

[#### – Council to allocate] Spartan Road, Manuia Road, Manuroa Road, and Taka Street grade separations

Designation Number	[XXXX]
Requiring Authority	Auckland Transport
Location	Spartan Road between Great South Road and Oakleigh Avenue, land between Great South Road and Oakleigh Avenue to the north of Manuia Road, Manuroa Road between Great South Road and Oakleigh Avenue, and Taka Street between Great South Road and Takanini School Road.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.

Purpose

Construction, operation, and maintenance of bridges crossing the North Island Main Trunk railway line and associated transport infrastructure in Takaanini.

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 management plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from the Manager that the material change to the management plan is certified; or (b) 10 working days from the submission of the material change to the management plan where no written confirmation of certification has been received.
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the project (or part of the project) is complete and it is available for use.

Construction Works	Activities undertaken to construct the project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Developer	Any legal entity that intends to master plan or develop land adjacent to the designation.
Development Agency	Public entities involved in development projects.
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.
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).
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, but not limited to, the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the project: (a) Te Ākitai Waiohūa; (b) Ngai Tai ki Tāmaki; (c) Ngaati Te Ata Waiohūa; (d) Ngaati Whanaunga; (e) Ngāti Tamaoho; (f) Ngāti Paoa Trust Board; (g) Te Ahiwaru Waiohūa; (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.
NIMP	Network Integration Management Plan
NIMT	North Island Main Trunk line
NUMP	Network Utilities Management Plan
NOR	Notice of Requirement
OSMP	Open Space Management Plan

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: <i>Acoustics – Road-traffic noise – New and altered roads</i> .
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this designation is Auckland Transport.
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
Stakeholder	Stakeholders to be identified in accordance with Condition 5, which may include as appropriate: (a) adjacent owners and occupiers; (b) adjacent business owners and operators; (c) central and local government bodies; (d) community groups; (e) developers; (f) development agencies; (g) educational facilities; and (h) Network Utility Operators.
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.
TMP	Tree Management Plan
ULDMP	Urban and Landscape Design Management Plan

General conditions

<p>1.</p>	<p>Activity in General Accordance with Plans and Information</p> <p>(a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the following in Schedule 1:</p> <ul style="list-style-type: none">(i) the project description; and(ii) concept plan. <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none">(i) the project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail;(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>	<p>Project Information</p> <p>(a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six months of the inclusion of this designation in the AUP.</p> <p>(b) 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> <ul style="list-style-type: none">(i) the status of the project;(ii) anticipated construction timeframes;(iii) contact details for enquiries;(iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice;(v) a subscription service to enable receipt of project updates by email; and(vi) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA. <p>(c) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any Staging of Works.</p>

3.

Land Use Integration Process

- (a) The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose:
 - (i) the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to be established by Condition (2)(b)(iii); and
 - (ii) the nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation.
- (b) At any time prior to the Start of Construction, the nominated contact will be available to engage with a Developer or Development Agency for the purpose of:
 - (i) responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and
 - (ii) receiving information from a Developer or Development Agency regarding master planning or land development details that could assist with land use integration.
- (c) Information requested or provided under Condition 3(b) above may include but not be limited to the following matters:
 - (i) design details including but not limited to:
 - A boundary treatment (e.g. the use of retaining walls or batter slopes);
 - B the horizontal and vertical alignment of the road (levels);
 - C potential locations for mid-block crossings;
 - D integration of stormwater infrastructure;
 - E traffic noise modelling contours; and
 - F outputs from flood modelling.
 - (ii) potential modifications to the extent of the designation in response to the information received through Condition 3(b)(ii);
 - (iii) a process for the Requiring Authority to undertake a technical review of or provide comments on any master planning or development proposal advanced by the Developer or Development Agency as it relates to integration with the project; and
 - (iv) details of how to apply for written consent from the Requiring Authority for any development proposal that relates to land that is within the designation under section 176(1)(b) of the RMA.
- (d) Where information is requested from the Requiring Authority and is available, the nominated contact shall provide the information unless there are reasonable grounds for not providing it.
- (e) The nominated contact shall maintain a record of the engagement between the Requiring Authority and Developers and Development Agencies for the period following the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include:
 - (i) details of any requests made to the Requiring Authority that could influence detailed design, the results of any engagement and, where such requests that could influence detailed design are declined, the reasons why the Requiring Authority has declined the requests; and

	<p>(ii) details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators.</p> <p>(f) The record shall be submitted to Council for information 10 working days prior to the Start of Construction for a Stage of Work</p>
4.	<p>Early Childcare Centres</p> <p>(a) If the Taka Street project is identified in a draft Regional Land Transport Plan that is released for public consultation, or funding is otherwise confirmed (whichever occurs first), the Requiring Authority shall begin engagement with the early childcare centre identified in Schedule 2 regarding the implementation of the project.</p> <p>(b) For clarity, if the early childcare centre no longer exists then this condition shall not apply.</p>
5.	<p>Stakeholder Communication and Engagement Design</p> <p>(a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall identify:</p> <ul style="list-style-type: none"> (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; and (iii) methods to engage with Stakeholders and the owners and occupiers of properties identified in (a)(i) – (ii) above. <p>(b) A record of (a) shall be submitted to the Manager for information with an Outline Plan for the relevant Stage of Work.</p> <p>(c) The purpose of this identification and engagement design process is to inform future engagement processes during detailed design and construction phases for a Stage of Work.</p>
6.	<p>Designation Review</p> <p>The Requiring Authority shall within six months of Completion of Construction or as soon as otherwise practicable:</p> <p>(a) 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>(b) give notice to the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</p>
7.	<p>Lapse</p> <p>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.</p>

<p>8.</p>	<p>Network Utility Operators and Auckland Council (Section 176 Approval)</p> <p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure and Auckland Council in relation to parks 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 or parks 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 on the works authorised by the designation 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>
<p>Pre-construction conditions</p>	
<p>9.</p>	<p>Outline Plan</p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the project.</p> <p>(c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:</p> <ul style="list-style-type: none"> (i) Network Integration Management Plan; (ii) Urban and Landscape Design Management Plan; (iii) Open Space Management Plan; (iv) Construction Environmental Management Plan; (v) Construction Traffic Management Plan; (vi) Construction Noise and Vibration Management Plan; (vii) Tree Management Plan; and (viii) Network Utilities Management Plan.

Flood Hazard

For the purpose of Condition 10:

- (a) AEP – means Annual Exceedance Probability;
- (b) 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;
- (c) Flood Prone Area – means a potential ponding areas that may flood in a 1% AEP event and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features. Identification of a potential Flood Prone Area would be by an assessment of residual flood risk in a 1% AEP event (e.g. from blockage of the project stormwater network) on land outside and adjacent to the designation following the application of Conditions 10(a)(i)-(iv);
- (d) 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;
- (e) Pre-Project development – means existing site condition prior to the project (including existing buildings and roadways); and
- (f) Post-Project development – means site condition after the project has been completed (including existing and new buildings and roadways).

