

**IN THE ENVIRONMENT COURT OF NEW ZEALAND
AUCKLAND REGISTRY**

**I MUA TE KŌTI TAIAO O AOTEAROA
TĀMAKI MAKĀURAU ROHE**

ENV-2024-AKL-

UNDER the Resource Management Act 1991 ("the Act")

IN THE MATTER of an appeal under section 174 of the RMA against a decision of Auckland Transport on Notices of Requirement that comprise part of the North West Project

BETWEEN **THE NATIONAL TRADING COMPANY OF NEW ZEALAND LIMITED**
Appellant

AND **AUCKLAND TRANSPORT**
Respondent

**NOTICE OF APPEAL BY THE NATIONAL TRADING COMPANY OF NEW ZEALAND
LIMITED**
12 JULY 2024

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LAWYERS
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AUCKLAND**

**NOTICE OF APPEAL BY THE NATIONAL TRADING COMPANY OF NEW ZEALAND
LIMITED**

TO: The Registrar

Environment Court
Auckland

1. **THE NATIONAL TRADING COMPANY OF NEW ZEALAND LIMITED (“NTC”)** appeals the decision of Auckland Transport (“**AT**”) dated 20 June 2024 confirming three Notices of Requirement for designations in the Auckland Unitary Plan, being:

- (a) North West Local Network: Alteration to designation 1437 Hobsonville Road (“**NoR W5**”);
- (b) North West Local Network: Don Buck Road (“**NoR RE1**”); and
- (c) North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Baker Lane (“**NoR RATN2B**”)¹.

(together “**the NoRs**”)

2. NoR W5 and NoR RE1 provide for upgrades to existing roads, including provision for bus priority lanes (NoR RE1 only) and separated active mode facilities. NoR RATN2B provides for a new urban arterial transport corridor that intersects with Fred Taylor Drive and connects to the intersection of the remaining East-West connection and Dunlop Road. These, along with 11 other Notices of Requirement by Auckland Transport and five Notices of Requirement by New Zealand Transport Agency – Waka Kotahi, comprise part of the North West Project.

3. NTC made submissions on the NoRs on 24 April 2023.

¹ Notified as NoR 2b.

4. NTC received notice of the Decision on 20 June 2024.
5. The Decision subject to the appeal was made by AT.
6. NTC is not a trade competitor for the purposes of 308D of the Resource Management Act 1991 (“**Act**”).
7. NTC will be directly and adversely affected by the NoRs as it owns the following properties (“**the NTC Sites**”) which are proposed to be designated by and/or are affected by the works proposed as part of the NoRs:
 - (a) 120 Hobsonville Road which comprises the “**Hobsonville New World**” complex (“**Hobsonville Site**”). The frontage of the Hobsonville Site is proposed to be designated as part of NoR W5, which impacts two direct accesses, the grass berm and paved footpath within the Hobsonville Site boundary.
 - (b) 17-19 Fred Taylor Drive which comprises the “**Westgate Pak’n Save**” complex (“**Westgate Site**”). The frontage of the Westgate Site is proposed to be designated as part of NoR RE1, which impacts the entirety of the grass verge and parts of the Pak’n Save supermarket building itself.
 - (c) The Westgate Site is also impacted by the failure of NoR RATN2B to include a road link from the intersection to Rotu Drive and on to Te Oranui Way and Kohuhu Lane.
 - (d) In all cases, the NoRs propose changes to the immediate transportation network in a way which directly impacts the ongoing operation of activities at the NTC Sites.
8. NTC opposes the extent of the NoRs over the NTC Sites, and seeks amended and additional conditions of designation to ensure the future North West Transport network integrates with and supports the operation of the NTC Sites without compromising access or operation of the supermarkets on those

sites. Unless the NoRs are modified as requested by NTC, they should be cancelled.

Reasons for the Appeal

9. The reasons for the appeal are that, NoR W5, RE1 and RATN2B, in their present form:
 - (a) will not promote the sustainable management of the natural and physical resources;
 - (b) will not amount to and promote the efficient use and development of resources;
 - (c) will not be consistent with the purpose and principles in Part 2 of the Act;
 - (d) will generate unacceptable adverse effects on the environment, and in particular, on the Sites;
 - (e) will not enable the social, economic, and cultural wellbeing of the community; and
 - (f) do not warrant being upheld in terms of section 171 of the Act.

In addition, and without limiting the generality of the above, the further reasons for the appeal are set out in paragraphs 10 to 55 below:

Background

10. As identified above, the frontage of the Hobsonville Site is subject to NoR W5 and the frontage of the Westgate Site is subject to NoR RE 1.
11. The Hobsonville Site is zoned Business – Local Centre and is located within Hobsonville Corridor Precinct (Sub Precinct B). The site includes the New World supermarket, associated carparking and a street-facing retail block for a range of businesses including food and beverage/hospitality, and medical services.

12. The Westgate Site is zoned Business – Mixed Use and is located within the Westgate Precinct (Sub-Precinct C). The site comprises a Pak'n Save supermarket, associated carparking and a petrol station.
13. Efficient vehicle access to and egress from (including all access movements for large service vehicles) the NTC Sites is required to:
 - (a) Ensure the continued operation and viability of businesses located at the NTC Sites; and
 - (b) Enable the business and services on the NTC Sites to continue to provide functional benefits and amenity to occupants of the surrounding residential areas.

Appeal Point 1 – Designation Extent at the Westgate Site (NoR RE1)

14. NTC appeals the part of the Decision which fails to locate the designation boundary of NoR RE1 in a way which:
 - (a) avoids any land take;
 - (b) ensures that buildings, structures and associated drainage on the site are unaffected; and
 - (c) ensures that safe fire egress can be retained.
15. The designation extent of NoR RE1 encroaches into the Westgate Site along the Fred Taylor Drive frontage. The following features are located within the designation extent of NoR RE1:
 - (a) at least part of the existing supermarket building;
 - (b) significant retaining walls for the supermarket building;
 - (c) drainage and foundations associated with the supermarket building; and

- (d) two fire escapes with associated stairs and doors opening onto Fred Taylor Drive (and into the spatial extent of NoR RE1).
16. Confirming the designation in its current form across the Westgate Site could lead to adverse effects in terms of egress from the supermarket in emergencies, as well as adverse effects generated by any required changes to the building, structure and associated drainage.
17. AT's evidence at the hearing was that that the walking and cycling facilities can be delivered within the road reserve, however retention of the designation is required to accommodate a proposed retaining wall (and construction of that wall). AT also confirmed their expectation that no modification to the building would be required, although that would be confirmed closer to the time.
18. NTC considers little if any land is in fact required to enable the construction of a retaining wall, and the majority of such works can be undertaken "top down" from the roadside of the proposed wall.
19. AT have failed to demonstrate that the designation of the entirety of the grass verge and parts of the supermarket building are reasonably necessary to enable the construction of the public work.
20. NTC therefore seeks that the designation be reduced in extent so that it no longer affects the Westgate Site (i.e. reduced to the existing road reserve boundary). In the alternative, if that relief is not acceptable to the Court, NTC seeks that the designation be reduced to the minimal possible extent to enable the construction of the proposed retaining wall and that a condition be included in the designation to ensure the certainty of these outcomes. Wording which would address these concerns is set out in the "relief sought" section below.

Appeal Point 2 Designation Extent at the Hobsonville Site (NoR W5)

21. NTC appeals the part of the Decision which fails to locate the designation boundary of NoR W5 in a way that:

- (a) maintains safe access and egress by customers, trucks and service vehicles; and
 - (b) ensures the paved footpath *al fresco* dining areas for the retail units on the Hobsonville Site are unaffected.
22. The following features are located within the designation extent of NoR W5 along the frontage of the Hobsonville Site:
- (a) A loading area exit onto Hobsonville Road, at the western end of the Hobsonville Road frontage.
 - (b) A customer entry ramp, providing access to the carpark from Hobsonville Road.
 - (c) A grass berm and part of the paved footpath running along the Hobsonville Road frontage.
 - (d) Covered *al fresco* dining areas within the overall footpath space for the street-facing retail block at the eastern end of the Hobsonville Road frontage.
23. In the absence of appropriate conditions:
- (a) The proposed designation extent over the loading area exit has the potential to result in significant adverse effects on truck egress from the Hobsonville Site.
 - (b) The proposed designation extent over the customer entry has the potential to result in significant adverse effects on direct site access from Hobsonville Road.
 - (c) The reduction in width of the footpath and associated berm as a result of the designation has the potential to:
 - (i) result in significant adverse effects on pedestrian movement and amenity;

- (ii) preclude the established and future opportunities for *al fresco* dining in this location; and
 - (iii) result in an outcome which is inconsistent with the resource consent for Hobsonville New World which required the footpath and *al fresco* dining opportunities in order to activate the edge of Hobsonville Road.
24. AT's advice at the hearing was that the land is required to construct a cycleway which ties into the existing footpath infrastructure, and that the existing foot path is not likely to require major demolition or reconstruction work along the frontage of the Hobsonville Site. NTC does not oppose the designation for this limited purpose but is concerned that the "flexibility" provided by the additional designated area could enable the implementation of a different, unanticipated outcome in future to the detriment of NTC's tenants, and the high-quality urban design outcomes required by the Unitary Plan.
25. NTC therefore seeks that the designation boundary of NoR W5 be reduced in extent so that it no longer affects the Hobsonville Site, including those consented aspects of the activities that occur within the existing Hobsonville Road road reserve. In the alternative, if that relief is not granted by the Court, NTC seeks relief that:
- (a) addresses the issues raised in Appeal Points 3, 4 and 5 below regarding access and egress to and from the Hobsonville Site; and
 - (b) limits the use of the designation within the existing footpath to allow for installation of the necessary safety barriers and tie-in works only, and prevents any reduction in the existing footpath width.

Appeal Point 3 – Long-term Effects on Access and Egress at the Hobsonville Site (NoR W5)

26. NTC appeals the part of the Decision which:

- (a) Rejects the Commissioners' recommendations to amend the wording of condition 11 of NoR W5 to mitigate the effects of NoR W5 on access following completion of construction.
 - (b) Fails to provide for access to / egress from the Hobsonville Site to be retained in its current form following completion of construction.
- 27. Any limitations on access can have major implications for continued access to the Hobsonville Site by customer and service vehicles. This can lead to possible closure of individual stores, significant effects on the wider network of grocery supply and delivery, and impacts on continued efficient servicing for waste and recycling. NTC seeks that continued operation of all accesses is maintained at all times with no restriction on vehicle types and/or movements that can presently occur.
- 28. Condition 11 of NoR W5 simply requires the provision of "safe" reconfigured or alternate access. It does not require the retention of all the accesses that exist at the time the outline plan is submitted, or even that efficient access is provided. This could result in significant adverse effects on NTC in that:
 - (a) The site has two direct accesses from Hobsonville Road. It also has direct access off Sinton Road, which is accessed off Hobsonville Road immediately to the east of the Site. AT could arguably comply by retaining "safe" access via Sinton Road, and closing either or both of the direct accesses via Hobsonville Road.
 - (b) Closure of direct access via the customer access ramp would have adverse effects on the efficiency of travel to and from the site. Closure of the truck egress would have significant adverse effects in respect of servicing and truck movements as the Hobsonville Site does not have sufficient turning space for trucks within the site. Such changes could compromise the supermarket's viability, and the extent to which it provides convenient and functional services for the surrounding community.

- (c) The conditions do not prevent AT from restricting certain movements from the truck egress or into the customer ramp while retaining “safe” access. It is crucial for the continued operation of the supermarket on the Hobsonville Site that all existing movements by all vehicles are retained at both accesses following completion of construction.
 - (d) If portions of the accesses are located within the designation boundary, the distance from the road boundary to the car park may change resulting in the need to redesign the access to incorporate the steeper gradient. That may in turn affect safety of the operation of the accesses, and the types of vehicles that can use them.
29. NTC therefore seeks amendment of Condition 11 of NoR W5, or the imposition of new conditions, to ensure current functionality of site access/egress is reinstated. Wording which would address these concerns is set out in the “relief sought” section below.

