (Condition 21) and the Ecological Management Plan (Condition 23) may be reflected in the ULDMP.</p> <p>(d) Key stakeholders shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work.</p> <p>(e) The ULDMP shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> (i) Auckland Transport's Urban Roads and Streets Design Guide; (ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version; and (iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version. <p>(f) To achieve the objective, the ULDMP shall provide details of how the project:</p> <ul style="list-style-type: none"> (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) promotes inclusive access (where appropriate); and (iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. (v) provides opportunities to incorporate Mana Whenua values and cultural narrative through the design. This shall include but not be limited to: <ul style="list-style-type: none"> A. how to protect and enhance connections to the Māori cultural landscape; B. how and where accurate historical signage can be provided along the corridor; C. how historical portage routes will be recognised; D. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided;
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	<p>E. how opportunities to utilise flora and fauna with a specific connection to the area are realised where possible by:</p> <ol style="list-style-type: none"> a. preserving them in the design and maintenance of the Project; and b. restoring them in a manner that recognises their historical and cultural significance. For example by clustering planting to represent a lost ngahere. <p>F. how the historic and cultural significance of the Puhinui Historic Gateway is recognised; and</p> <p>G. how public access to coastal areas, waterways and open space is enhanced, where appropriate.</p> <p>(vi) provides for an integrated stormwater management approach which prioritises in the following order:</p> <ol style="list-style-type: none"> A. opportunities for ki uta ki tai (a catchment scale approach); B. opportunities for net catchment benefit; C. green infrastructure and nature-based solutions; and D. opportunities for low maintenance design. <p>(g) At the discretion of Mana Whenua, the matters listed in (f)(v) – (vi) shall either be incorporated into the ULDMP or prepared as a separate plan.</p> <p>(h) The ULDMP shall include:</p> <ol style="list-style-type: none"> (i) a concept plan(s) – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (ii) developed design concepts, including principles for walking and cycling facilities and public transport; (iii) landscape and urban design details – that cover the following: <ol style="list-style-type: none"> A. road design – elements such as: <ol style="list-style-type: none"> a. intersection form; b. carriageway gradient and associated earthworks c. contouring, cut and fill batters and/or retaining walls and their interface with adjacent land uses; d. benching; e. spoil disposal sites; f. median width and treatment; and g. roadside width and treatment. B. roadside elements – such as lighting, fencing, wayfinding and signage; C. architectural and landscape treatment of all major structures, including bridges and retaining walls; D. architectural and landscape treatment of noise barriers; E. landscape treatment of permanent stormwater control wetlands and swales; F. integration of passenger transport; G. pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; H. historic heritage places with reference to the HHMP (Condition 21); and I. re-instatement of construction and site compound areas, driveways, accessways and fences. <p>(i) planting details and maintenance requirements:</p> <ol style="list-style-type: none"> (i) planting design details including: <ol style="list-style-type: none"> A. identification of existing trees and vegetation that will be retained. Where practicable, mature trees and native vegetation should be retained; B. street trees, shrubs and ground cover suitable for berms; C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones; D. planting of stormwater wetlands;
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	<ul style="list-style-type: none"> E. identification of vegetation to be retained and any planting requirements under the Ecological Management Plan (Condition 23); F. integration of any planting requirements required by conditions of any resource consents for the project; and G. re-instatement planting of construction and site compound areas as appropriate. <p>(ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and</p> <p>(iii) detailed specifications relating to the following:</p> <ul style="list-style-type: none"> A. weed control and clearance; B. pest animal management (to support plant establishment); C. ground preparation (top soiling and decompaction); D. mulching; and E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.
Specific Outline Plan requirements	
	<p>Flood Hazard</p> <p>For the purpose of Condition 12:</p> <ul style="list-style-type: none"> (a) ARI – means Average Recurrence Interval; (b) Existing authorised habitable floor – means the floor level of any community, commercial and industrial building which is authorised and exists at the time the Outline Plan is submitted; (c) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage; (d) Flood prone area – means potential ponding areas that may flood and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features; (e) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes; (f) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways); and (g) Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).
12.	<p>Flood Hazard</p> <p>(a) The Project shall be designed to achieve the following flood risk outcomes:</p> <ul style="list-style-type: none"> (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm; (ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors to maintain a minimum freeboard of 150mm; (iii) no increase in flood levels in a 1% AEP event for existing authorised community, commercial and industrial building floors that are already subject to flooding; (iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors;