<p>10.</p>	<p>Flood Hazard</p> <p>(a) The project shall be designed to achieve the following flood risk outcomes beyond the boundary of the designation:</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 500mm; (ii) no increase in flood levels in a 1% AEP for authorised community, commercial, industrial and network utility building floors existing at the time the Outline Plan is submitted that are already subject to flooding or have a freeboard less than 300mm; (iii) maximum of 50mm increase in flood levels in a 1% AEP event outside and adjacent to the designation between the Pre-Project Development and Post-Project Development scenarios; (iv) no increase of Flood Hazard Class for the main access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event and reference the hazard class in accordance with Schedule 3 to these conditions; and (v) no new flood prone areas. <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the Pre-Project Development and Post-Project Development 1% AEP flood levels (for Maximum Probable Development land use and including climate change).</p> <p>(c) Where:</p> <ul style="list-style-type: none"> (i) the flood risk outcomes in (a) 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 (ii) the outcomes are varied at a specific location(s) through agreement with the relevant landowner, <p>confirmation shall be provided to the Manager that any necessary landowner and statutory approvals have been obtained for that alternative measure or varied outcome.</p>
<p>11.</p>	<p>Spartan Road north-bound access</p> <p>Opportunities to improve access for northbound vehicles from Spartan Road West to Great South Road (including a right-hand turn) shall be considered at the detailed design stage in consultation with the New Zealand Transport Agency, and the landowners and occupiers of 1 & 15 Spartan Road.</p>

12.	<p>Spartan Road East Design and Access</p> <p>The Outline Plan shall demonstrate how the cul-de-sac on Spartan Road east of the NIMT will be designed to:</p> <ul style="list-style-type: none"> (a) provide safe separation for users of the active mode bridge between the bridge stair and ramp landings and accessway to 16 Spartan Road; (b) provide safe and effective vehicle access to the properties accessing the turning head of the cul-de-sac, including for specialised vehicles accessing 16 Spartan Road up to a maximum vehicle length of 27.9m; and (c) the requirements in Condition 16(b) and Condition 16(c) do not apply to any properties accessing the turning head at Spartan Road. If at the time of Construction Works, the property accessed from the turning head at 16 Spartan Road does not require access for specialised vehicles up to a maximum of 27.9m in length, then this condition shall not apply and Condition 16 shall apply in full instead.
13.	<p>Manuia Road access</p> <p>The Outline Plan shall demonstrate how a right-turn-in lane can be provided into the existing Manuia Road for eastbound traffic, unless alternative access can be provided.</p>
14.	<p>Taka Street Access</p> <p>The Outline Plan shall demonstrate how vehicular access will be provided for the sites at 7 and 9-13 Taka Street, and how this will be kept separate from the access to 166-168 Great South Road. If practicable, this may include provision for connections to the proposed accessway to the north of Taka Street, and to Takanini Road.</p>
15.	<p>Existing property access</p> <p>Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided, unless otherwise agreed with the affected landowner. This condition does not apply to business-zoned land.</p>
16.	<p>Existing business property access</p> <ul style="list-style-type: none"> (a) Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. (b) Where vehicle access to a property within business-zoned land will be altered by the project, the Outline Plan shall demonstrate how safe access will be provided that: <ul style="list-style-type: none"> (i) maintains and promotes the safe, effective, and efficient operation of the transport network; (ii) recognises the role and function of all accesses including for loading and unloading of goods to the site; and (iii) subject to achieving (i), also provides effective and efficient access to the site where practicable. (c) Where an alternative outcome has been agreed that does not comply with Condition 16(b), the Outline Plan shall provide details of the alternative outcome and how the safe, effective, and efficient operation of the transport network will be maintained. <p>Advice Note: Condition 16 does not affect Auckland Transport's ability to exercise its statutory Road Controlling Authority powers to modify traffic or parking controls.</p>

17.

Management Plans

- (a) Any management plan shall:
 - (i) be prepared and implemented in accordance with the relevant management plan condition;
 - (ii) be prepared by a Suitably Qualified Person(s);
 - (iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates.
 - (iv) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and
 - (v) once finalised, uploaded to the project website or equivalent virtual information source.
- (b) Any management plan developed in accordance with Condition 17 may:
 - (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the project, or to address specific activities authorised by the designation;
 - (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process;
- (c) Information shall be submitted with the management plan (or revised plan as referred to in (d) below) which summarises outcomes of consultation and any input received from Mana Whenua and Stakeholders as required by the relevant management plan condition. The summary shall note how this input has been incorporated or reflected in the management plan, or if not, the reasons why;
- (d) 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 Manager as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision; and
- (e) Any material changes to the SCEMPs are to be submitted to the Manager for information.

18.

Stakeholder Communication and Engagement Management Plan (SCEMP)

- (a) A SCEMP shall be prepared in consultation with relevant Stakeholders prior to the Start of Construction. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout the Construction Works.
- (b) To achieve the objective, the SCEMP shall include:
 - (i) a list of Stakeholders;
 - (ii) 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);
 - (iii) methods and timing to engage with owners and occupiers whose access is directly affected;
 - (iv) 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
 - (v) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
- (c) Any SCEMP prepared for a Stage of Work shall be submitted to the Manager for information a minimum of 10 working days prior to the Start of Construction for a Stage of Work.

<p>19.</p>	<p>Cultural Advisory Report</p> <p>(a) At least six months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the project. The objective of the Cultural Advisory Report is to assist in understanding and identifying ngā taonga tuku iho (treasures handed down by our ancestors) affected by the project, to inform their management and protection.</p> <p>(b) To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:</p> <ul style="list-style-type: none"> (i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the project; (ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) identifies traditional cultural practices within the area that may be impacted by the project; (iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the project area; (v) taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the ULDMP referred to in Condition 22 and the CMP referred to in Condition 28; and (vi) identifies and (if possible) nominates traditional names along the project alignment. Noting there may be formal statutory processes outside the project required in any decision-making. <p>(c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable; and</p> <p>(d) Conditions 19(a) and (b) above will cease to apply if:</p> <ul style="list-style-type: none"> (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least six months prior to start of Construction Works; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.
<p>20.</p>	<p>Network Integration Management Plan (NIMP)</p> <p>(a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall prepare, in collaboration with other relevant road controlling authorities, a NIMP. The objective of the NIMP is to identify how the project will integrate with the planned transport network in the Takaanini growth area to achieve an effective, efficient and safe land transport system.</p> <p>(b) To achieve this objective, the NIMP shall include details of the:</p> <ul style="list-style-type: none"> (i) project implementation approach and any staging of the project, including both design, management and operational matters; and (ii) sequencing of the project with the planned transport network, including both design, management and operational matters.

21.

Mana Whenua Kaitiaki Forum

- (a) At least 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.
- (b) To achieve the objective, the Mana Whenua Kaitiaki Forum shall address (as a minimum) the following matters:
 - (i) how Mana Whenua will provide input into the design of the project. For example:
 - A how Mana Whenua values and narrative are incorporated through the form of the project and associated structures;
 - B how pou, art, sculptures, mahi toi or 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:
 - 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):
 - A details of how Mana Whenua have participated as partners in the project;
 - B details of how the matters set out in (b) will be incorporated into the project;
 - C how the objective of the Mana Whenua Kaitiaki Forum have been and will continue to be met; and
 - D details of how comments from Mana Whenua have been incorporated into the project and where not incorporated, the reasons why.
- (c) Mana Whenua shall be invited to identify and (if possible) nominate traditional names across the project such as for bridge structures. Noting there may be formal statutory processes outside the project required in any decision making.