Appeal Point 4 - Sinton Road Intersection (NoR W5)

30. NTC appeals the part of the decision which fails to include the right turn arrow at the traffic lights to provide full right turn into Sinton Road from Hobsonville Road.
31. The Hobsonville Site is accessed via the Hobsonville Road – Sinton Road Intersection. Removing the right turn lane and replacing it with the through lane will result in significant adverse traffic effects on the accessibility and operation of Hobsonville New World. The traffic signals were built as part of the development specifically to allow for that turn because:
- (a) This right turn is a major part of the trade for Hobsonville New World, as it services a substantial population to the east of the site towards including Hobsonville Point.
 - (b) Many service vehicles accessing the Hobsonville Site also approach the Site from the east, having exited the Upper Harbour Highway at Squadron Drive. Removing right turn movements into Sinton Road

would have the effect of redirecting these traffic movements west towards Brigham Creek Road.

32. NTC therefore seeks that the existing property access condition (condition 11) of NoR W5 be amended to require that a right turn into and out of Sinton Road is provided for at the Hobsonville Road signals, or that a new condition be introduced to this effect. Wording which would address this concern is set out in the “relief sought” section below.

Appeal Point 5 – Construction Effects (NoR W5, NoR RE1 and NoR RATN 2B)

33. NTC appeals the part of the decision which:
- (a) Rejects the Commissioner’s recommendations to amend the wording of condition 22 of NoR W5 to mitigate the effects of NoR W5 on access, on-site parking and manoeuvring, and on loading and unloading of goods during construction.
 - (b) Fails to provide sufficient certainty that safe and functional access, on-site manoeuvring and truck egress is provided at all times throughout the construction phase at the Hobsonville Site; and
 - (c) Fails to provide for a process of engagement and feedback from key stakeholders as part of the preparation of the CTMP for the NoRs.
34. Due to the nature of the activities at the Hobsonville Site, it is important that access is retained throughout the construction of the project. Any restriction on access (including for loading/unloading and servicing) can affect the viability and efficient operation of the supermarket activity. The current wording only requires that access be maintained “where practicable”.
35. As the Hobsonville Site does not have sufficient turning space for trucks, egress via the driveway must be retained during construction to ensure that trucks can continue to access the site.
36. More generally, it is critical that NTC has sufficient opportunity to provide feedback on the Construction Traffic Management Plan (“**CTMP**”) where the

NTC Sites could be affected. Restrictions on access (either directly or through changes in the wider transport network) have the potential to impact on the viability and efficient operation of Hobsonville New World and Westgate Pak'n Save.

37. The current wording of the CTMP condition (condition 22 of NoR W5, condition 21 of NoR RE1 and condition 21 of NoR RATN 2B) requires that engagement be undertaken in accordance with the Stakeholder Communication and Engagement Plan ("**SCEMP**"). The SCEMP:
 - (a) is to be submitted to Council for "information" purposes only; and
 - (b) is only required to include "methods and timing to engage with owners and occupiers whose access is directly affected" (i.e. it only addresses the process of engagement).
38. There is no provision or requirement for the outcome of engagement to be recorded. This contrasts with the Urban and Landscape Design Management Plan ("**ULDMP**") condition for each NoR which requires stakeholders be invited to participate in the development of the ULDMP, and requires AT to summarise comments received from stakeholders and, where they have not been incorporated, outline why.
39. The current wording of the CTMP condition fails to:
 - (a) ensure that the CTMP is consulted on adequately; and
 - (b) provide certainty that the operation of the NTC Sites will not be unreasonably impacted by construction of the project (including that there will be continued direct access and egress for trucks during construction at the Hobsonville Site).
40. NTC therefore seeks amendment of CTMP condition (condition 22 of NoR W5, condition 21 of NoR RE1 and condition 21 of NoR RATN 2B), or the imposition of new conditions, to ensure that any CTMP for NoR W5, NoR RE 1 and NOR RATN 2B is prepared with input from adjacent owners and occupiers of land

and that there be continued access at all times during construction. Wording which would address these concerns is set out in the “relief sought” section below.

Appeal Point 6 – Traffic Effects of Changing Westgate Intersection to Signals (NoR RE1)

41. NTC appeals the part of the decision on NoR RE 1 which provides for the Don Buck Road, Fred Taylor Drive and Te Oranui Way intersection (“**the Don Buck Road Intersection**”) adjacent to Westgate Pak’n Save be changed from the existing roundabout to traffic signals.
42. Access to Pak’n Save Westgate is primarily via Te Oranui Way, which is currently serviced by the Don Buck Road Intersection. A capacity assessment to assess the change has not been undertaken for weekend traffic when the Westgate Site and neighbouring businesses are the busiest.
43. NTC considers that in the absence of robust weekend peak modelling, it is not possible to properly understand the environmental effects of the requirement and/or to determine whether changes to the proposed design are necessary to mitigate effects.
44. NTC therefore seeks that the capacity of the redesigned intersection be modelled at the weekend peak and that the proposed roading design ensure that there is sufficient capacity, including during weekends, to maintain reasonable traffic flows at the Te Oranui Way intersection.

Appeal Point 7 – Baker Lane Intersection (NoR RATN2B)

45. NTC appeals the part of the decision on NOR RATN2B which fails to provide a “fourth arm” as part of the new signalised intersection on Fred Taylor Drive /Baker Lane, north of the Don Buck Road roundabout (“**Baker Lane Intersection**”), providing a link between the Baker Lane Intersection and land to the east (to Rotu Drive, onto Te Oranui Way and Kohuhu Lane).

46. The fourth arm of the intersection is required to provide a connection to Kohuhu Lane, and is included as a strategic road alignment in the conceptual roading network plan for the Westgate Precinct in the Unitary Plan. This future connection is required and should be shown as part of NoR RATN2B.
47. The roading design for NoR RATN2B includes a turning lane at the Baker Lane Intersection which would provide for this connection, meaning that NoR RATN2B anticipates, but does not deliver the connection.
48. NTC therefore seeks that NoR RATN2B be amended and conditions imposed on to ensure that the future connection to Kohuhu Lane from the Baker Lane Intersection is included.

Appeal Point 8 – Stakeholder Communication and Engagement Management Plan (NoR W5, NoR RE1 and NoR RATN2B)

49. NTC appeals:
 - (a) The part of the decision on NoR W5 which rejects the recommendations of the Commissioners to require AT to provide for a hardship fund compensate or offset business costs or losses arising from the construction works on the operation of the business.
 - (b) The part of the decision on NoR W5, NoR RE1 and NoR RATN2B which fails to ensure that site-specific issues will be addressed through the engagement process.
50. As addressed above, construction works have the potential to affect the commercial viability and efficient operation of NTC's stores. This is a potential adverse effect which warrants mitigation in terms of the Act.
51. NTC therefore seeks that the Commissioners recommended wording for the SCEMP condition for NoR W5 be reinstated, and that the SCEMP condition for NoR W5, NoR RE1 and NoR RATN2b be amended to provide greater certainty that site specific issues be addressed through the engagement process.

Appeal Point 9 – Designation Review (NoR W5, NoR RE1, NoR RATN2B)

52. NTC appeals the part of the Decision which rejects the recommendations of the Commissioners to:
- (a) require the designations to be reviewed at 5 yearly intervals, and to require AT to identify land no longer required; and
 - (b) no later than 6 months following completion of construction, give notice for the removal of the designation over land no longer required for the ongoing operation of the designation.
53. The NoRs do not differentiate between land required for construction, and land required for the permanent operation of the designation. It would be inappropriate and inconsistent with the purpose of the Act if AT were to maintain a designation over land no longer required for the purpose of the designation.
54. In circumstances where the designations are subject to lengthy (or no) lapse dates, it is appropriate for the condition recommended by the Commissioners to be imposed.
55. NTC therefore seeks that the Commissioners recommended wording for the designation review condition (condition 7 of the NoR W5, condition 5 of NoR RE 1 and condition 5 of NoR RATN2b) be reinstated.

Relief Sought

56. NTC seeks the following relief:
- (a) Unless the requirements are modified in the manner requested by NTC below, that NoR RE1, NoR RATN2B and NoR W5 are cancelled.
 - (b) That the extent of land to be designated by NoR RE1 be reduced in extent so that it no longer affects the Westgate Site.
 - (c) In the alternative, in the event that the relief sought in (b) above is not granted by the Court, that the following condition is imposed:

Condition X

In respect of 17 – 19 Fred Taylor Drive, the requiring authority confirms that:

(a) No acquisition of land is required for the purpose of the designation;

(b) The purpose of the designation be limited to the construction of a retaining wall, and access to the site is minimised to the extent necessary for construction purposes; and

(c) Physical works associated with the construction of the retaining wall ensure that safe fire egress is retained, and that existing structures, foundations and drainage of the site will not be affected.

- (d) That the extent of land to be designated by NoR W5 be reduced in extent so that it no longer affects the Hobsonville Site, including those consented aspects of the activities that occur within the existing Hobsonville Road road reserve.
- (e) In the alternative, in the event that the relief sought in (d) above is not granted by the Court, that a condition is imposed which limits the use of the designation within the existing footpath to allow for installation of the necessary safety barriers and tie-in works only, and prevents any reduction in the existing footpath width.
- (f) That condition 11 of NoR W5 be amended to read as follows (deletions shown in strikethrough and additions shown in underline):

Existing property access

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. The Outline Plan shall demonstrate how safe, efficient and effective reconfigured or alternate access to the transport corridor, and on site parking and manoeuvring will be provided, unless otherwise addressed with the affected landowner.

B. Where existing property vehicle access which exists at 120 Hobsonville Road, Hobsonville at the time the Outline Plan is submitted is proposed to be altered by the project, the requiring authority shall:

i. Ensure that there is a gap in any raised median on Hobsonville Road to allow trucks to turn both left and right out of the site.

ii. Ensure that the truck egress is reinstated to comply with the Auckland Unitary Plan platform requirements (6m for non-residential) - E27.6.4.4.4.

iii. Where the Sinton and Hobsonville Road intersection as proposed to be altered by the project, at the time the Outline Plan is submitted the Requiring Authority shall ensure that a right turn into and out of Sinton Road will be provided for at the Hobsonville Road signals.

(g) In the alternative, in the event that the relief sought in (f) above is not granted by the Court, that a condition is imposed that ensures continued operation of all accesses (including egresses), with:

- (i) all existing movements retained for all vehicles that currently access the Hobsonville Site;
- (ii) existing functionality of those accesses retained; and
- (iii) reinstatement of the right-hand turning lane from Hobsonville Road onto Sinton Road.

(iv) That condition 22 of NoR W5 be amended to read as follows (deletions shown in strikethrough and additions shown in underline):

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 as to avoid, remedy or mitigate, as far as practicable, adverse construction effects.

(b) To achieve this objective, the CTMP shall include:

...

(vi) methods to maintain vehicle access, parking and manoeuvring to and within property and/or private roads where practicable, or to provide alternative vehicle access, parking and manoeuvring arrangements when it will not be, including details of how access is managed for loading and unloading of goods. Engagement with landowners or occupiers whose access, parking and manoeuvring is directly affected shall be undertaken in accordance with the SCEMP.

(x) Methods to ensure that safe truck egress from 120 Hobsonville Road is maintained through the construction phase at all times, unless specifically agreed with the owner/occupier.

(c)...

(d) Members of the public and stakeholders directly affected by the CTMP and adjacent owners and occupiers of land shall be engaged in the preparation of the CTMP.

- (v) That condition 21 of NoR RE1 and condition 21 of NoR RATN2B be amended to read as follows (deletions shown in strikethrough and additions shown in underline):

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 as to avoid, remedy or mitigate, as far as practicable, adverse construction effects.

(b) To achieve this objective, the CTMP shall include:

...

(vi) methods to maintain vehicle access, parking and manoeuvring to and within property and/or private roads where practicable, or to provide alternative vehicle access, parking and manoeuvring arrangements when it will not be, including details of how access is managed for loading and unloading of goods. Engagement with landowners or occupiers whose access, parking and manoeuvring is directly affected shall be undertaken in accordance with the SCEMP.

(c)...

(d) Members of the public and stakeholders directly affected by the CTMP and adjacent owners and occupiers of land shall be engaged in the preparation of the CTMP.

- (h) That the capacity of the redesigned Don Buck Road Intersection proposed as part of NoR RE 1 be modelled at the weekend peak and that the proposed roading design ensure that there is sufficient capacity, including during weekends, to maintain reasonable traffic flows at the Te Oranui Way intersection.
- (i) That NoR RATN2B be amended and conditions imposed on it to ensure that the future connection to Kohuhu Lane from the Baker Lane Intersection is included in NoR RATN2B.

- (j) That condition 13 of NoR W5 be amended to read as follows, including reinstatement of the Commissioners recommended wording (deletions shown in strikethrough and additions shown in underline):

Stakeholder Communication and Engagement Management Plan (SCEMP)

...