	<ul style="list-style-type: none"> (v) maximum of 50mm increase in flood level in a 1% AEP event outside and adjacent to the designation boundaries between the pre and post Project scenarios; (vi) no new flood prone areas; and (vii) no increase of flood hazard for main access to existing authorised habitable dwellings existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP event. Where Flood Hazard is: <ul style="list-style-type: none"> A. velocity x depth is greater than or equal to (\geq) 0.6; or B. depth is greater than ($>$) 0.5m; or C. velocity is greater than ($>$) 2m/s. <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 1% AEP flood levels (for Maximum Probable Development land use and including climate change).</p> <p>(c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.</p>
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Construction conditions

13.	<p>Construction Environmental Management Plan (CEMP)</p> <ul style="list-style-type: none"> (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include: <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas; (v) details of the proposed construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vii) methods for providing for the health and safety of the general public; (viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (ix) procedures for incident management; (x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xii) procedures for responding to complaints about Construction Works; and (xiii) methods for amending and updating the CEMP as required.
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<p>14.</p>	<p>Complaints Register</p> <p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (i) the date, time and nature of the complaint; (ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate; (iv) the outcome of the investigation into the complaint; and (v) any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. <p>(b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</p>
<p>15.</p>	<p>Cultural Monitoring Plan</p> <p>(a) A Cultural Monitoring Plan shall be prepared prior to the Start of Construction.</p> <p>(b) At least six (6) months prior to the start of detailed design, a Suitably Qualified Person(s) identified in partnership with Mana Whenua shall commence the preparation of the Cultural Monitoring Plan.</p> <p>(c) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works. To achieve the objective, the Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> (i) requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua; (ii) requirements and protocols for cultural inductions for contractors and subcontractors; (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol. <p>(d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p>Advice note: Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>
<p>16.</p>	<p>Construction Traffic Management Plan (CTMP)</p> <p>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve the objective, the CTMP shall include:</p>

- (i) methods to manage the effects of temporary traffic management activities on traffic;
- (ii) measures to ensure the safety of all transport users;
- (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near educational facilities or to manage traffic congestion;
- (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;
- (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists;
- (vi) methods to maintain access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be. Engagement with landowners whose access is directly affected shall be undertaken in accordance with Condition 10(b)(iii)D;
- (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads;
- (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services); and
- (ix) details of minimum network performance parameters to be achieved during the construction phase, including any measures to monitor compliance with the performance parameters. These could include maximum increases in journey time and traffic volumes along key routes; and
- (x) details of any Travel Demand Management (TDM) measures proposed to be implemented in the event of thresholds identified in (ix) being exceeded.

17.

Construction Noise Standards

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

Table 17-1 Construction Noise Standards

Day of week	Time period	LAeq(15min)	LAFmax
Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

	(b) Where compliance with the noise standards set out in Table 17-1 is not practicable, the methodology in Condition 20 shall apply.																							
18.	<p>Construction Vibration Standards</p> <p>(a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.</p> <p>Table 18-1 Construction vibration criteria</p> <table border="1"> <thead> <tr> <th>Receiver</th> <th>Details</th> <th>Category A*</th> <th>Category B**</th> </tr> </thead> <tbody> <tr> <td colspan="4">Occupied activity sensitive to noise</td> </tr> <tr> <td rowspan="2">Occupied activities sensitive to noise</td> <td>Night-time 2000h - 0630h</td> <td>0.3mm/s ppv</td> <td>2mm/s ppv</td> </tr> <tr> <td>Daytime 0630h - 2000h</td> <td>2mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td>Other occupied buildings</td> <td>Daytime 0630h - 2000h</td> <td>2mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td>All other buildings</td> <td>At all other times</td> <td colspan="2">Tables 1 and 3 of DIN4150-3:1999</td> </tr> </tbody> </table> <p>* Category A criteria adopted from Rule E25.6.30.1 of the AUP</p> <p>** Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime</p> <p>(b) Where compliance with the vibration standards set out in Table 18-1 is not practicable, the methodology in Condition 20 shall apply.</p>	Receiver	Details	Category A*	Category B**	Occupied activity sensitive to noise				Occupied activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	
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All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999																						
19.	<p>Construction Noise and Vibration Management Plan (CNVMP)</p> <p>(a) A CNVMP shall be prepared prior to the Start of Construction for Stage of Work.</p> <p>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</p> <p>(c) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 17 and 18 to the extent practicable. To achieve the objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the Waka Kotahi State highway construction and maintenance noise and vibration guide (version 1.1, 2019) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the Project; (iv) identification of receivers where noise and vibration standards apply; (v) a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable; (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints. (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; 																							