	(d) The Mana Whenua Kaitiaki Forum shall continue to meet for at least six months following Completion of Construction or as agreed with Mana Whenua.
	Urban and Landscape Design Management Plan
22.	<p>(a) A ULDM shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the ULDM(s) is to:</p> <ul style="list-style-type: none"> (i) enable integration of the project's permanent works into the surrounding landscape and urban context; and (ii) ensure that the project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment. <p>(b) Mana Whenua shall be invited to participate in the development of the ULDM(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with the Cultural Advisory Report (Condition 19) and/or through the Mana Whenua Kaitiaki Forum (Condition 21) may be reflected in the ULDM.</p> <p>(c) Relevant Stakeholders identified shall be invited to participate in the development of the ULDM at least six months prior to the start of detailed design for a Stage of Work.</p>
23.	<p>(a) To achieve the objective set out in Condition 22, the ULDM(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (e.g. 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 (including public transport and walking and cycling facilities); (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; and (v) has responded to matters identified through the Land use Integration Process (Condition 3); and <p>(b) The ULDM shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> (i) Auckland Transport's Urban Roads and Streets Design Guide or any subsequent updated version; (ii) New Zealand Transport Agency Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (iii) New Zealand Transport Agency Landscape Guidelines (2013) or any subsequent updated version; (iv) New Zealand Transport Agency P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and (v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.

24.

The ULDMP(s) shall include:

- (a) A concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;
- (b) Developed design concepts, including principles for walking and cycling facilities and public transport;
- (c) Landscape and urban design details – that cover the following:
 - (i) road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment;
 - (ii) roadside elements – such as lighting, fencing, wayfinding and signage;
 - (iii) architectural and landscape treatment of all major structures, including bridges and retaining walls;
 - (iv) architectural and landscape treatment of noise barriers;
 - (v) landscape treatment and planting of permanent stormwater control wetlands and swales;
 - (vi) integration of passenger transport;
 - (vii) pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges;
 - (viii) re-instatement of construction and site compound areas; and
 - (ix) features disturbed during construction and intended to be reinstated such as:
 - A boundary features;
 - B driveways;
 - C accessways; and
 - D fences.
- (d) The ULDMP shall also include the following planting and maintenance details:
 - (i) planting design details including:
 - A identification of existing trees and vegetation that will be retained with reference to the TMP (where relevant). Where practicable, mature trees and native vegetation should be retained;
 - B street trees, shrubs and ground cover suitable for the location;
 - C treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones;
 - D identification of any planting requirements under the TMP (Condition 34);
 - E integration of any planting required by conditions of any resource consents for the project; and
 - F re-instatement planting of construction and site compound areas as appropriate.
 - (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 each Stage of Work; and
 - (iii) detailed specifications relating to the following:
 - A weed control and clearance;

	<ul style="list-style-type: none"> B pest animal management (to support plant establishment); C ground preparation (top soiling and decompaction); D mulching; and E plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.
<p>25.</p>	<p>Open Space Management Plan (OSMP)</p> <ul style="list-style-type: none"> (a) An OSMP shall be prepared prior to the Start of Construction for a Stage of Work for the open space listed in Schedule 4. (b) Auckland Council Parks shall be invited to participate in the development of the OSMP at least six months prior to the start of detailed design for a Stage of Work. (c) The objective of the OSMP is to minimise as far as practicable adverse effects of the project on the functions of the open space listed in Schedule 4. (d) To achieve the objective, the OSMP shall include details of: <ul style="list-style-type: none"> (i) how the ongoing operation of and access (including walking and cycling) to the open space during construction will be maintained in accordance with the CTMP (Condition 29); (ii) opportunities to coordinate the forward work programme for the open space where appropriate with Auckland Council Parks; (iii) measures to reasonably maintain the existing level of service of the affected open space; and (iv) how comments from Auckland Council Parks have been incorporated in the OSMP, and where comments have not been incorporated, the reasons why.
<p>Construction Conditions</p>	

<p>26.</p>	<p>Construction Environmental Management Plan (CEMP)</p> <p>(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. 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.</p> <p>(b) To achieve the objective, the CEMP shall include:</p> <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas; (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 obstructions 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.
<p>27.</p>	<p>Complaints Process</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 record required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</p>

28.

Cultural Monitoring Plan (CMP)

- (a) Prior to the Start of Construction, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works.
- (b) To achieve the objective, the CMP shall include:
 - (i) requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua;
 - (ii) requirements and protocols for cultural inductions for contractors and subcontractors;
 - (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;
 - (iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and
 - (v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol.
- (c) If Enabling Works involving soil disturbance are undertaken prior to the Start of Construction, an Enabling Works CMP shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works CMP or be included in the main Construction Works CMP.

Advice Note: *Where appropriate, the CMP shall align with the requirements of other conditions of the designation and resource consents for the project which require monitoring during Construction Works.*

Accidental Discoveries

Advice Note:

The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP.

29.

Construction Traffic Management Plan (CTMP)

- (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.
- (b) To achieve this objective, the CTMP shall include:
 - (i) methods to manage the effects of temporary traffic management activities on traffic;
 - (ii) measures to ensure the safety of all transport users;
 - (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near 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 public transport, pedestrians and cyclists;
 - (vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be including details of how access is managed for loading and unloading of goods. Engagement with landowners and occupiers whose access is directly affected shall be undertaken in accordance with Condition 18(b)(iii);
 - (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);
 - (ix) details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters;
 - (x) details of any measures proposed to be implemented in the event thresholds identified in (ix) being exceeded; and
 - (xi) details of how construction works on road crossings over the NIMT between Spartan Road and Subway Road will be sequenced and managed to mitigate potential cumulative traffic and transport effects on the transport network.
- (c) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management (April 2013) or any subsequent version.

30.

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 30.1: Construction noise standards

Day of week	Time period	L _{Aeq} (15min)	L _A F _{max}
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	45 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 30.1 is not practicable, the methodology in Condition 33 shall apply.

31.

Construction Vibration Standards

(a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.

Table 31.1: Construction vibration criteria

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

(b) Where compliance with the vibration standards set out in Table 31.1 is not practicable, the methodology in Condition 33 shall apply.

32.

Construction Noise and Vibration Management Plan (CNVMP)

- (a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work. A CNVMP shall be implemented during the Stage of Work to which it relates. 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 30 and 31 to the extent practicable.
- (b) 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 shall as a minimum, address the following:
 - (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 as 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;
 - (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise (Condition 30) and/or vibration standards (Condition 31) Category B will not be practicable;
 - (xi) identification of trigger levels for undertaking building condition surveys, which shall be 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 CNVMP, Schedules and the Best Practicable Option for management of effects are being implemented; and
 - (xiv) requirements for review and update of the CNVMP.

33.