(b) To achieve the objective, the SCEMP shall include:

- (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;
- (iii) methods to engage with Stakeholders and the owners of properties identified in 11(b)(ii) above;
- (iv) 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);
- (v) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;
- (vi) methods to ~~manage~~ avoid, remedy or mitigate the potential loss of visibility from public spaces, and physical severance to businesses in the Business - Town Centre Zones, informed by engagement undertaken in accordance with condition 11(b)(i) and (ii). These methods could include (but not be limited to) customer access arrangements, temporary wayfinding and signage;
- (vii) methods and timing to engage with owners and occupiers whose access is directly affected;
- (viii) 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 11(b)(i) and (ii) above; and
- (ix) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
- (x) provision for a hardship fund to compensate or offset business costs or losses arising from the Construction Works on the operation of the business.
- (xii) details of how the Requiring Authority has considered and responded to the issues listed in Schedule X Communication and Engagement Sites – Specific Issues, where relevant to each Stage of Work.

~~(c) any SCEMP prepared for a Stage of Work shall be submitted to Council for information a minimum of 10 working days prior to the Start of Construction for a list Stage of Work.~~

- (k) That condition 12 of NoR RE1 and condition 12 NoR RATN2B be amended to read as follows, including reinstatement of the Commissioners recommended wording (deletions shown in strikethrough and additions shown in underline):

Stakeholder Communication and Engagement Management Plan (SCEMP)

...

(b) To achieve the objective, the SCEMP shall include:

- (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;
- (iii) methods to engage with Stakeholders and the owners of properties identified in 11(b)(ii) above;
- (iv) 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);
- (v) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;
- (vi) methods to ~~manage~~ avoid, remedy or mitigate the potential loss of visibility from public spaces, and physical severance to businesses in the Business - Town Centre Zones, informed by engagement undertaken in accordance with condition 11(b)(i) and (ii). These methods could include (but not be limited to) customer access arrangements, temporary wayfinding and signage;
- (vii) methods and timing to engage with owners and occupiers whose access is directly affected;
- (viii) 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 11(b)(i) and (ii) above; and
- (ix) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
- (x) details of how the Requiring Authority has considered and responded to the issues listed in Schedule X

Communication and Engagement Sites – Specific Issues,
where relevant to each Stage of Work.

~~(c) any SCEMP prepared for a Stage of Work shall be submitted to Council for information a minimum of 10 working days prior to the Start of Construction for a list Stage of Work.~~

- (l) Insert a new “Schedule X – Communication and Engagement Site Specific Issues” for NoR W5, NoR RE1 and NoR RATN 2B to address site-specific issues. A proposed format of Schedule X, addressing site specific issues and incorporating exemplar comments relating to the Hobsonville Site and the Westgate Site is annexed as **Attachment 4**.
- (m) Reinstatement of the Commissioners recommended wording for condition 7 of NoR W5, condition 5 of NoR RE1 and condition 5 of NoR RATN2B, being:

Designation Review

Pre-construction review

(a) The Requiring Authority shall, at five (5) yearly intervals from the confirmation of the designation, undertake a review of the designation. The purpose of the review is to keep stakeholders updated on progress with implementation of the project, and to enable areas of designated land to be removed from the designation if identified as being no longer required.

(b) The review shall involve affected landowners and occupiers and:

(i) provide an update on the progress or effort made to give effect to the designation and the anticipated date for implementation;

(ii) review the extent of the designation to identify any areas of designated land that are no longer required for the designation; and

(iii) be publicly available of the project website and be made available to the Council.

Post – construction review

(a) As soon as reasonably practicable, but no later than six (6) months, following Completion of Construction, the Requiring Authority shall:

(i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and

(ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

- (n) Such further orders, relief, consequential amendments or other amendments as are considered appropriate and necessary to address NTC's concerns set out above.
- (o) Costs of and incidental to this appeal.

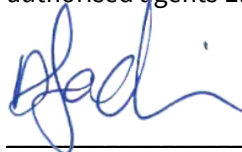
Attachments

57. The following documents are attached to this notice:

- (a) **Attachment 1:** copies of NTC submissions on NoR W5, NoR RE1 and NoR RATN2B.
- (b) **Attachment 2:** extracts of the recommendation and decision.
- (c) **Attachment 3:** a list of persons to be served with a copy of this notice.
- (d) **Attachment 4:** Proposed format for the new "Schedule X – Communication and Engagement Site Specific Issues" to be attached to NoR W5, NoR RE1 and NoR RATN2B, addressing site specific issues (incorporating exemplar comments relating to the NTC Sites).

DATED this 12th day of July 2024

THE NATIONAL TRADING COMPANY OF NEW ZEALAND LIMITED by its solicitors and duly authorised agents Ellis Gould



Daniel Sadlier / Alex Devine

ADDRESS FOR SERVICE: The offices of Ellis Gould Lawyers, Level 31, Vero Centre, 48 Shortland Street, PO Box 1509, Auckland 1140, DX CP22003, Auckland, Telephone: (09) 307-2172, Facsimile: (09) 358-5215. **Attention:** Daniel Sadlier / Alex Devine. dsadlier@ellisgould.co.nz / adevine@ellisgould.co.nz.

Advice to recipients of copy of notice of appeal

How to become party to proceedings

You may be a party to the appeal if you made a submission or a further submission on the matter of this appeal.

To become a party to the appeal, you must —

- within 15 working days after the period for lodging a notice of appeal ends, lodge a notice of your wish to be a party to the proceedings (in form 33) with the Environment Court and serve copies of your notice on the relevant local authority and the appellant; and
- within 20 working days after the period for lodging a notice of appeal ends, serve copies of your notice on all other parties.
- Your right to be a party to the proceedings in the court may be limited by the trade competition provisions in section 274(1) and Part 11A of the Act.
- You may apply to the Environment Court under section 281 of the Act for a waiver of the above timing or service requirements (see form 38).

How to obtain copies of documents relating to appeal

The copy of this notice served on you does not have attached a copy of the appellant's submission and (or or) the decision (or part of the decision) appealed. These documents may be obtained, on request, from the appellant.

Advice: If you have any questions about this notice, contact the Environment Court in Auckland, Wellington, or Christchurch.

Attachment 1: Copy of NTC's submission

SUBMISSION ON A NOTIFIED NOTICE OF REQUIREMENT FOR DESIGNATION OF LAND BY AUCKLAND TRANSPORT

Section 168(2) of the Resource Management Act 1991

To: Auckland Council, Plans and Places
Private Bag 92300
Auckland 1142
Attention: Planning Technician

THE NATIONAL TRADING COMPANY OF NEW ZEALAND LIMITED c/- Ellis Gould, Solicitors at the address for service set out below (“**the Submitter**”) makes the following submission in relation to the notices of requirement lodged by **Auckland Transport** in respect of:

- North West Local Network - Don Buck Road: a new designation, the upgrade of Don Buck Road corridor including provision for bus priority lanes and separated active mode facilities (the “**Don Buck Road NoR**”); and
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Baker Lane: a new urban arterial transport corridor that intersects with Fred Taylor Drive and connects to the intersection of the remaining East-West connection and Dunlop Road (the “**Baker Lane NoR**”).

(together the “**NoRs**”),

1. Both the Don Buck NoR and Baker Lane NoR come within the North West Transport Network project (the “**Project**”) under the Te Tupu Ngātahi Supporting Growth Programme.
2. The Submitter will be directly affected by the Don Buck Road NoR and Baker Lane NoR as it owns the properties at 17 – 19 Fred Taylor Drive, Westgate which comprise the Pak ‘n’ Save Westgate complex (the “**Site**”), parts of which come within the designation boundaries.
3. The Submitter is not a trade competitor of the Requiring Authority for the NoRs and could not gain any advantage in trade competition through this submission.

4. The Submitter wishes to be heard in support of its submissions on the Don Buck Road NoR and Baker Lane NoR.
5. If other parties make a similar submission, the Submitter would consider presenting a joint case with them at any hearing.
6. The specific reasons for the submission on each NoR are addressed in turn below. However, the general reasons for the submissions are as follows:
 - (a) Unless the relief sought in this submission is granted, the NoRs will:
 - (i) Not promote the sustainable management of natural and physical resources;
 - (ii) Not amount to and promote the efficient use and development of resources;
 - (iii) Be inconsistent with the purpose and principles in Part 2 of the Resource Management Act 1991 (“**RMA**”);
 - (iv) Generate significant adverse effects on the environment, and in particular, on the Sites; and
 - (v) Not warrant being confirmed by Council under section 171 RMA.

Specific reasons for submission

7. The Submitter notes that a construction traffic management plan has not been provided for either of the NoRs. The Submitter is concerned that the construction phase may result in significant adverse effects on the operation of its Site. Construction traffic management plans are a mechanism commonly used to manage such effects.
8. The Submitter seeks that a site-specific construction traffic management plan be required, prior to works being undertaken in the vicinity of the Site, to demonstrate how construction traffic effects will be appropriately managed including how continued Site access by customers, staff and service vehicles will be maintained during the construction period.

The Don Buck NoR

9. The Submitter is not opposed in principle to the Don Buck NoR, and supports the

Project, but seeks to ensure that:

- (a) Land take for the purpose of the designation is avoided to the greatest extent possible;
- (b) Where land take cannot be avoided, the adverse effects of land take on the operation of the Site are remedied or minimised;
- (c) There will be no long-term (i.e.: post-construction) adverse effects on access to the Site; and
- (d) Adverse effects on the operation of the Site during the construction of the Project are avoided or minimised.

10. In particular, it seeks that the following issues are addressed:

Boundary encroachment

- (a) The Submitter is concerned that the designation, as shown in the General Arrangement Plan, appears to include both vacant land and land containing buildings on the Site.
- (b) To address these concerns, it seeks confirmation that the NoR does not, and will not cover, parts of the Site where there are existing buildings.

Traffic effects

- (c) Access to the Site is primarily via Te Oranui Way, which is currently serviced by a multilane roundabout at the intersection of Fred Taylor Drive and Don Buck Road. The proposed roading design, as shown in the General Arrangement Plan, seeks to change this to a signalised intersection.
- (d) The Submitter is concerned that the change to a signalised intersection will result in a significant reduction of capacity at the intersection.
- (e) While a capacity assessment for morning and evening commuter peak flows was modelled, no assessment for weekend traffic (when the Site and neighbouring businesses are busiest) was undertaken.
- (f) The Submitter is concerned that the proposed roading design does not include sufficient capacity to ensure efficient and safe traffic flows during weekends and will result in significant adverse congestion effects.

- (g) Further, the roading design in the General Arrangement Plan shows the approach lanes to the intersection being very short. This is likely to result in queueing on Fred Taylor Drive and Te Oranui Way, exacerbating congestion effects at the intersection.

The Baker Lane NoR

- 11. The Submitter is not opposed in principle to the Baker Lane NoR, and supports the Project, but seeks to ensure that the designation boundaries appropriately reflect the future roading network proposed for the area. In particular:
 - (a) The Submitter is concerned that the designation, as shown in the General Arrangement Plan, does not include the “fourth arm” of the Baker Lane/Fred Taylor Drive intersection.
 - (b) The fourth arm of the intersection is required to provide a connection to Kohuhu Lane, and is included as a strategic road alignment in the conceptual roading network plan for the Westgate Precinct in the Auckland Unitary Plan.
 - (c) Notwithstanding this, the roading design includes a turning lane at the intersection which would provide for this connection, meaning that the Baker Lane NoR anticipates, but does not deliver, the connection.

Relief sought:

The Don Buck NoR

- 12. In light of the concerns above, the Submitter seeks that the Don Buck NoR be accepted provided:
 - (a) That the designation is amended to avoid the need for any land take from the Site, or in the event that a land take cannot be avoided that this is minimised to the greatest extent possible;
 - (b) That the designation is amended and conditions imposed on it to ensure that the designation does not apply to any part of the Site that contains buildings, including during the construction period; and
 - (c) That conditions are imposed on the designation to ensure that:
 - (i) There will be no long-term (i.e.: post construction) effects on any of the existing vehicle access to and egress from the Site and that these will

be retained largely in their current form following completion of construction.