	<ul style="list-style-type: none"> (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise Condition 17 and/or vibration standards Condition 18 Category B will not be practicable; (xi) identification of trigger levels for undertaking building condition surveys, which shall be below Category B day time levels; (xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules and the best practicable option for management of effects are being implemented; and (xiv) requirements for review and update of the CNVMP.
<p>20.</p>	<p>Schedule to a CNVMP</p> <ul style="list-style-type: none"> (a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when: <ul style="list-style-type: none"> (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 17; and (ii) Construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 18. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. To achieve the objective, the Schedule shall include details such as: <ul style="list-style-type: none"> (i) construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 17 and 18 and the predicted duration of the exceedance; (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) a summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vii) location, times and types of monitoring. (c) The Schedule shall be submitted to the Manager for information at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. If any comments are received from the Manager, these shall be considered by the Requiring Authority prior to implementation of the Schedule. (d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for information in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

<p>21.</p>	<p>Historic Heritage Management Plan</p> <p>(a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify:</p> <ul style="list-style-type: none"> (i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures; (ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design; (iii) known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted; (iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory); (v) roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; (vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version; (viii) methods to acknowledge cultural values identified through the Mana Whenua Kaitiaki Forum (Condition 9) and Urban Landscape Design Management Plan (Condition 11) where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to security fencing or hoardings around historic heritage and archaeological sites places to protect them from damage during construction or unauthorised access; (x) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and (xi) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1) The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 15).
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	<p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation, building and standing structures and monitoring), shall be submitted to the Manager within 12 months of completion.</p> <p>Advice note: Accidental Discoveries The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version.</p>
<p>22.</p>	<p>Pre-Construction Ecological Survey</p> <p>(a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform ecological management by confirming whether the indigenous flora and fauna (including Regionally or Nationally At-Risk or Threatened species) within the Identified Biodiversity Areas recorded in Schedule 2 are still present.</p> <p>(b) Mana Whenua shall be invited as partners to observe how the ecological survey in (a) will be undertaken.</p> <p>(c) If the ecological survey in (a) above confirms the presence of ecological species of value indigenous flora and fauna (including Regionally or Nationally At-Risk or Threatened species in accordance with Condition 22(a), then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 23 for these areas (Confirmed Biodiversity Areas).</p>
<p>23.</p>	<p>Ecological Management Plan (EMP)</p> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 22) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise impacts of the Project on the ecological values of Confirmed Biodiversity Areas as far as practicable. To achieve the objective, the EMP shall set out the methods which may include:</p> <p>(i) if an EMP is required in accordance with Condition 22(c) for the presence of long-tailed bats:</p> <ul style="list-style-type: none"> A. measures to minimise disturbance from construction activities within the vicinity of any active roosts that are discovered until such roosts are confirmed to be vacant of bats; B. how the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable; C. details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tailed bats; D. details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous, or exotic trees or artificial alternatives) will be provided and maintained; and E. where mitigation isn't practicable, details of any offsetting proposed. <p>(ii) if an EMP is required in accordance with Condition 22(c) for the presence of Threatened or At-Risk birds (excluding Wetland Birds):</p> <ul style="list-style-type: none"> A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; B. where Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of