Schedule to a CNVMP

- (a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the Start of Construction of an activity to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:
 - (i) construction noise is either predicted or measured to exceed the noise standards in Condition 30, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed:
 - A 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or
 - B 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.
 - (ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 31.
- (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.
- (c) To achieve the objective, the Schedule shall include details such as:
 - (i) construction activity location, start and finish dates;
 - (ii) the nearest neighbours to the construction activity;
 - (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance;
 - (iv) 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) 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.
- (d) The Schedule shall be submitted to the Manager for Certification at least five 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.
- (e) The CNVMP Schedule shall be deemed certified five working days from the submission of the CNVMP Schedule where no written confirmation of Certification has been received.
- (f) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for Certification in accordance with (d) 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.

Ecology

Advice Note:

Depending on the potential effects of the project, the regional consents for the project may include the following monitoring and management plans:

- (i) *stream and/or wetland restoration plans;*
- (ii) *vegetation restoration plans; and*
- (iii) *fauna management plans (e.g., avifauna, bats).*

34.

Tree Management Plan (TMP)

- (a) Prior to the Start of Construction for a Stage of Work, a TMP shall be prepared. The objective of the TMP is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 5.
- (b) To achieve the objective, the TMP shall:
 - (i) confirm that the trees listed in Schedule 5 still exist; and
 - (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree listed in Schedule 5. This may include:
 - A planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 24);
 - B tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and
 - C methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.

<p>35.</p>	<p>Network Utilities Management Plan (NUMP)</p> <p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities.</p> <p>(b) 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) protect and where necessary, relocate existing network utilities; (iii) 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; (iv) 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) who have 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) during detailed design where practicable.</p> <p>(e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
<p>Operational Conditions</p>	
<p>36.</p>	<p>Low Noise Road Surface</p> <p>Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.</p>
<p>37.</p>	<p>Future Resurfacing Work</p> <p>(a) Any future resurfacing works of the project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</p> <ul style="list-style-type: none"> (i) the volume of traffic exceeds 10,000 vehicles per day; or (ii) the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or (iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or (iv) it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. <p>(b) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 37(a)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.</p>

	<p>Traffic Noise</p> <p>For the purposes of Conditions 38 to 49:</p> <ul style="list-style-type: none"> (a) Building-Modification Mitigation – has the same meaning as in NZS 6806; (b) Design year has the same meaning as in NZS 6806; (c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed; (d) Habitable Space – has the same meaning as in NZS 6806; (e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 6: Identified PPFs Noise Criteria Categories; (f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (g) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C); (h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (i) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 6: PPFs Noise Criteria Categories; (j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806 taking into account any low noise road surface to be implemented in accordance with Condition 36; and (k) Structural Mitigation – has the same meaning as in NZS 6806.
<p>38.</p>	<p>The Noise Criteria Categories identified in Schedule 6: PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 38 to 49 (all traffic noise conditions).</p> <p>The Noise Criteria Categories do not need to be complied with at a PPF where:</p> <ul style="list-style-type: none"> (a) the PPF no longer exists; or (b) agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met. <p>Achievement of the Noise Criteria Categories for PPFs shall be by reference to a traffic forecast for a high growth scenario in a design year at least 10 years after the programmed opening of the project.</p>
<p>39.</p>	<p>As part of the detailed design of the project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 6: PPFs Noise Criteria Categories.</p> <p>For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 36 may be (or be part of) the Selected Mitigation Options(s).</p>
<p>40.</p>	<p>Prior to the Start of Construction of the project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 6: PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.</p>
<p>41.</p>	<p>If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.</p>

42.	The Detailed Mitigation Options shall be implemented prior to Completion of Construction of the project, with the exception of any low-noise road surfaces, which shall be implemented within 12 months of Completion of Construction.
43.	Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB L _{Aeq(24h)} inside Habitable Spaces ('Category C Buildings').
44.	Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring Authority shall write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within three months of the date of the Requiring Authority's letter, the Requiring Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.
45.	<p>For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 44 above if:</p> <ul style="list-style-type: none"> (a) the Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or (b) the building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or (c) the building owner did not agree to entry within three months of the date of the Requiring Authority's letter sent in accordance with Condition 44 above (including where the owner did not respond within that period); or (d) the building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the project. <p>If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.</p>
46.	<p>Subject to Condition 45 above, within six months of the assessment undertaken in accordance with Condition 44 the Requiring Authority shall write to the owner of each Category C Building advising:</p> <ul style="list-style-type: none"> (a) if Building-Modification Mitigation is required to achieve 40 dB L_{Aeq(24h)} inside habitable spaces; and (b) the options available for Building-Modification Mitigation to the building, if required; and (c) that the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
47.	Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation shall be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.

48.	Subject to Condition 45, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 47 if: <ul style="list-style-type: none">(a) the Requiring Authority has completed Building Modification Mitigation to the building; or(b) an alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or(c) the building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 45 (including where the owner did not respond within that period); or(d) the building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the project.
49.	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable.

Attachments

Schedule 1: General accordance plans and information

Project Description

The proposed work is for the construction, operation, maintenance, and upgrade of transport infrastructure across four project areas in Takaanini. The proposed work is shown in the following Concept Plan and includes:

Spartan Road project area

- Closure of the existing level crossing on Spartan Road and construction of a new bridge with walking and cycling facilities across the North Island Main Trunk line;

Manuia Road project area

- Construction of a new bridge with general traffic lanes and walking and cycling facilities across the North Island Main Trunk line, between the intersection of Oakleigh Avenue with Hitchcock Road and the intersection of Great South Road with Challen Close;

Manuroa Road project area

- Closure of the existing level crossing on Manuroa Road and construction of a new bridge with walking and cycling facilities across North Island Main Trunk line;