- (ii) Adverse effects on access to and egress from the Site are minimised as far as practicable during construction; with truck egress from the Site being specifically maintained throughout the construction period.
- (iii) The proposed roading design will ensure that there is sufficient capacity, including during weekends, to maintain reasonable traffic flows at the Te Oranui Way intersection.
- (iv) Prior to the commencement of construction in the vicinity of the Site, a construction traffic management plan applying to the road network in the immediate vicinity of the Site is:
 - Prepared by the Requiring Authority in consultation with the Submitter;
 - Provided to Council, along with details of the Submitter's observations and comments on the plan, if any; and
 - Approved by the Council.
- (d) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.

13. If the above relief is not accepted, the Submitter seeks that the Don Buck Road NoR be declined.

The Baker Lane NoR

14. The Submitter seeks that the Baker Lane NoR be accepted provided that:
- (a) The designation is amended to avoid the need for any land take from the Site, or in the event that a land take cannot be avoided that this is minimised to the greatest extent possible;
 - (b) The designation is amended and conditions imposed on it to ensure that the future connection to Kohuhu Lane from the intersection of Baker Lane and Fred Taylor Drive is included in the NoR; and

- (c) Prior to the commencement of construction in the vicinity of the Site, a construction traffic management plan applying to the road network in the immediate vicinity of the Site is:
- (i) Prepared by the Requiring Authority in consultation with the Submitter;
 - (ii) Provided to Council, along with details of the Submitter's observations and comments on the plan, if any; and
 - (iii) Approved by the Council.
- (d) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.

15. If the above relief is not accepted, the Submitter seeks that the Baker Lane NoR be declined.

DATED this 24TH day of April 2023

**THE NATIONAL TRADING COMPANY
OF NEW ZEALAND** by its solicitors and
duly authorised agents, Ellis Gould



D J Sadlier / C S S Woodhouse

ADDRESS FOR SERVICE: The offices of Ellis Gould, Solicitors, Level 31, Vero Centre, 48 Shortland Street, PO Box 1509. Auckland 1140, DX CP22003, Auckland. Telephone: (09) 307-2172, Facsimile: (09) 358-5215. Attention: Daniel Sadlier: dsadlier@ellisgould.co.nz

**SUBMISSION ON A NOTIFIED NOTICE OF REQUIREMENT FOR DESIGNATION
OF LAND BY AUCKLAND TRANSPORT**

Section 168(2) of the Resource Management Act 1991

To: Auckland Council, Plans and Places
Private Bag 92300
Auckland 1142
Attention: Planning Technician

THE NATIONAL TRADING COMPANY OF NEW ZEALAND LIMITED c/- Ellis Gould, Solicitors at the address for service set out below (“**the Submitter**”) makes the following submission in relation to the notices of requirement lodged by **Auckland Transport** in respect of North West Local Network: Alteration to designation 1437 Hobsonville Road: an alteration of the existing Hobsonville Road designation 1437 to provide for the widening of the Hobsonville Road corridor between Oriel Avenue and Memorial Park Lane, including provision of separated active mode facilities (the “**NoR**”).

1. The NoR comes within the North West Local Network package of the broader North West Transport Network project (the “**Project**”) under the Te Tupu Ngātahi Supporting Growth Programme.
2. The Submitter will be directly affected by the NoR as it owns property at 120 Hobsonville Road, Hobsonville comprising the New World Hobsonville (the “**Site**”), parts of which come within the designation boundaries.
3. The Submitter is not a trade competitor of the Requiring Authority for the NoR and could not gain any advantage in trade competition through this submission.
4. The Submitter is not opposed in principle to the NoR, and supports the Project, but seeks to ensure that:
 - (a) Land take for the purpose of the designation is avoided to the greatest extent possible.
 - (b) Where land take cannot be avoided, the adverse effects of land take on the operation of the Site are remedied or minimised.

- (c) There be no long-term (i.e.: post-construction) adverse effects on access to and egress from the Site or on activities that are undertaken on the Site.
- (d) Adverse effects on the operation of the Site during the construction phase of the Project are avoided or minimised to the greatest extent possible.

Reasons for submission:

5. The reasons for the submission are as follows:

- (a) Unless the relief sought in this submission is granted, the NoR will:
 - (i) Not promote the sustainable management of natural and physical resources;
 - (ii) Not amount to and promote the efficient use and development of resources;
 - (iii) Be inconsistent with the purpose and principles in Part 2 of the Resource Management Act 1991 (“**RMA**”);
 - (iv) Generate significant adverse effects on the environment, and in particular, on the Site; and
 - (v) Not warrant being confirmed by Council under section 171 RMA.

In particular, but without derogating from the generality of the above:

Boundary encroachment

- (b) The Submitter is concerned that the designation, as shown in the General Arrangement Plan, encroaches significantly into the Site.
- (c) The Hobsonville Road boundary of the Site comprises a number of street-facing shops, that act to activate the edges of Hobsonville Road. As proposed, the designation may require demolition, or modification, of these shop fronts.
- (d) To address these concerns, the Submitter seeks confirmation that the NoR does not, and will not cover, parts of the Site where there are existing buildings.
- (e) In the event that the Requiring Authority concludes that there is no way to avoid including existing buildings within the designation boundary, the Submitter considers that it should be the Requiring Authority’s responsibility to modify or

replace any affected buildings to ensure that the road frontage along Hobsonville Road continues to be appropriately activated.

Footpath widths

- (f) The paved footpath along the Hobsonville Road boundary of the Site is currently 3.8 metres wide, with a further 3.8 – 7 metres of grassed berm.
- (g) The cross-section provided with the NoR Assessment of Environmental Effects (Fig 10-4) shows a significant reduction in the width of the footpath along the Hobsonville Road edge of the Site, while it illustrates significant space being set aside for a dedicated cycleway, planted berms, median and four traffic lanes (two in each direction). Although no dimensions are provided on the cross section, if implemented it is unlikely that the new widths will be compliant with the Engineering Design Code for Footpaths (as set out in the Auckland Transport, Transport Design Manual).¹
- (h) This reduction in width of the footpath and associated berm will result in significant adverse effects on pedestrian movement and amenity at the Hobsonville Road frontage of the Site, including immediately adjacent to retail frontages. As well as having general adverse amenity outcomes, it is notable that existing and future opportunities for *al fresco* dining in this location will be precluded.

Hobsonville Road – Sinton Road Intersection

- (i) The Site is accessed via the Hobsonville Road – Sinton Road Intersection (the “**Intersection**”). When travelling west on Hobsonville Road, access to Sinton Road is via a right-hand turning lane.
- (j) The proposed roading layout, as shown in the General Arrangement Plan, appears to remove the right turn lane and replace it with a through lane. This will result in significant adverse traffic effects on the accessibility of the Site:
 - (i) The supermarket on the Site currently services a substantial population located east of the Site towards and including Hobsonville Point. The removal of right turn movements into Sinton Road South would therefore

¹ Table 1: Minimum Urban Footpath Zone Dimensions

have significant adverse effects on the local population's ability to access the site.

- (ii) Many service vehicles accessing the Site also approach the Site from the east, having exited the Upper Harbour Highway at Squadron Drive. The removal of right turn movements into Sinton Road South would therefore also have the effect of redirecting these traffic movements west towards Brigham Creek Road.

Truck egress from the Site

- (k) The Submitter understands that property effects in relation to access driveways and private access roads have not been specifically considered as part of the NoRs and will be subject to further design prior to implementation.
- (l) Notwithstanding this, the Submitter is concerned that the proposed layout of the designation, as shown in the General Arrangement Plan submitted with the NoR, may create significant adverse effects on truck egress from the Site.
- (m) Truck egress from the Site onto Hobsonville Road is currently by way of a driveway with both left and right turn capacity, at the western end of the Site (the "**Driveway**").
 - (i) The General Arrangement Plan appears to indicate that the Driveway will be closed and may not be reinstated.
 - (ii) As the Site does not have sufficient turning space for trucks, egress via the Driveway must be retained to ensure that trucks can continue to exit the Site. This is important during both the construction phase and long-term.
 - (iii) The proposed roading design includes a median along Hobsonville Road along the frontage of the Site. It is unclear whether this is to be a flush median, raised median or traffic island. The Submitter currently enjoys unrestricted egress (i.e., both left and right turn capacity from the Driveway) and seeks that a flush median be implemented to enable right turns from the Driveway.
 - (iv) Further, modelling has demonstrated that incorporating a solid median along Hobsonville Road would not provide enough space for larger trucks to undertake a left-hand turn from the Site onto Hobsonville Road

without striking the median (as tight left turns by large trucks require more area for vehicle tracking than right turns where the turn radius can be greater). Currently, such manoeuvres are possible as the flush median enables both left and right turns. The Submitter therefore requests that a flush median is retained in this location to ensure that existing truck egress manoeuvres can continue to be accommodated from the Site.

Gradient changes to access and egress points on Hobsonville Road

- (n) In addition to the more specific comments regarding truck egress, the General Arrangement Plan identifies a portion of the Driveway as coming within the designation boundary, with a fill batter indicated in this area.
- (o) The Driveway currently incorporates a flat platform that is used as a pickup/drop off zone for loading groceries under a canopy adjacent to the supermarket building. By including the section of the Driveway within the designation boundary, the distance from the road boundary to the flat platform is reduced. This, and any additional fill, is likely to result in the need to increase the gradient of the Driveway, which may have inappropriate traffic safety effects and lead to a situation that does not comply with Auckland Unitary Plan platform requirements designed to ensure appropriate visibility lines for exiting vehicles.
- (p) Similar concerns arise in relation to the direct entrance from Hobsonville Road to the Site. The inclusion of parts of this entranceway within the designation are likely to reduce the distance from the road boundary to the carpark, resulting in the need to redesign the access to incorporate a steeper and less safe gradient.

General comments on construction effects

- (q) A construction traffic management plan has not been provided with the NoR. The Submitter is concerned that the construction phase may result in significant adverse effects on the operation of its Site. Construction traffic management plans are a mechanism commonly used to manage such effects. The Submitter seeks that a site-specific construction traffic management plan be required, prior to works being undertaken in the vicinity of the Site, to demonstrate how construction traffic effects will be appropriately managed including how continued Site access by customers, staff and service vehicles will be maintained during the construction period.

- (r) In addition to the more specific conditions set out below, the Submitter is concerned that the NoR is uncertain in terms of land requirements during the construction period relative to after completion of construction and commencement of operation of the works. It would be inappropriate and inconsistent with the purpose of the RMA if the Requiring Authority were to maintain a designation over land no longer required for the purpose of the designation. The Submitter accordingly seeks inclusion of a condition which specifies that, once construction is complete, the extent of the designation will be reduced as soon as possible to include only those areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it.

Relief sought:

6. The Submitter seeks that the NoR be accepted provided:

- (a) That the designation is amended and conditions imposed on it to ensure that:
- (i) Encroachment into the Site, both during the construction and operational phases of the Project, is avoided to the greatest extent possible.
 - (ii) The layout of the proposed works is revisited to avoid inappropriate adverse effects on pedestrian amenity, particularly along the frontage of existing retail shop fronts within the Site.
 - (iii) If encroachment into the Site is required, the Requiring Authority must reinstate the activated edges (i.e.: shop frontage) along the Hobsonville Road edge of the Site and ensure that footpaths comply with the width specified in the Engineering Design Code for Footpaths.
 - (iv) The right-hand turning lane from Hobsonville Road into Sinton Road is reinstated.
 - (v) The Driveway is clearly identified as being reinstated and retained in its current form. If retention of the Driveway in its current form is not possible, the Requiring Authority must ensure the roading design provides for appropriate truck egress from the Site by the provision of either a flush median or a break in the median adjacent to the Driveway.

- (vi) Access to and egress from the Site to Hobsonville Road retains an appropriate and safe gradient, that complies with the standards in the Auckland Unitary Plan, for all vehicle crossings.
- (b) That conditions are imposed on the designation to ensure that:
- (i) There will be no long-term (i.e.: post construction) effects on any of the existing vehicle access to and egress from the Site and that these will be retained largely in their current form following completion of construction.
- (ii) Adverse effects on access to and egress from the Sites are minimised as far as practicable during construction; with truck egress from the Site being specifically maintained throughout the construction period.
- (iii) Prior to the commencement of construction in the vicinity of the Site, a construction traffic management plan applying to the road network in the immediate vicinity of the Site is:
- Prepared by the Requiring Authority in consultation with the Submitter;
 - Provided to Council, along with details of the Submitter's observations and comments on the plan, if any; and
 - Approved by the Council.
- (iv) The extent of the designation is reduced as soon as possible once construction in the immediate vicinity of the Site is completed, so that the residual designation avoids the Site, or includes only those areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it.
- (c) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.