	<p>the Pipit bird breeding season (August to February) where practicable;</p> <p>C. where works are required within the Confirmed Biodiversity Area during the bird breeding season (including Pipits), methods to minimise adverse effects on Threatened or At-Risk birds; and</p> <p>D. details of grass maintenance if Pipit are present.</p> <p>(iii) if an EMP is required in accordance with Condition 22(c) for the presence of Threatened or At-Risk wetland birds:</p> <p>A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;</p> <p>B. where works are required within the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk wetland birds;</p> <p>C. undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified Wetlands (including establishment of construction areas adjacent to Wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;</p> <p>D. what protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50m of any construction area (including laydown areas). Measures could include:</p> <p>a. a 20m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;</p> <p>b. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction Works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person; and</p> <p>c. minimising the disturbance from the works if Construction Works are required within 50m of a nest, as advised by a Suitably Qualified Person.</p> <p>E. adopting a 10m setback where practicable, between the edge of wetlands and construction areas (along the edge of the stockpile/laydown area); and</p> <p>F. minimising light spill from construction areas into wetlands.</p> <p>(b) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.</p> <p>(c) Where appropriate, and in partnership with Mana Whenua, flora and fauna values identified in the ULDMP are reflected and included within this EMP.</p> <p>Advice note: Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</p> <p>(i) Stream and/or wetland restoration plans;</p> <p>(ii) Vegetation restoration plans; and</p> <p>(iii) Fauna management plans (e.g. avifauna, herpetofauna).</p>
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<p>24.</p>	<p>Network Utility Management Plan (NUMP)</p> <p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. To achieve the objective, the NUMP shall include methods to:</p> <ul style="list-style-type: none"> (i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; and (iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum. <p>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) (including Auckland International Airport Limited) who have existing assets that are directly affected by the Project.</p> <p>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) (including Auckland International Airport Limited) during detailed design where practicable.</p> <p>(e) The NUMP shall describe how any comments from the Network Utility Operator (including Auckland International Airport Limited) in relation to its assets have been addressed.</p> <p>(f) Any comments received from the Network Utility Operator (including Auckland International Airport Limited) shall be considered when finalising the NUMP.</p> <p>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator (including Auckland International Airport Limited) shall be prepared in consultation with that asset owner.</p>
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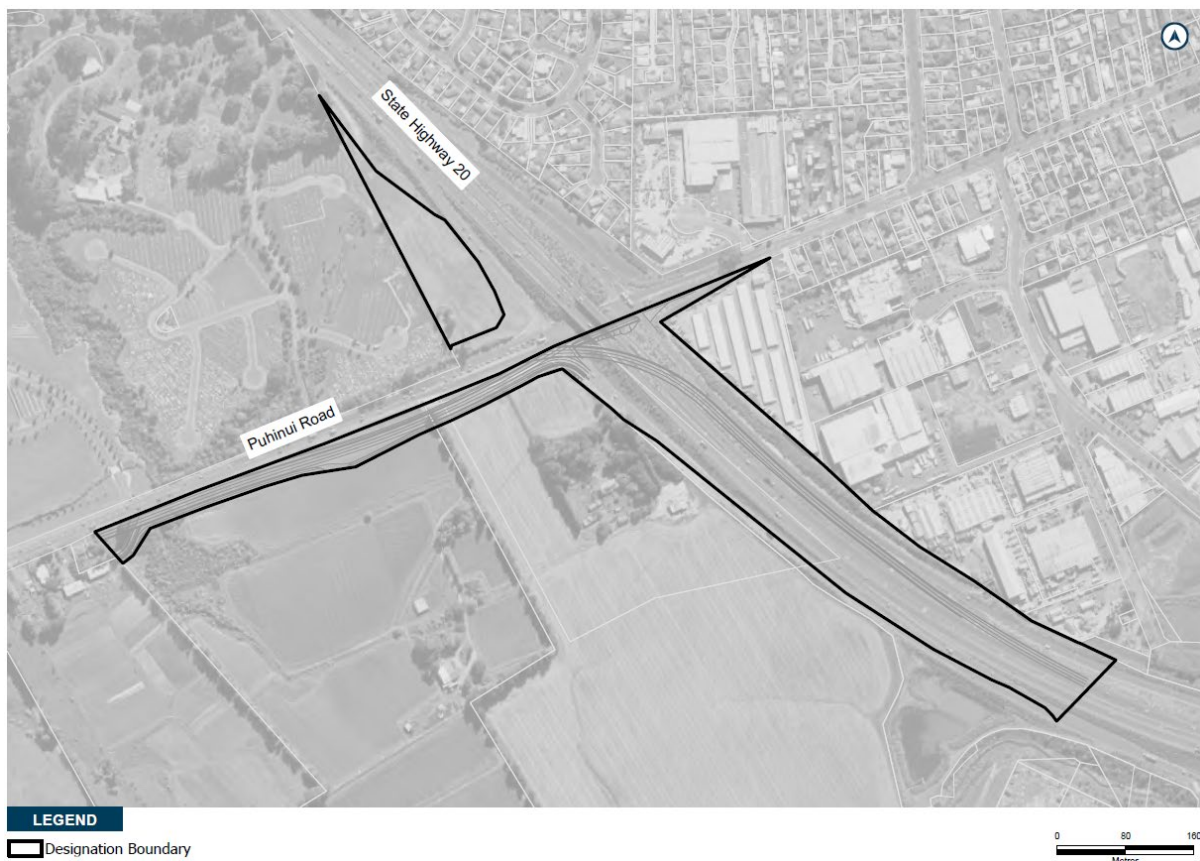
Attachments

Schedule 1: General accordance plan and information

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

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

Concept plan:



Schedule 2: Pre-construction pipit survey area