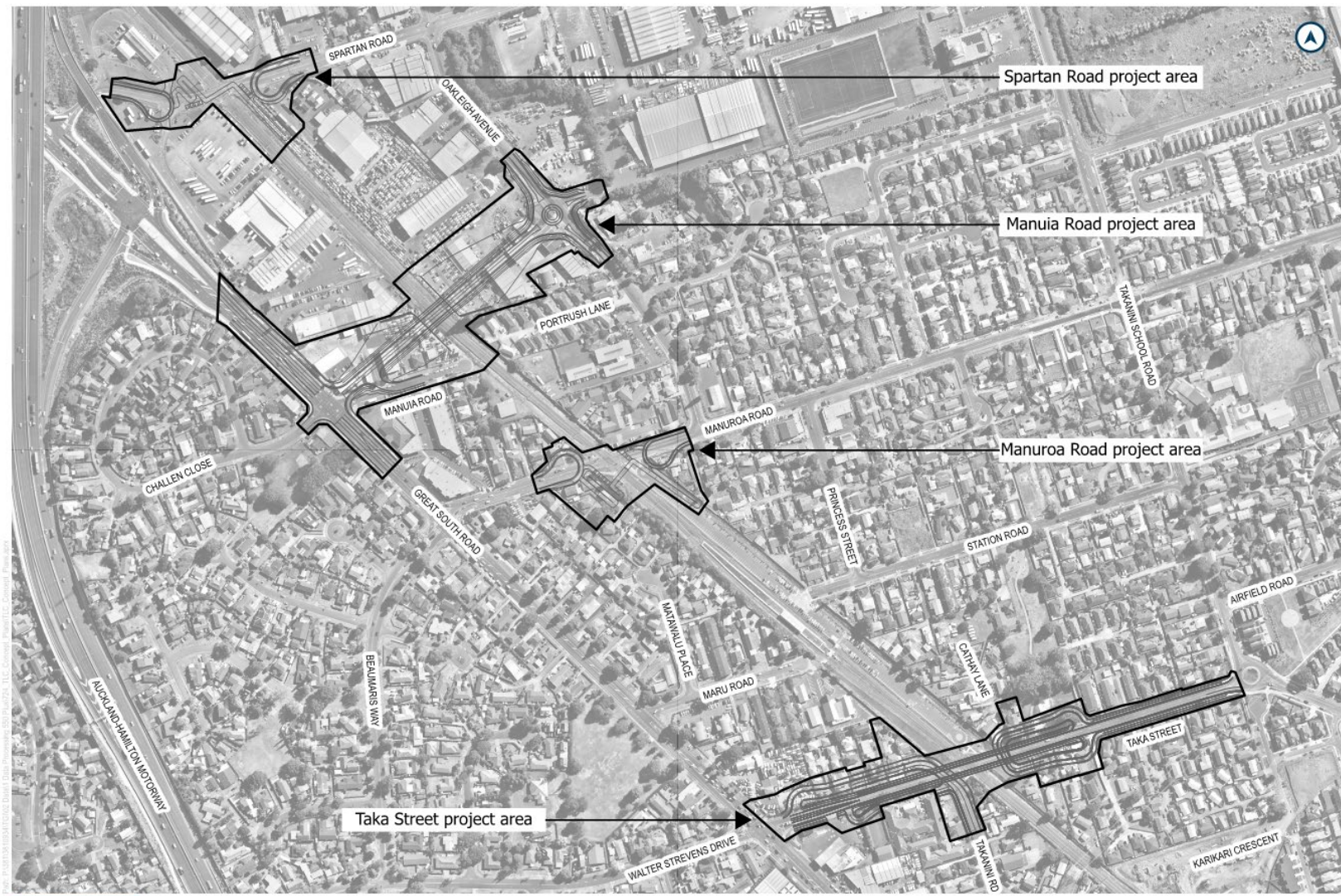
Taka Street project area

- Closure of the existing level crossing on Taka Street and construction of a new bridge with general traffic lanes and walking and cycling facilities across North Island Main Trunk line;

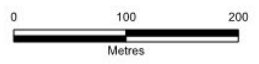
All project areas

- Associated works in each project area including but not limited to intersections, turning heads, ramps, staircases, access lanes, active mode facilities, embankments, retaining walls, culverts, stormwater management systems;
- Changes to local roads in each project area, where the proposed works intersect with local roads; and
- Construction activities in each project area, including vegetation removal, construction areas and the re-grading of driveways.

Concept Plan



LEGEND
□ Designation Boundary



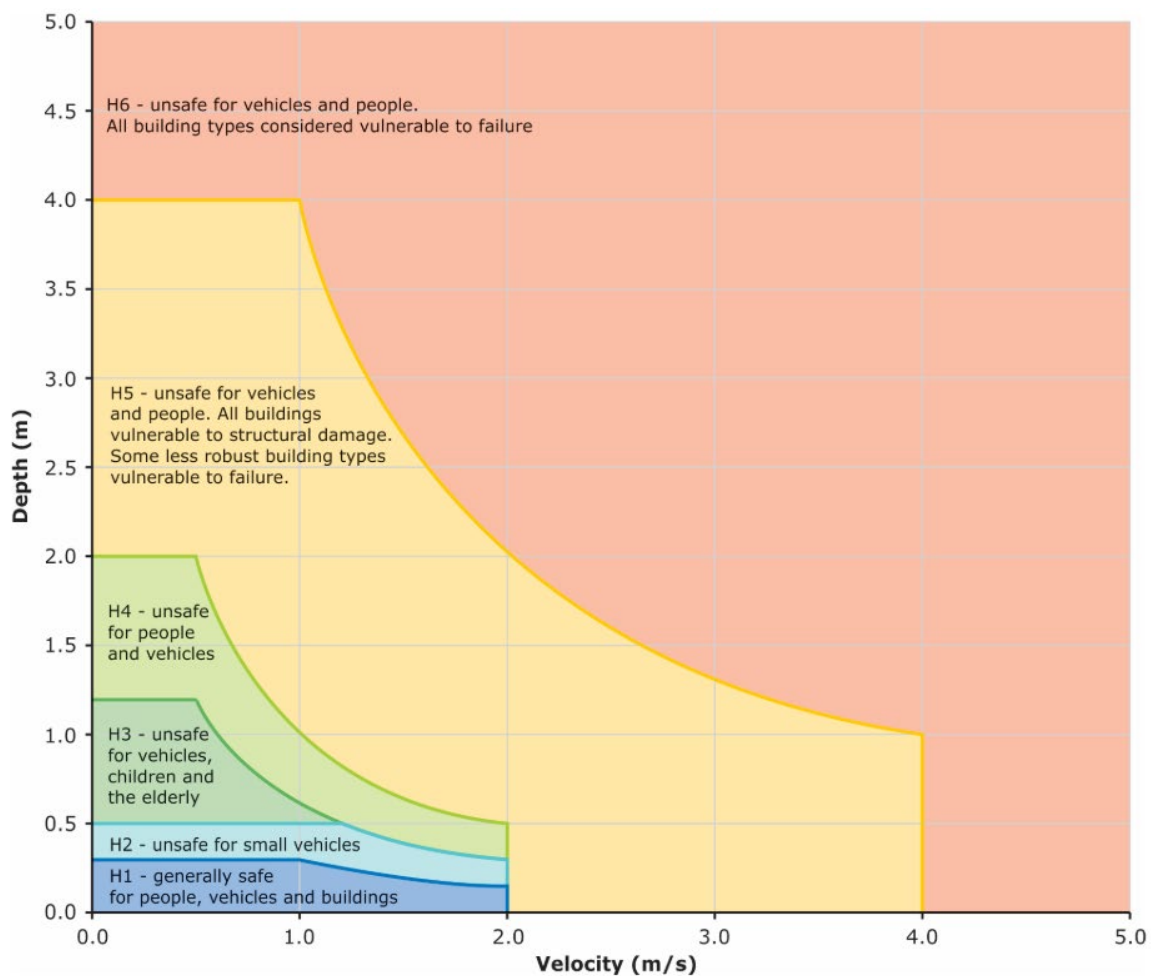
Schedule 2: Early Childcare Centres

Street Address	Legal Description	Operating Name
14 Taka Street	Part Lot 62 DP 9255	Amber Early Learning Centre

Schedule 3: Flood Hazard Class

The combined flood hazard curves shown below set hazard thresholds that relate to the vulnerability of the community when interacting with floodwaters. The combined curves are divided into hazard classifications that relate to specific vulnerability thresholds

The vulnerability thresholds identified in the flood hazard curves can be applied to the best description of flood behaviour available for a subject site. In this regard, the hazard curves can be applied equally to flood behaviour estimates from measured data, simpler 1D numerical modelling approaches, through to complex 2D model estimates with the level of accuracy and uncertainty of the flood hazard estimate linked to the method used to derive the flood behaviour estimate.