If the above relief is not accepted, the Submitter seeks that the NoR be declined.

7. The Submitter wishes to be heard in support of its submission.

8. If other parties make a similar submission, the Submitter would consider presenting a joint case with them at any hearing.

DATED this 24TH day of April 2023

**THE NATIONAL TRADING COMPANY
OF NEW ZEALAND LTD** by its solicitors
and duly authorised agents, Ellis Gould



D J Sadler / C S S Woodhouse

ADDRESS FOR SERVICE: The offices of Ellis Gould, Solicitors, Level 31, Vero Centre, 48 Shortland Street, PO Box 1509. Auckland 1140, DX CP22003, Auckland. Telephone: (09) 307-2172, Facsimile: (09) 358-5215. Attention: Daniel Sadler: dsadler@ellisgould.co.nz

Attachment 2: Copies of the relevant parts of the Recommendation and Decision

31 May 2024

Todd Elder
 Senior Policy Planner
 Central/South Planning Unit - Plans and Places
 Auckland Council
 Private Bag 92300
 Victoria Street West
 Auckland 1142

Dear Todd

NOTICE OF DECISION OF AUCKLAND TRANSPORT UNDER SECTION 172 OF THE RESOURCE MANAGEMENT ACT 1991

Thank you for your letter received 18 April 2024 advising of the recommendations of the Auckland Council Independent Hearing Commissioners in relation to the fourteen Auckland Transport Notices of Requirement that comprise part of the North West Project:

- NoR S4 – Access Road
- NoR W1 – Trig Road
- NoR W2 - Māmari Road
- NoR W3 – Brigham Creek Road
- NoR W4 – Spedding Road
- NoR W5 – Hobsonville Road
- NoR RE1 – Don Buck Road
- NoR RE2 – Fred Taylor Drive
- NoR R1 – Coatesville-Riverhead Highway
- NoR RATN1 – Redhills North-South Arterial Transport Corridor
- NoR RATN2a – Redhills East-West Arterial Transport Corridor – Dunlop Road
- NoR RATN2b – Redhills East-West Arterial Transport Corridor – Baker Lake
- NoR RATN2c – Redhills East-West Arterial Transport Corridor – Nixon Road Connection
- TRHIF – Trig Road Corridor Upgrade

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

Pursuant to section 172 of the Resource Management Act 1991, Auckland Transport (AT) accepts the Commissioners' recommendation that the NORs should be confirmed and accepts in part and rejects in part the Commissioners' recommendations on conditions of the Notices of Requirement.

The Table 1 below sets out:

- The Commissioners' recommended conditions which are rejected or partially accepted, along with the reasons for our decision; and
- Other modifications that AT has made to the conditions for consistency, clarity and ease of implementation.

Only those recommended conditions that AT has modified are outlined in the table below (shown in bold strikethrough for deletions and bold underline for additions).

Minor formatting and grammatical changes recommended by the Commissioners where they have been adopted have not been tracked.

A schedule of amendments that have been made to the proposed designation boundaries since the Closing Legal Submissions is attached in **Appendix A**. Refer to Closing Legal Submissions for amendments made since the application was lodged.

Complete clean sets of designation conditions as a result of the AT decision, are attached to this letter as **Appendices B – O**. The clean set of conditions in **Appendices B – O** includes the changes set out in the table below, formatting changes (including rearranging order of conditions) and minor non-substantive changes (such as capitalisations).

Yours sincerely

A handwritten signature in cursive script, appearing to read 'Jane Small'.

Jane Small

Group Manager, Property and Planning

Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners for NoRs S4, W1, W2, W3, W4, W5, RE1, RE2, R1, RATN1, RATN2A, RATN2B, RATN2C, HIFTR

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
All	-	<p>The panel has recommended the inclusion of a brief description of the NoRs at the front of the conditions to assist with readability and providing an understanding of the NoRs beyond the simple 'W1', 'W2' etc descriptors.</p> <p>RE2 and W5 have also been added into combined set.</p>	<p>Reject new conditions.</p> <p>The Panel has proposed new conditions to describe the designation purposes. Auckland Transport (AT) rejects these additional conditions because the purpose of the designation is already described in each of the NORs, and that purpose will be reflected in the AUP schedule of designations. <i>Schedule 1: General Accordance Plans and Information</i> provides the Project description for which the works within the designation shall be undertaken in general accordance with, as referred to in Condition 1.</p> <p>AT is neutral on the conditions for RE2 and W5 being moved into the combined condition set. This is because it has no material impact on the condition sets since they will be separated out into individual designations before being included in the AUP. However, in some cases RE2 and W5 have not been incorporated for each condition that may apply to them. In other cases, AT rejects the conditions being merged on the basis that there are intentional differences across the NoRs and those nuances would be lost. Refer to the appended clean condition sets for the conditions specific to each NoR.</p>
All	Abbreviations and definitions	<p>Certification of material changes to management plans</p> <p>Confirmation from the Manager that a CNVMP Schedule (or change thereto) or a material change to a management plan has been prepared in accordance with the condition to which it relates.</p> <p>A CNVMP Schedule (or change thereto) or a material change to a management plan shall be deemed certified:</p> <p>(a) where the Requiring Authority has received written confirmation from the Council that the CNVMP Schedule or the material change to the management plan is certified; or</p> <p>(b) ten (10) working days from the submission of the CNVMP Schedule or the material change to the management plan where no written confirmation of certification has been received; or</p> <p>(c) Five (5) working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.</p>	<p>Reject amendments regarding CNVMP Schedule / amendment by AT.</p> <p>The Panel has recommended amendments relating to certification of the CNVMP Schedule. AT rejects the recommended amendments as the requirement to certify the CNVMP Schedule is set out in the Schedule to a CNVMP condition, not the definition. AT is also re-locating the requirement to certify a <i>material change</i> to a CNVMP to that condition so that the definition relates to certification of material changes to management plans only. Accordingly, clause (c) has been relocated to that condition to sit alongside the existing initial certification requirements in that condition. AT notes that the removal of "CNVMP Schedules" from this definition means that some of the Panel's tracking is indirectly accepted.</p> <p>Accept amendment to condition to include the word "management".</p> <p>AT agrees with adding the word "management" for clarity.</p>
All	Abbreviations and definitions	<p>EIANZ Guidelines</p> <p>Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018 (or any updated version).</p>	<p>Reject the insertion of or any updated version to the definition of the EIANZ Guidelines.</p> <p>The Panel has recommended adding "or any updated version" at the end of this definition. AT rejects this amendment but has instead proposed an amendment to the Pre-Construction Ecological Survey condition (as discussed within that condition below).</p>
All	Abbreviations and definitions	<p>Mana Whenua</p> <p>Mana Whenua as referred to in the conditions is considered to be (as a minimum but not limited to) the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project includes but is not limited to:</p> <ul style="list-style-type: none"> • Te Kawerau a Maki • Ngāti Whātua o Kaipara • Te Ākitai Waiohū <p>Note: Other iwi and hapū not identified above may have an interest in the Project and should be consulted.</p>	<p>Amendment by AT</p> <p>Amendments to improve drafting.</p>

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
All	Abbreviations and definitions	Urban zoning Land zoned residential or business, together with adjoining special purpose and open space zones.	Amendment by AT AT have deleted the definition as it is not used in the condition set.
RE2 W5		Conditions 1 – 24A of this designation shall only apply to the work described in the Project Description and the altered area identified in Concept Plan in Schedule 1.	Reject amendment to condition The Panel has amended the conditions references in this condition to “1-24A”. The reason for this change is unclear and AT notes that the operational noise conditions (conditions 25 onwards) do apply to W5 and RE2. On that basis, AT rejects this recommendation and refers to the appended clean condition sets for the conditions specific to each designation and the correct referencing.
HIFTR R1 RATN1 RATN2A RATN2B RATN2C RE1 S4 W1 W2 W3 W4		Conditions 1 – 36 of this designation shall only apply to the work described in the Project Description and the altered area identified in the Concept Plan in Schedule 1.	Reject The Panel has proposed this condition for all new corridors in addition to W5 and RE2 (alterations to existing designations). AT rejects this new condition as it is unnecessary for new corridors. Condition sets are split out into individual designations and will therefore apply to each designation.
All	2	Project Information (a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six (6) months of the <u>inclusion of this</u> designation inclusion in the AUP. (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: (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) a subscription service to enable receipt of project updates by email; (v) the implications of the designation for landowners, occupiers and business owners and operators within the designation on how/where they can receive additional support following confirmation of the designation; (vi) how/where to access noise modelling contours to inform the design of development adjacent to the designation; and (vii) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA. (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.	Reject new clause (vi) The Panel recommends including a new clause relating to noise modelling contours into the Project Information condition. AT rejects this addition on the basis that this matter is already addressed by the LIP condition and is therefore unnecessary. The LIP will provide a tool to encourage and facilitate the integration of master planning and land use development activity on land directly affected by, or adjacent to the designation. This will provide a mechanism for engagement between the developers adjacent to the designation to aid and inform the development. Clause (c)(i)(E) of the LIP condition has specific regard to information requested in relation to the traffic noise modelling contours. Amendment by AT AT amends clause (a) to improve wording.
All	2A	Land use Integration Process (LIP) (a) 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 shall be established . The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected by , or adjacent to the designation. To achieve this purpose:	(v) Reject / amendment by AT The Panel proposes to include “the design of” into the clause that relates to noise modelling contours. AT rejects this amendment but relocates the reference to noise modelling contours into (c)(i) so that the information requested or provided may include design details including traffic noise modelling contours. Amendment by AT

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
		<p>(i) The Requiring Authority shall include the contact details of a nominated contact shall be included on the project website (or equivalent information source) required to be established by Condition (2)(a)(iii); and</p> <p>(ii) The nominated contact shall facilitate engagement with 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.</p> <p>(b) At any time prior to the Start of Construction, the nominated contact shall will be available to engage with a Developer or Development Agency for the purpose of:</p> <p>(i) responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and</p> <p>(ii) receiving information from a Developer or Development Agency regarding master planning or land development details that could assist with land use integration.</p> <p>(c) Information requested or provided under Condition 2A(b) above may include but not be limited to the following matters:</p> <p>(i) design details including but not limited to:</p> <p>A. boundary treatment (e.g. the use of retaining walls or batter slopes);</p> <p>B. the horizontal and vertical alignment of the road (levels);</p> <p>C. potential locations for mid-block crossings;</p> <p>D. integration of stormwater infrastructure;</p> <p>E. traffic noise modelling contours; and</p> <p>F. Outputs from any flood modelling.</p> <p>(ii) Potential modifications to the extent of the designation in response to information received through Condition 2A(b)(ii);</p> <p>(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</p> <p>(iv) details of how to apply for written consent from the Requiring Authority for any development proposal that relates to land is within the designation under section 176(1)(b) of the RMA. and</p> <p>(v) how / where to access noise modelling contours to inform the design of development adjacent to the designation.</p> <p>(d) Where information is requested from the Requiring Authority and is available, it shall be provided the nominated contact shall provide the information unless there are reasonable grounds for not providing it.</p> <p>(e) The Requiring Authority nominated contact shall maintain a record of engagement with 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:</p> <p>(i) a list of all Developers and Development Agencies who indicated through the notice of requirement process that they intend to master plan or develop sites along the Project alignment that may require specific integration with the designation;</p> <p>(ii) a summary of 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> <p>(iii) details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators.</p>	AT has also made a series of amendments to the LIP condition for clarity and to improve readability.

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
		(f) The record shall be submitted to the Council for information ten working days prior to the Start of Construction for a Stage of Work.	
All W1 W2 W3 W4 RE1 RE2 RATN1 RATN2C HIFTR S4	3	<p>Designation Review</p> <p>Pre-construction review</p> <p>The Requiring Authority shall, at five (5) yearly intervals from the confirmation of the designation, undertake a review of the designation. The review shall involve affected landowners and occupiers and:</p> <p>(i) assess the need for, and extent of the land, as part of the designation;</p> <p>(ii) provide an update on the progress or effort made to give effect to the designation; and</p> <p>(iii) be made publicly available on the project website and be made available to the Council.</p> <p>Post-construction review</p> <p>(a) As soon as reasonably practicable, but no later than six (6) months, following the Completion of Construction, the Requiring Authority shall:</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 the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</p>	<p>Reject pre-construction review</p> <p>The Panel has recommended the inclusion of a pre-construction review condition. AT rejects this recommendation on the basis that it is unnecessary.</p> <p>AT explained why such a condition is unnecessary in its closing submissions¹ and in particular notes that:</p> <ul style="list-style-type: none"> • The requirement to undertake such reviews across all designations (including others within the region) would be a costly and inefficient imposition on public funds that could otherwise be allocated to priority projects. • Section 79 of the RMA requires the Council to undertake a review of the District Plan every 10 years, which provides an appropriate opportunity for a Requiring Authority to consider the need for a designation. • The lapse periods are based on long-term implementation timeframes and a periodic review could create an expectation for a shorter timeframe than is the case. • Further the project website will be established, as soon as reasonably practicable, and within 6 months of the designation inclusion in the AUP to provide landowners, occupiers and the community updates on the Projects. <p>Reject post-construction review/ amendments by AT</p> <p>The Panel has recommended that the post-construction review occur no later than six months following the Completion of Construction. AT rejects this recommendation and amends the condition to remove reference to the six-month timeframe.</p> <p>As outlined in the evidence of Mr Lovell², the intent of the condition is to retain some flexibility as the roll back process is subject to third party actions and other factors that could impact the timeframe.</p>
RATN2A RATN2B	3	<p>Designation Review</p> <p>As soon as reasonably practicable, but no later than six (6) months, following the Completion of Construction, the Requiring Authority shall:</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 the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</p>	<p>Reject condition</p> <p>The Panel recommends a different condition for RATN2A and RATN2B. AT rejects having a separate designation review condition for RATN2A and RATN2B for the reasons explained above.</p>

¹ Closing legal submissions of Requiring Authority, dated 24 November 2023, at [4.35 – 4.44]

² Rebuttal evidence of Alastair Lovell, dated 8 September 2023 [4.1 – 4.4].

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
RATN2A RATN2B	3A	Lapse In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within ten (10) years from the date on which it is included in the AUP.	Reject reduced lapse date for RATN2A, RATN2B The Panel has recommended that the lapse periods for RATN2A and RATN2B be reduced from 15 to 10 years. AT rejects this recommendation. The Panel's justification for the recommendation is that the availability of funding under the HIF scheme provides greater certainty for the delivery of these corridors. Since the hearing, the HIF funding has been significantly scaled back from the figures previously shared in Mr Lovell's evidence ³ . With the current constrained funding environment and budget cuts being implemented across the public sector including Auckland Council, it is now highly unlikely that the next RLTP will allocate sufficient funding to deliver both arterial corridors within the next 10 years. Given the uncertainty of financing and current funding constraints, AT reaffirms the need for 15-year lapse periods for RATN2A and RATN2B and the conditions provide appropriate mechanisms and processes to mitigate uncertainty and other potential effects ⁴ .
W1 W2 W3 W4 RE1 RATN1 RATN2A RATN2B RATN2C HIFTR	3A	Lapse (a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.	Reject reduced lapse date for RATN2A, RATN2B See above.
All	4	Network Utility Operators and Auckland Council (Section 176 Approval) (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: (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 or parks operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities or parks in the same location with the same or similar effects on the work authorised by the designation as the existing utility or park . (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.	Amendment by AT Condition 4 provides that Network Utility Operators with existing infrastructure and Auckland Council in relation to parks that are located within the designation will not be required to obtain written consent from the Requiring Authority for the activities listed in the condition. AT amends clause (iv) to clarify the nature of the effects referred to, and to remove the reference to parks given the potential scale of activities that could risk preventing or hindering the Projects. It is, however, appropriate to provide for upgrades and replacement of existing utilities anticipated within transport corridors as these are critical services.
All	6	Management Plans (a) Any management plan shall: (i) Be prepared and implemented in accordance with the relevant management plan condition and to achieve its objective or purpose ; (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.	Reject amendment to (i) The Panel recommends including " <i>and to achieve its objective or purpose</i> ". The AT decision is to reject this addition on the basis that it is unnecessary as the individual management plan conditions already include such requirements. Amendment by AT Remove " <i>other</i> " as Mana Whenua are a Project partner.

³ Primary Evidence of Alistair Lovell, dated 2 August 2023 [5.17]

⁴ Closing legal submissions of Requiring Authority, dated 24 November 2023, at [4.45 - 4.55].

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
		(iv) Summarise comments received from Mana Whenua and other -stakeholders as required by the relevant management plan condition, along with a summary of where comments have: ...	
W3 W5	8A	<p>Stakeholder Communication and Engagement Management Plan (SCEMP)</p> <p>(b) The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works. To achieve the objective, the SCEMP shall include</p> <p>...</p> <p>(iv) 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>(v) 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>(vii) methods to manage avoid, remedy or mitigate the potential loss of visibility from public spaces and physical severance to businesses in the Business - Local Centre Zones, informed by engagement undertaken in accordance with Condition (i) and (ii) above. These methods could include (but not be limited to) customer access arrangements, temporary wayfinding and signage.</p> <p>...</p> <p>(viii) provision for a hardship fund to compensate or offset business costs or losses arising from the Construction Works on the operation of the business</p> <p>(c) Any SCEMP prepared for a Stage of Work shall be submitted to the Council for information with the Outline Plan a minimum of ten (10) working days prior to the Start of Construction for a Stage of Work.</p>	<p>Reject amendment to (vii)</p> <p>The Panel recommends that “<i>avoid, remedy or mitigate</i>” is more appropriate than “<i>manage</i>” in clause (b)(vii). The AT decision is to reject this amendment as it is unnecessary. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works. In this context, “<i>manage</i>” is more appropriate as this is an administrative process. Consideration of avoid, remedy or mitigate is used in other management plans that specifically address effects.</p> <p>Reject insertion of “<i>physical</i>” in (vii)</p> <p>The Panel recommends that severance is limited to “<i>physical</i>” severance. AT rejects the addition of “<i>physical</i>” as it is considered severance should encompass all forms of potential severance.</p> <p>Reject addition of clause (xi)</p> <p>The Panel proposes an additional clause relating to a hardship fund. AT rejects this recommendation and considers the Panel has not provided adequate justification for its inclusion and it is not mandated by current statutory requirements. Rejection of the recommendation does not preclude future consideration of such a fund. AT considers any additional support for businesses impacted by a Stage of Work is best considered on a case-by-case basis. In addition, compensation matters are provided for within the PWA.</p> <p>Amendment by AT to clause (b)(v)</p> <p>AT removes clause (b)(v) because the content is unnecessary as it duplicates requirements in (b)(iv).</p> <p>Amendment by AT to clause (c)</p> <p>AT has amended clause (c) consistent with the approach outlined in its written closing submissions. That is, that the SCEMP will be provided separate to the Outline Plan process and prepared prior to the start of construction. The proposed Stakeholder Communication and Engagement condition requires that the identification of stakeholders, directly affected properties and engagement methods must take place at least six months before detailed design, and it is a record of those matters that must be submitted at the Outline Plan stage (not the SCEMP). Previous wording was retained in error.</p> <p>AT also adopts the inclusion of “<i>minimum</i>” to clause (c), to be consistent with the Panel’s recommendation for the other corridors.</p>
S4 W1 W2 W4 RE1 RE2 R1 RATN1 RATN2A RATN2B	8A	<p>Stakeholder Communication and Engagement Management Plan (SCEMP)</p> <p>(b) The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works. To achieve the objective, the SCEMP shall include</p> <p>...</p> <p>(vi) 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>(vii) 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>	See above with respect to (b)(vi) and (vii) and (c).

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
RATN2C HIFTR		<p>...</p> <p>(c) Any SCEMP prepared for a Stage of Work shall be submitted to the Council for information with the Outline Plan Plan a minimum of ten (10) working days prior to the Start of Construction for a Stage of Work.</p>	
All	9	<p>Urban and Landscape Design Management Plan (ULDMP) [note some clauses have been relocated in clean sets] ... (c) Relevant stakeholders identified through the Condition 3B 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>(d) The ULDMP shall be prepared in general accordance with: (i) Auckland Transport's Urban Roads and Streets Design Guide or any subsequent updated version; ... (iii) Waka Kotahi Landscape Guidelines (20138) or any subsequent updated version; and ... (e) To achieve the objective set out in Condition 9(1), the ULDMP(s) shall provide details of how the project: ... (vii) Has responded to requests that could influence detailed design matters identified through the Land Use Integration Process condition (Condition 2A); ... (f) The ULDMP(s) shall include: ... (iii) Landscape and urban design details – that cover the following: ... E. Landscape treatment and planting of permanent stormwater control wetlands and swales J. Reinstatement of features to be retained such as: a. boundary features; b. landscaping; c. driveways; d. accessways; and e. fences; and f. site utilities. (g) The ULDMP shall also include the following planting details and maintenance requirements: (i) Planting design details including: a. Identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan (where relevant) and Ecological Management Plan*. Where practicable, mature trees and native vegetation should be retained; ... d. Planting of stormwater wetlands;</p>	<p>Accept in part - (c) removal of key. The Panel recommends the deletion of the word “key” in front of Stakeholders. The AT decision is to accept the removal of “key” in clause (c) and replace with “<i>relevant</i>.” The reference to “<i>relevant</i>” stakeholders in the conditions is required because at this stage of a project, engagement should be focussed on those Stakeholders considered relevant to the Stage of Work. The ULDMP will be prepared by a Suitably Qualified Person who will be best qualified to advise on who the relevant stakeholders are that should be invited to participate in the development of the ULDMP.</p> <p>Reject – (f)(iii)(j) site utilities. The Panel recommends including “site utilities” as an example of features to be re-instated. The AT decision is to reject the addition of “site utilities” in (f)(iii)(j) as the list of features to be re-instated is inclusive so it is unnecessary to list every feature. In addition, AT notes that reinstatement of utilities is provided for under the PWA.</p> <p>Reject - (g)(iii) irrigation and plant replacement. The Panel recommends including “<i>irrigation</i>” and “<i>plant replacement (due to theft or plants dying)</i>” into the list of detailed specifications. AT rejects this recommendation as the list of features is inclusive so it is unnecessary to list every feature. AT also considers that plant replacement is already addressed in the lead in sentence that captures “<i>planting details and maintenance requirements</i>”. Maintenance of landscaping will also be guided by the NZTA Landscape Guidelines which the ULDMP will be prepared in general accordance with.</p> <p>Accept – removal of advice note (front yard setback) The Panel recommends deleting the advice note to the ULDMP. AT accepts the deletion of the advice note.</p> <p>Amendments by AT AT has amended the condition to improve clarity and to remove reference to Condition 3B in clause (c). The ULDMP is prepared by a Suitably Qualified Person, who is best positioned to identify relevant stakeholders. *AT notes that the reference to the “Ecological Management Plan” is not included in the ULDMP condition for the HIFTR, W5 and RE2 corridors. AT has also removed the reference to “planting of stormwater wetlands” in clause (g)(i)(d) and instead inserted “planting” in clause (f)(iii)(E) to avoid duplication, and has corrected an incorrect date in the Waka Kotahi Landscape Guidelines.</p> <p>The ULDMP condition has also been separated into three separate conditions and some clauses relocated in the clean sets for ease of implementation. To ensure that there is a link between the three ULDMP conditions, the phrase “set out in Condition 9(1)” has been added (with updated numbering in the clean sets).</p>