Source: Australian Rainfall and Runoff, Book 6, 2019

Schedule 4: Open space to be included in the Open Space Management Plan

Open Space Name	Address	Legal description
Takanini Reserve	24R Taka Street	Lot 12 DP 9255

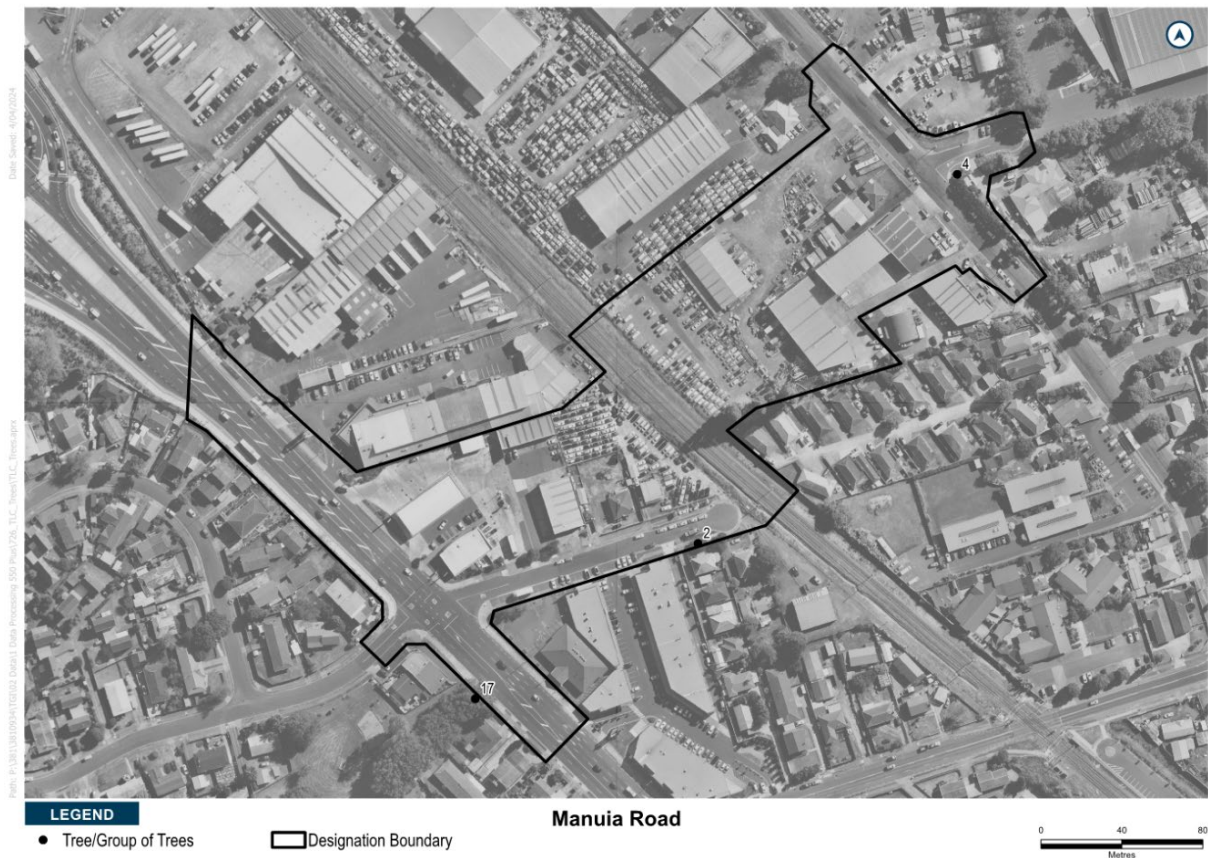
Schedule 5: Trees to be included in the Tree Management Plan

Spartan Road project area

No protected trees are impacted within this project area.

Manuia Road project area

Tree No.	Vegetation Type	Protection	Species
2	Single Tree	Road Reserve	Peach
4	Single Tree	Road Reserve	Golden Thuja
17	Single Tree	Open Space	English Oak



Manuroa Road project area

Tree No.	Vegetation Type	Protection	Species
6	Group of Trees	Notable Tree Overlay	English Oak



LEGEND

● Tree/Group of Trees

□ Designation Boundary

Manuroa Road

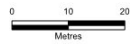
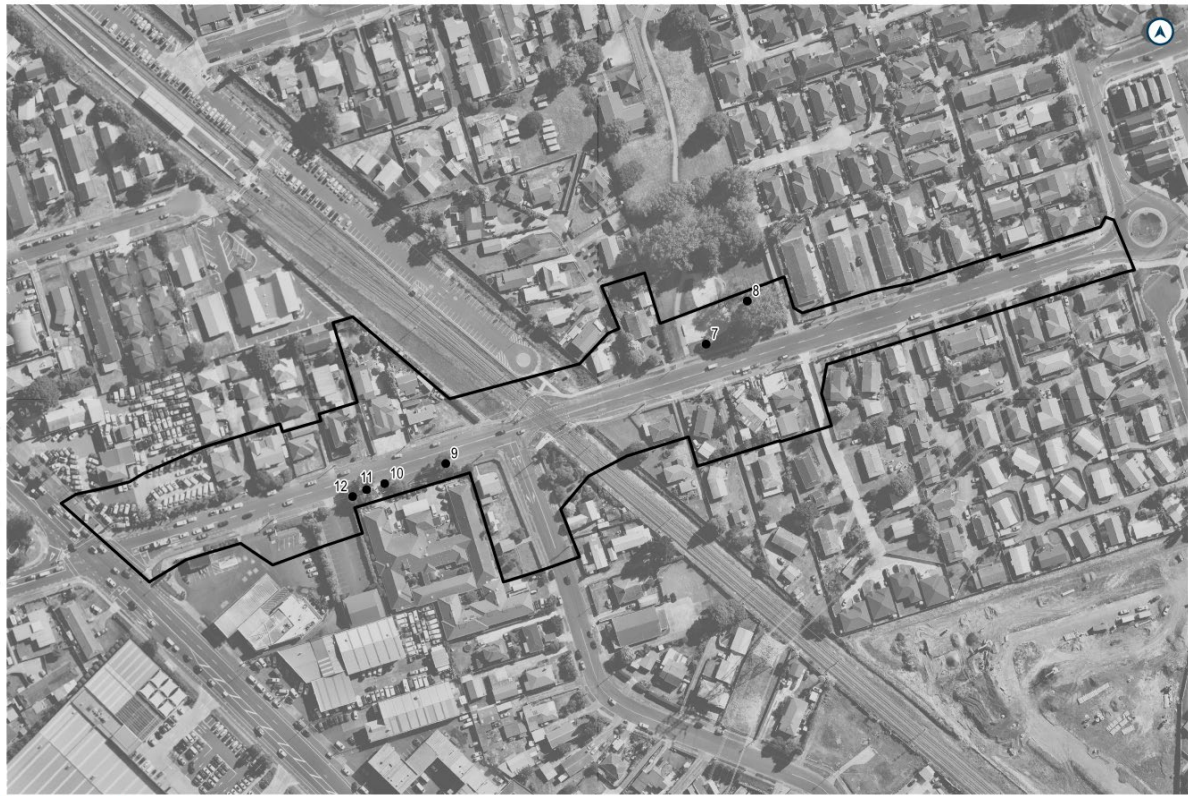