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
		<p>e. Identification of vegetation to be retained and any planting requirements under the Ecological Management Plan (Conditions 21B)* and Tree Management Plan (Condition 22);</p> <p>...</p> <p>(iii) Detailed specifications relating to the following:</p> <p>...</p> <p>f. Irrigation; and g. Plant replacement (due to theft or plants dying).</p>	
All		<p>Flood Hazard</p> <p>For the purpose of Condition 10:</p> <p>...</p> <p>(d) Flood prone area – means a potential ponding areas that may flood and commonly comprised of topographical depression areas. These <u>areas</u> can occur naturally or as a result of constructed features which act as embankments when stormwater outlets are blocked. Flood prone areas typically include depressions formed by road/railway/motorway embankments built across natural gullies.</p> <p>...</p>	<p>Accept – removal of ARI in definitions</p> <p>The Panel recommends deleting the definition of ARI. The Panel is correct that this is not a term that is subsequently used in the flood hazard condition and its deletion is accepted by AT.</p> <p>Amendment by AT to the definition of flood prone area.</p> <p>AT is amending the definition of “flood prone area” to provide some additional clarification and to be consistent with the Auckland Council GIS definition.</p>
All	10	<p>Flood Hazard</p> <p>(a) The Project shall be designed to achieve the following flood risk outcomes:</p> <p>(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 within the designation or upstream or downstream of the designation;</p> <p>(ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors with a freeboard of over 500mm (to maintain a minimum freeboard of 500mm), within the designation or upstream or downstream of the designation;</p> <p>(iii) no increase in 1% AEP flood levels for existing authorised community, commercial, industrial and network utility building floors that are already subject to flooding or have a freeboard of less than 300mm within the designation or upstream or downstream of the designation;</p> <p>(iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial, industrial and network utility building floors with a freeboard of over 300mm (to maintain a minimum freeboard of 300mm) within the designation or upstream or downstream of the designation;</p> <p>(v) no increase in a 1% AEP flood level, except where the increase in level occurs within a well defined stream cross section and the increase will not increase the flood plain extent;</p> <p>(vi) existing or new overland flow paths shall be diverted away from private properties and discharge to a suitable location so that there is no increase in flood levels in a 1% AEP event downstream. Overland flow paths shall be kept free of obstructions;</p> <p>(vii) <u>Maximum of 50mm increase in water level in a 1% AEP event outside and adjacent to the designation boundaries between the pre and post Project scenarios;</u></p> <p>(viii) no new flood prone areas; and</p> <p>(ix) no increase of flood hazard <u>class</u> for <u>the</u> main vehicle <u>and pedestrian</u>-access <u>route</u> to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP rainfall event <u>and reference the hazard class in accordance with Schedule 5 to these conditions.</u></p>	<p>Reject amendments to condition.</p> <p>The Panel has recommended changes to the Flood Hazard condition to align with the Healthy Waters version of the conditions along with some amendments. AT rejects these changes and (except for the amendment discussed below) retains the version of the condition proposed in its Memorandum of Counsel dated 22 December 2023 for the reasons explained in both that Memorandum and Closing Submissions.⁵</p> <p>Amendment by AT to clause (a)(ix)</p> <p>AT is amending this clause to improve clarity by capitalising “Flood Hazard” and to make it clear that the requirement relates to both the main “vehicle” and “pedestrian” route. AT are removing the numerical threshold values and replacing it with a requirement to not increase the Flood Hazard class, to improve the workability of the condition whilst achieving a similar outcome. Scheule 5 has been added to set hazard classifications aligned with (Smith et al., 2014).</p>

⁵ Closing Legal Submissions of Requiring Authority, dated 24 November 2023, at [15.3] – [15.15]; Memorandum of Counsel dated 22 December 2023, at [7.1 – 7.5].

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
		<p>Where Flood Hazard is:</p> <ul style="list-style-type: none"> • velocity x depth >= 0.6 or • depth > 0.5, or • velocity > 2m/s. <p>(b) Compliance with this condition (a) 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>(i) proposed horizontal and vertical alignments of the road design; and (ii) all stormwater, drainage and mitigation infrastructure proposed to service the road construction.</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> <p>(d) The capacity of the designation's stormwater management network to drain surface water from private properties shall not be reduced or if reduced is appropriately accommodated by other means</p> <p>Advice Note: Consultation with Auckland Council Healthy Waters (or its equivalent) to identify opportunities for collaboration on catchment improvement projects shall be carried out at the detailed design stage.</p>	
All	11	<p>Existing property access</p> <p>(a) Where existing property vehicle access which exists at the time the Outline Plan is submitted is proposed to be altered by the project, the Requiring Authority shall consult with the directly affected landowners and occupiers regarding the required changes. The Outline Plan shall demonstrate how safe efficient and effective access to the transport corridor, and on-site parking and manoeuvring, will be provided, unless otherwise agreed with the affected landowner.</p> <p>(a) <u>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 addressed with the affected landowner.</u></p>	<p>Amendments by AT</p> <p>AT has revised the wording of this condition to improve clarity and add the phrase “reconfigured or alternate access”. AT has also changed ‘agreed’ to ‘addressed’ as changes to access may not require a formal agreement; this may depend on the nature of the change and whether land acquisition is required under the PWA.</p> <p>Reject insertion of “on-site parking and manoeuvring.”</p> <p>The Panel recommended amending this condition so that it reads “... safe <u>efficient and effective</u> access to the transport corridor, and on-site parking and manoeuvring will be provided...” AT rejects the addition of “on-site parking and manoeuvring” as the insertions are unnecessary for the reasons provided in the Closing Legal Submissions.⁶</p> <p>Reject insertion of “efficient and effective.”</p> <p>AT rejects the addition of “<u>efficient and effective</u> access to the transport corridor” on the basis that it is unnecessary for the reasons explained in Closing Legal Submissions and the evidence of Ms Seymour.⁷</p>

⁶ Closing Legal Submissions of Requiring Authority, dated 24 November 2023, at [14.8]

⁷ Closing Legal Submissions of Requiring Authority, dated 24 November 2023, at [13.10] and [14.8]; and Rebuttal evidence of Michelle Seymour, dated 8 September 2023, at [3.15].

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners <small>(additions to conditions are in bold and underlined and rejections are in bold and strikethrough)</small>	Reason for modifications
All	12	<p>Construction Environmental Management Plan (CEMP)</p> <p>(b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:</p> <p>...</p> <p>(iii) details of the proposed construction yards including temporary screening when adjacent to Residential zones;</p> <p>(iv) details of the proposed locations of refuelling activities and construction lighting;</p> <p>...</p> <p>(x) <u>Location and</u> procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses;</p> <p>...</p>	<p>Accept addition to clause (iv) The Panel recommends amending “residential areas” to “residential zones” in clause (b)(iv), which is accepted by AT.</p> <p>Amendment by AT AT has made administrative amendments to condition 12(b) to separate out locations of refuelling activities from clause (v) to clause (x)</p>
All	15	<p>Cultural Monitoring Plan (CMP)</p> <p>(a) Prior to the start of Construction Works, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua.</p> <p>(b) The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works. <u>To achieve the objective,</u> the CMP shall include:</p> <p>...</p>	<p>Amendment by AT Minor wording improvement.</p>

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications																					
All	16	<p>Construction Traffic Management Plan (CTMP)</p> <p>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:</p> <p>...</p> <p>(vi) methods to maintain vehicle access parking and manoeuvring to and within property and/or private roads where practicable, or to provide alternative vehicle access parking and manoeuvring arrangements when it will not be, including details of how access is managed for loading and unloading of goods. Engagement with landowners or occupiers whose access parking and manoeuvring is directly affected shall be undertaken in accordance with Condition 3B the SCEMP; Condition 3B the SCEMP;</p> <p>(vii) details of how the loading and unloading of goods will be provided for;</p> <p>(viii) 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;</p> <p>(ix) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/ public/ stakeholders/ emergency services);</p> <p>(x) auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management or any subsequent version;</p> <p>(xi) details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and</p> <p>(xii) details of any measures proposed to be implemented in the event of thresholds identified in (xi) being exceeded.</p> <p>(c) <u>Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management or any subsequent version.</u></p>	<p>Reject additions to clause (vi) (vi) – “Vehicle” access.</p> <p>The Panel recommends inserting “vehicle” in front of “Access”. AT does not intend to limit the CTMP to vehicle access and rejects this recommendation. This retains flexibility for other modes of transport (such as active modes).</p> <p>Reject additions to clause (vi) – “parking and manoeuvring” to and within property ... “parking and manoeuvring” arrangements</p> <p>The Panel recommends including references to “parking and manoeuvring” into the CTMP. AT does not accept that the CTMP should in all instances require maintenance of parking and manoeuvring areas within private property. It notes this is a matter that will generally also be considered under the PWA.</p> <p>Amendment by AT to clause (vi) and (vii)</p> <p>AT has relocated the reference to the loading and unloading of goods from a standalone clause to clause (vi) to recognise the link between access and loading areas, and has corrected a reference from Condition 3B to the SCEMP. AT has also deleted the word “access” in the requirement to provide alternative arrangements where access will not be maintained to improve workability of the condition.</p> <p>Amendment proposed by AT to clause (c) and (b)(x)</p> <p>AT has relocated clause (c) from (b)(x)</p>																					
All	17	<p>Construction Noise Standards</p> <p>(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:</p> <p>Table 17.1: Construction noise standards</p> <table border="1" data-bbox="557 1482 1463 1818"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L_{Aeq(15min)}</th> <th>L_{AFmax}</th> </tr> </thead> <tbody> <tr> <td colspan="4">Occupied activity sensitive to noise</td> </tr> <tr> <td rowspan="4">Weekday</td> <td>0630h - 0730h</td> <td>55 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>65 dB</td> <td>80 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> </tbody> </table>	Day of week	Time period	L _{Aeq(15min)}	L _{AFmax}	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	<p>Amendment by AT</p> <p>AT has amended the 55dB reference in Saturday 06:30 – 07:30 to 45dB to correct the error</p>
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		<table border="1" data-bbox="566 380 1463 974"> <tr> <td data-bbox="566 380 724 583">Saturday</td> <td data-bbox="733 380 937 583">0630h - 0730h</td> <td data-bbox="946 380 1169 583">545 dB</td> <td data-bbox="1178 380 1463 583">75 dB</td> </tr> <tr> <td></td> <td data-bbox="733 428 937 464">0730h - 1800h</td> <td data-bbox="946 428 1169 464">70 dB</td> <td data-bbox="1178 428 1463 464">85 dB</td> </tr> <tr> <td></td> <td data-bbox="733 470 937 506">1800h - 2000h</td> <td data-bbox="946 470 1169 506">45 dB</td> <td data-bbox="1178 470 1463 506">75 dB</td> </tr> <tr> <td></td> <td data-bbox="733 512 937 548">2000h - 0630h</td> <td data-bbox="946 512 1169 548">45 dB</td> <td data-bbox="1178 512 1463 548">75 dB</td> </tr> <tr> <td data-bbox="566 590 724 800">Sunday and Public Holidays</td> <td data-bbox="733 590 937 625">0630h - 0730h</td> <td data-bbox="946 590 1169 625">45 dB</td> <td data-bbox="1178 590 1463 625">75 dB</td> </tr> <tr> <td></td> <td data-bbox="733 632 937 667">0730h - 1800h</td> <td data-bbox="946 632 1169 667">55 dB</td> <td data-bbox="1178 632 1463 667">85 dB</td> </tr> <tr> <td></td> <td data-bbox="733 674 937 709">1800h - 2000h</td> <td data-bbox="946 674 1169 709">45 dB</td> <td data-bbox="1178 674 1463 709">75 dB</td> </tr> <tr> <td></td> <td data-bbox="733 716 937 751">2000h - 0630h</td> <td data-bbox="946 716 1169 751">45 dB</td> <td data-bbox="1178 716 1463 751">75 dB</td> </tr> <tr> <td colspan="4" data-bbox="566 806 1463 842">Other occupied buildings</td> </tr> <tr> <td data-bbox="566 863 724 898">All</td> <td data-bbox="733 863 937 898">0730h – 1800h</td> <td data-bbox="946 863 1169 898">70 dB</td> <td data-bbox="1178 863 1463 898"></td> </tr> <tr> <td></td> <td data-bbox="733 905 937 940">1800h – 0730h</td> <td data-bbox="946 905 1169 940">75 dB</td> <td data-bbox="1178 905 1463 940"></td> </tr> </table> <p data-bbox="566 974 1679 1035">b. Where compliance with the noise standards set out in Table 17.1 is not practicable, the methodology in Condition 20 shall apply.</p>	Saturday	0630h - 0730h	54 5 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		
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All	18	<p data-bbox="537 1094 1679 1129">Construction Vibration Standards</p> <p data-bbox="537 1136 1679 1255">(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 Table 18.1 as far as practicable.</p> <p data-bbox="537 1262 1679 1297">Table 18.1 Construction vibration criteria Standards</p> <table border="1" data-bbox="537 1304 1605 1646"> <thead> <tr> <th data-bbox="537 1304 759 1346">Receiver</th> <th data-bbox="768 1304 1020 1346">Details</th> <th data-bbox="1029 1304 1199 1346">Category A *</th> <th data-bbox="1207 1304 1605 1346">Category B **</th> </tr> </thead> <tbody> <tr> <td data-bbox="537 1352 759 1499" rowspan="2">Occupied Activities sensitive to noise</td> <td data-bbox="768 1352 1020 1415">Night-time 2000h - 0630h</td> <td data-bbox="1029 1352 1199 1415">0.3mm/s ppv</td> <td data-bbox="1207 1352 1605 1415">2mm/s ppv</td> </tr> <tr> <td data-bbox="768 1421 1020 1499">Daytime 0630h - 2000h</td> <td data-bbox="1029 1421 1199 1499">2mm/s ppv</td> <td data-bbox="1207 1421 1605 1499">5mm/s ppv</td> </tr> <tr> <td data-bbox="537 1505 759 1568">Other occupied buildings</td> <td data-bbox="768 1505 1020 1568">Daytime 0630h - 2000h</td> <td data-bbox="1029 1505 1199 1568">2mm/s ppv</td> <td data-bbox="1207 1505 1605 1568">5mm/s ppv</td> </tr> <tr> <td data-bbox="537 1575 759 1646">All other buildings</td> <td data-bbox="768 1575 1020 1646">At all other times</td> <td colspan="2" data-bbox="1029 1575 1605 1646">Tables 1 and 3 of DIN4150-3:1999</td> </tr> </tbody> </table> <p data-bbox="537 1652 1679 1688">*Category A criteria adopted from Rule E25.6.30.1 of the AUP</p> <p data-bbox="537 1694 1679 1730">**Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime</p> <p data-bbox="537 1736 1679 1799">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 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		<p data-bbox="1688 1094 2792 1129">Amendment by AT</p> <p data-bbox="1688 1136 2792 1171">Minor administrative amendments.</p>																									
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All	20	<p data-bbox="537 1814 1679 1850">Schedule to a CNVMP</p> <p data-bbox="537 1856 1679 1904">...</p>	<p data-bbox="1688 1814 2792 1850">Amendments by AT</p> <p data-bbox="1688 1856 2792 1904">The references to certification of the CNVMP Schedule have been removed from the definition, as the certification process is best placed in this Schedule to a CNVMP condition rather than the</p>																																												