Photo: P. 101118010/120107 David L. Data Processing/ASD/Photogrammetry/SLC - Trees/TLC/Photo/001

Taka Street project area

Tree No.	Vegetation Type	Protection	Species
7	Group of Trees	Open Space	Cabbage Tree
8	Group of Trees	Open Space	Tulip Tree, Common Ash, Cottonwood Poplar
9	Single Tree	Road Reserve	Claret Ash
10	Single Tree	Road Reserve	Claret Ash
11	Single Tree	Road Reserve	Claret Ash
12	Single Tree	Road Reserve	Claret Ash



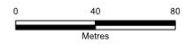
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LEGEND

- Tree/Group of Trees
- Designation Boundary

Taka Street



Schedule 6: Identified PPFs noise criteria categories**Spartan Road project area**

Address	New or Altered Road	Noise Criteria Category
32 Spartan Road	Altered	Category A
34 Spartan Road	Altered	Category A

Manuia Road project area

Address	New or Altered Road	Noise Criteria Category
1 Challen Close	New	Category B
3 Challen Close	New	Category B
5 Challen Close	New	Category A
60 Challen Close	New	Category B
66 Challen Close	New	Category A
1/62 Challen Close	New	Category A
2/62 Challen Close	New	Category B
1/64 Challen Close	New	Category A
2/64 Challen Close	New	Category B
21 Great South Road	New	Category B
23 Great South Road	New	Category B
9 Manuia Road	New	Category A
9 Manuia Road	New	Category B
1/7 Manuia Road	New	Category B
2/7 Manuia Road	New	Category A
3/7 Manuia Road	New	Category A
15 Oakleigh Avenue	New	Category B
18 Oakleigh Avenue	New	Category A
4 Portrush Lane	New	Category B

6 Portrush Lane	New	Category B
7 Portrush Lane	New	Category A
8 Portrush Lane	New	Category B
9 Portrush Lane	New	Category A
10 Portrush Lane	New	Category B
11 Portrush Lane	New	Category A
12 Portrush Lane	New	Category B
13 Portrush Lane	New	Category A
14 Portrush Lane	New	Category B
15 Portrush Lane	New	Category B
16 Portrush Lane	New	Category B
17 Portrush Lane	New	Category B
9 Tulloch Place	New	Category A
1/7 Tulloch Place	New	Category A
2/7 Tulloch Place	New	Category B

Manuroa Road project area

Address	New or Altered Road	Noise Criteria Category
2 Beaumaris Way	Altered	Category A
4 Beaumaris Way	Altered	Category A
1/3 Beaumaris Way	Altered	Category A
2/3 Beaumaris Way	Altered	Category A
6A Beaumaris Way	Altered	Category A
6B Beaumaris Way	Altered	Category A
21 Great South Road	Altered	Category A
23 Great South Road	Altered	Category A
25 Great South Road	Altered	Category A

29 Great South Road	Altered	Category A
33 Great South Road	Altered	Category A
120 Great South Road	Altered	Category A
124 Great South Road	Altered	Category A
126 Great South Road	Altered	Category A
130 Great South Road	Altered	Category A
132 Great South Road	Altered	Category A
1/27 Great South Road	Altered	Category A
2/27 Great South Road	Altered	Category A
1/128 Great South Road	Altered	Category A
2/128 Great South Road	Altered	Category A
9 Manuia Road	Altered	Category A
3/7 Manuia Road	Altered	Category A
4/7 Manuia Road	Altered	Category A
6 Manuroa Road	Altered	Category A
18 Manuroa Road	Altered	Category A
18 Manuroa Road	Altered	Category A
18 Manuroa Road	Altered	Category A
18 Manuroa Road	Altered	Category A
19 Manuroa Road	Altered	Category A
20 Manuroa Road	Altered	Category A
23 Manuroa Road	Altered	Category A
24 Manuroa Road	Altered	Category A
25 Manuroa Road	Altered	Category A
25 Manuroa Road	Altered	Category A
26 Manuroa Road	Altered	Category A

27 Manuroa Road	Altered	Category A
28 Manuroa Road	Altered	Category A
1/21 Manuroa Road	Altered	Category A
2/21 Manuroa Road	Altered	Category A
1/5 Manuroa Road	Altered	Category A
2/5 Manuroa Road	Altered	Category A
3/5 Manuroa Road	Altered	Category A
4/5 Manuroa Road	Altered	Category A
5/5 Manuroa Road	Altered	Category A
6/5 Manuroa Road	Altered	Category A
1/8 Manuroa Road	Altered	Category A
2/8 Manuroa Road	Altered	Category A
3/8 Manuroa Road	Altered	Category A
2/10 Manuroa Road	Altered	Category A
2/10 Manuroa Road	Altered	Category A
2/12 Manuroa Road	Altered	Category A
20A Manuroa Road	Altered	Category A
27A Manuroa Road	Altered	Category A
28A Manuroa Road	Altered	Category A
4A Manuroa Road	Altered	Category A
4B Manuroa Road	Altered	Category A
6A Manuroa Road	Altered	Category A
6B Manuroa Road	Altered	Category A
1/13 Matawalu Place	Altered	Category A
2/13 Matawalu Place	Altered	Category A
1/14 Matawalu Place	Altered	Category A

2/14 Matawalu Place	Altered	Category A
2/15 Matawalu Place	Altered	Category A
2/15 Matawalu Place	Altered	Category A
1/17 Matawalu Place	Altered	Category A
2/17 Matawalu Place	Altered	Category A
2/10 Matawalu Place	Altered	Category A
2 Oakleigh Avenue	Altered	Category A
2 Oakleigh Avenue	Altered	Category A
5 Oakleigh Avenue	Altered	Category A
6 Oakleigh Avenue	Altered	Category A
6 Oakleigh Avenue	Altered	Category A
7 Oakleigh Avenue	Altered	Category A
5A Oakleigh Avenue	Altered	Category A
12A Princess Street	Altered	Category A
12B Princess Street	Altered	Category A
12D Princess Street	Altered	Category A
14A Princess Street	Altered	Category A
14B Princess Street	Altered	Category A
14C Princess Street	Altered	Category A
14D Princess Street	Altered	Category A
3 Tulloch Place	Altered	Category A
5 Tulloch Place	Altered	Category A
1/7 Tulloch Place	Altered	Category A
2/7 Tulloch Place	Altered	Category A

Taka Street project area

Address	New or Altered Road	Noise Criteria Category
1 Walter Strevens Drive	Altered	Category A
159 Great South Road	Altered	Category A
4 Walter Strevens Drive	Altered	Category A
160 Great South Road	Altered	Category A
11 Maru Road	Altered	Category A
5/9 Maru Road	Altered	Category A
6/7 Maru Road	Altered	Category A
4/7 Maru Road	Altered	Category A
4/5 Maru Road	Altered	Category A
41 Taka Street	Altered	Category A
38 Taka Street	Altered	Category B
30A Taka Street	Altered	Category A
32 Taka Street	Altered	Category A
32A Taka Street	Altered	Category A
34 Taka Street	Altered	Category A
24 Taka Street	Altered	Category A
24A Taka Street	Altered	Category A
26 Taka Street	Altered	Category A
26A Taka Street	Altered	Category A
28 Taka Street	Altered	Category A
28A Taka Street	Altered	Category A
37 Taka Street	Altered	Category A
25 Taka Street	Altered	Category A
29 Taka Street	Altered	Category A
45 Taka Street	Altered	Category B

1/36 Taka Street	Altered	Category B
2/22 Takanini School Road	Altered	Category A
1/22 Takanini School Road	Altered	Category A
40 Taka Street	Altered	Category B
42A Taka Street	Altered	Category A
42 Taka Street	Altered	Category C
44 Taka Street	Altered	Category B
2/14 Takanini School Road	Altered	Category C
1/14 Takanini School Road	Altered	Category C
16A Takanini School Road	Altered	Category A
16 Takanini School Road	Altered	Category A
1/18 Takanini School Road	Altered	Category A
2/18 Takanini School Road	Altered	Category A
44A Taka Street	Altered	Category A
54 Taka Street	Altered	Category A
56 Taka Street	Altered	Category A
58 Taka Street	Altered	Category A
62 Taka Street	Altered	Category A
3/22 Takanini School Road	Altered	Category A
24 Takanini School Road	Altered	Category A
41 Taka Street	Altered	Category A
49G Taka Street	Altered	Category A
30 Taka Street	Altered	Category A
2/20 Takanini School Road	Altered	Category A
1/20 Takanini School Road	Altered	Category A
3/29 Aeronautic Road	Altered	Category A

2/35 Aeronautic Road	Altered	Category A
57D Taka Street	Altered	Category B
1/35 Aeronautic Road	Altered	Category A
67 Taka Street	Altered	Category B
4/29 Aeronautic Road	Altered	Category A
4/33 Aeronautic Road	Altered	Category A
3/33 Aeronautic Road	Altered	Category A
2/29 Aeronautic Road	Altered	Category A
3/31 Aeronautic Road	Altered	Category A
2/33 Aeronautic Road	Altered	Category A
2/31 Aeronautic Road	Altered	Category A
57 Taka Street	Altered	Category A
57B Taka Street	Altered	Category A
49C Taka Street	Altered	Category B
49B Taka Street	Altered	Category A
2/55 Taka Street	Altered	Category A
49A Taka Street	Altered	Category B
1/55 Taka Street	Altered	Category B
57C Taka Street	Altered	Category B
15 Takanini School Road	Altered	Category A
6 Takanini Road	Altered	Category A
2/4 Takanini Road	Altered	Category A
4 Takanini Road	Altered	Category A
5 Cathay Lane	Altered	Category A
3 Cathay Lane	Altered	Category A
3 Cathay Lane	Altered	Category A

1/18 Taka Street	Altered	Category A
3/18 Taka Street	Altered	Category A
4 Cathay Lane	Altered	Category A
4A Cathay Lane	Altered	Category A
6 Cathay Lane	Altered	Category A
8 Cathay Lane	Altered	Category A
9 Cathay Lane	Altered	Category A
3/12 Taka Street	Altered	Category A
10B Taka Street	Altered	Category A
8/6 Taka Street	Altered	Category A
10C Taka Street	Altered	Category A
4/12 Taka Street	Altered	Category A
2 Takanini Road	Altered	Category A
21 Taka Street	Altered	Category A
7A Takanini Road	Altered	Category A
7 Takanini Road	Altered	Category A
9-11 Taka Street	Altered	Category A
3/6 Taka Street	Altered	Category A
6/6 Taka Street	Altered	Category A
27 Taka Street	Altered	Category A
35 Taka Street	Altered	Category A
49F Taka Street	Altered	Category A
49E Taka Street	Altered	Category A
43 Taka Street	Altered	Category A
1/33 Aeronautic Road	Altered	Category A
3/35 Aeronautic Road	Altered	Category A

1/29 Aeronautic Road	Altered	Category A
1/31 Aeronautic Road	Altered	Category A
4/31 Aeronautic Road	Altered	Category A
4/55 Taka Street	Altered	Category A
3/55 Taka Street	Altered	Category A
57A Taka Street	Altered	Category A
47 Taka Street	Altered	Category A
49D Taka Street	Altered	Category A
8 Walter Strevens Drive	Altered	Category A
1/6 Walter Strevens Drive	Altered	Category A
2/2 Walter Strevens Drive	Altered	Category A
1/2 Walter Strevens Drive	Altered	Category A
1/6 Walter Strevens Drive	Altered	Category A
5/7 Maru Road	Altered	Category A
4/9 Maru Road	Altered	Category A
6/9 Maru Road	Altered	Category A
5/6 Taka Street	Altered	Category A
4/6 Taka Street	Altered	Category A
7/6 Taka Street	Altered	Category A
2/12 Taka Street	Altered	Category A
3/4 Takanini Road	Altered	Category A
2/36 Taka Street	Altered	Category A
1 Airfield Road	Altered	Category A
1 Airfield Road	Altered	Category A
1 Airfield Road	Altered	Category A
1 Airfield Road	Altered	Category A

11 Airfield Road	Altered	Category A
2 Fuselage Lane	Altered	Category A
4 Fuselage Lane	Altered	Category A
6 Fuselage Lane	Altered	Category A
10 Kauri Heart Avenue	Altered	Category A
30 Aeronautic Road	Altered	Category A
3 Kauri Heart Avenue	Altered	Category A
28 Aeronautic Road	Altered	Category A
1 Peat Way	Altered	Category A
3 Peat Way	Altered	Category A
5 Peat Way	Altered	Category A
7 Peat Way	Altered	Category A

Spartan Road project area PPF Location Plan

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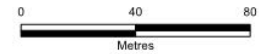
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LEGEND

- Protected Premises and Facilities within the NZS 6806 assessment area
- DesignationBoundary
- Protected Premises and Facilities within the designation boundaries



Manuia Road project area PPF Location Plans

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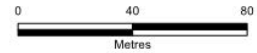
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LEGEND

- Protected Premises and Facilities within the NZS 6806 assessment area
- Protected Premises and Facilities within the designation boundaries
- Designation Boundary

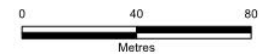


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LEGEND

-  Protected Premises and Facilities within the NZS 6806 assessment area
-  Designation Boundary
-  Protected Premises and Facilities within the designation boundaries



Manuroa Road project area PPF Location Plan

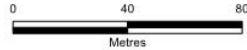
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LEGEND

- Protected Premises and Facilities within the NZS 6806 assessment area
- Designation Boundary
- Protected Premises and Facilities within the designation boundaries



Taka Street project area PPF Location Plans

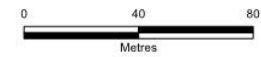
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LEGEND

- Protected Premises and Facilities within the NZS 6806 assessment area
- Protected Premises and Facilities within the designation boundaries
- Designation Boundary



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LEGEND

-  Protected Premises and Facilities within the NZS 6806 assessment area
-  Designation Boundary
-  Protected Premises and Facilities within the designation boundaries