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
		<p>(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. <u>To achieve the objective, t</u>he Schedule shall include details such as:</p> <p>...</p> <p>(d) <u>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.</u></p>	<p>definition. Accordingly, clause (c) of the definition has been relocated to this condition to sit alongside the existing certification requirements. AT has also made a drafting improvement to (b).</p>
All	21	<p>Historic Heritage Management Plan (HHMP)</p> <p>...</p> <p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.</p> <p>Accidental Discoveries</p> <p>Advice Note: The Requiring Authority is advised of the requirements of Rule E11.6.1 of the AUP for “Accidental Discovery” as they relate to both contaminated soils and heritage items.</p> <p>Accidental Discoveries</p> <p>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>Amendment by AT</p> <p>AT has deleted clause (c) because:</p> <ul style="list-style-type: none"> The actions to avoid, remedy and mitigate adverse effects on historic heritage are set out in the HHMP inclusions in 21(b). The HHMP will be submitted through the Outline Plan process. Monitoring and reporting actions are inherent in 21(b); it is not necessary to then condition a subsequent administrative process. This deletion is consistent with other management plan conditions (e.g. TMP, CNVMP, EMP) which also include monitoring and reporting actions but do not condition a subsequent administrative process. <p>AT amends the advice note to remove duplication and improve clarity regarding accidental discoveries.</p>
W1 W2 W3 W4 R1 RE1 S4 RATN1 RATN2A RATN2B RATN2C	21A	<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 the detailed design of ecological management plan-by:</p> <p>(i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the <i>Identified Biodiversity Area Schedule 2</i> are still present; and</p> <p>(ii) Confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures <u>with the level of effect to be, as</u> determined in accordance with <u>Table 10 of</u> the EIANZ guidelines <u>as included in Schedule 5 to these conditions (or subsequent updated version of the table).</u></p> <p>(iii) If the ecological survey confirms the presence of ecological features species of value in accordance with Condition 21A(a)(i) and that effects are likely in accordance with Condition 21A(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 21B for these areas (Confirmed Biodiversity Areas).</p>	<p>Amendment by AT to clause (a)(ii)</p> <p>AT has amended clause (a)(iii) to acknowledge that Table 10 may be updated in future versions of the Guidelines and if the threshold for mitigation changes, there will be a requirement to provide mitigation in accordance with those updates.</p> <p>Amendment by AT to clause (a)</p> <p>AT amends the wording to improve clarity, and amends (b) to use wording consistent with the clause it refers to.</p>
RATN1 RATN2A RATN2B RATN2C	21B	<p>Ecological Management Plan (EMP)</p> <p>...</p> <p>(b) The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. <u>To achieve the objective, T</u>he EMP shall set out the methods that will be used to achieve the objective which may include:</p> <p>...</p>	<p>Amendment by AT</p> <p>AT amends the wording to improve clarity.</p>
W1	21B	Ecological Management Plan (EMP)	Amendment by AT

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications
W2 W3 W4 S4 R1 RE1		<p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (undertaken in confirmed through Condition 21A) prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. To achieve the objective, the EMP shall set out the methods that will be used to achieve the objective which may include:</p> <p>W3, R1, W1, W2, W4 and S4 only:</p> <p>i. If an EMP is required in accordance with Condition 21A(b) for the presence of long tail bats:</p> <p>D. Details of how bat connectivity (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives). This could include identification of areas and timeframes for establishment of advance restoration / mitigation planting taking into account land ownership, accessibility and the timing of funding, measures to manage the effects of light spill on bat connectivity as far as practicable.</p>	AT amends the wording to improve clarity.
All	22	<p>Tree Management Plan (TMP)</p> <p>...</p> <p>(b) To achieve the objective, tThe TMP shall:</p> <p>To achieve the objective, tThe TMP shall: ...</p>	<p>Amendment by AT.</p> <p>AT amends clause (c) to be consistent with other management plans and to correct an error.</p>
All	23	<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> <p>...</p> <p>(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> <p>...</p> <p>(e) The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to consider opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan(s) prepared for the Project.</p> <p>(f) 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>Amendment by AT</p> <p>AT amends clause (b) to be consistent with other management plans and to update (iv) as the AS/NZS 2885 Pipelines – Gas and Liquid Petroleum standard was excluded in error.</p> <p>AT deletes clause (e) as it is not required on AT transport corridors given integration is already provided for through the LIP condition. It also includes new clause (f) to ensure that opportunities to coordination with Network Utility Operators during detailed design where practicable is considered in development of the NUMP.</p>
All	23	<p>Low Noise Road Surface</p> <p>(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.</p> <p>(b) The asphaltic concrete surface shall be maintained to retain the noise reduction performance of the surface established in accordance with (a).</p>	<p>Reject amendment to clause (b)</p> <p>The Panel recommends inserting a new clause that requires the asphaltic concrete surface to be maintained to retain the noise reduction performance of the surface. AT rejects the insertion of clause (b). It is impractical to retain the noise reduction performance or the original surface on an ongoing basis as original road surfaces inherently degrade over time. Resurfacing decisions must take into account the whole-of-life cost of assets, as well as ensuring equitable resource allocation.</p>

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications												
			AT also notes that resurfacing can result in an improvement in road noise performance. AT considers this matter has been appropriately considered in the closing legal submissions ⁸ .												
All	24A	Where the Project passes through areas with a residential or future urban zoning, noise barriers shall be erected where they can be demonstrated to provide the Best Practicable Option for the control of road traffic noise having regard to the future residential use of the adjoining land.	<p>Reject additional condition</p> <p>The Panel recommends a new condition relating to noise barriers. AT rejects the recommended additional condition and notes that the proposed conditions on the designations appropriately provide for assessing road traffic noise during detailed design. This has been discussed extensively through the evidence⁹ provided by AT and the legal submissions.¹⁰</p> <p>AT notes that the majority of the NoRs are upgrades to existing noisy roads. Sections of new roads and upgrades to existing roads will be low-speed urban arterials. At implementation, AT has proposed designation conditions that require the implementation of a low noise road surface which will benefit both existing and future receivers.</p> <p>The proposed conditions also provide for the Best Practicable Option (beyond road surface material if required and appropriate) to be assessed as part of detailed design, for those PPFs set out in the relevant schedule of the proposed designation conditions.</p>												
All	24B	<p><u>Future Resurfacing Work</u></p> <p>a) <u>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:</u></p> <p>(i) <u>the volume of traffic exceeds 10,000 vehicles per day; or</u></p> <p>(ii) <u>the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</u></p> <p>(iii) <u>it is in an industrial or commercial area where there is a high concentration of truck traffic; or</u></p> <p>(iv) <u>it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</u></p> <p>b) <u>Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 24B(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.</u></p>	<p>Reject deletion of Future Resurfacing Work condition</p> <p>The Panel recommends deleting the Future Resurfacing Work condition. AT rejects this recommendation. As explained in closing legal submissions, these criteria set out when the low noise road surface will be implemented. The criteria are drawn from the AT Reseal Guidelines and the condition also reflects AT's commercial and operational requirements.</p> <p>Resurfacing decisions must take into account the whole-of-life cost of assets, as well as ensuring equitable resource allocation. AT must consider its responsibility to future residents, and this goes beyond noise impacts and must take into account cost to ratepayers. These issues are particularly relevant to the AT corridors as the road surfaces are more likely to require the entire road pavement to be upgraded (rather than just the road surface).</p> <p>If future arterial corridors meet the criteria set out in the condition, then they will continue to be resealed in asphaltic concrete (or equivalent low noise road surface).</p> <p>AT proposed amendment to clause (a) Administrative amendment to refer to any updated version of the AT Reseal Guidelines.</p>												
<u>NoR S4</u> <u>NoR W1</u> <u>NoR W2</u> <u>NoR W3</u> <u>NoR W4</u> <u>NoR RE1</u> <u>NoR R1</u> <u>NoR RATN1</u> <u>NoR RATN2a</u>	<u>New Schedule</u>	<p><u>Schedule 5: Table 10 of the 2018 EIANZ Guidelines</u></p> <p><u>Criteria for describing level of effects (Adapted from Regini (2000) and Boffa Miskell (2011))</u></p> <table border="1" data-bbox="546 1591 1670 1772"> <thead> <tr> <th data-bbox="546 1591 730 1654"><u>Ecological Value →</u></th> <th data-bbox="739 1591 917 1654"><u>Very high</u></th> <th data-bbox="926 1591 1104 1654"><u>High</u></th> <th data-bbox="1113 1591 1291 1654"><u>Moderate</u></th> <th data-bbox="1299 1591 1478 1654"><u>Low</u></th> <th data-bbox="1486 1591 1670 1654"><u>Negligible</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="546 1661 730 1772"><u>Magnitude ↓</u></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	<u>Ecological Value →</u>	<u>Very high</u>	<u>High</u>	<u>Moderate</u>	<u>Low</u>	<u>Negligible</u>	<u>Magnitude ↓</u>						<p>Amendment by AT</p> <p>See explanation in the Pre-Construction Ecological Survey condition above for the rationale for this additional schedule.</p>
<u>Ecological Value →</u>	<u>Very high</u>	<u>High</u>	<u>Moderate</u>	<u>Low</u>	<u>Negligible</u>										
<u>Magnitude ↓</u>															

⁸ Closing legal submissions of Requiring Authority, dated 24 November 2023, at [16.13 - 16.16].

⁹ Rebuttal Evidence of Claire Drewery dated 8 September 2023 [4.1 – 4.7]

¹⁰ Opening Legal Submissions on behalf of Auckland Transport and NZ Transport Agency Waka Kotahi dated 14 September 2023 [10.81]

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and underlined and rejections are in bold and strikethrough)	Reason for modifications																																				
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<p><u>All</u></p>	<p><u>New schedule</u></p>	<p><u>Schedule 5 Flood Hazard Class</u> <u>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.</u> <u>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.</u></p> <p><u>Source: Australian Rainfall and Runoff, Book 6, 2019</u></p>	<p><u>Amendment by AT</u> See explanation in the Flood Hazard condition above for the rationale for the additional schedule.</p>																																				

Appendix G – Auckland Transport’s Modifications to NoR W5 conditions (clean)

[# Council to allocate #] – Hobsonville Road

Designation Number	1437
Requiring Authority	Auckland Transport
Location	Hobsonville Road, Hobsonville
Rollover designation	No.
Legacy Reference	N/A
Lapse Date	Given effect to (i.e no lapse date)

Purpose

Transport Corridor

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 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
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:

	<ul style="list-style-type: none"> schools and outdoor education facilities; and accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above <p>Excludes:</p> <ul style="list-style-type: none"> care centres; and tertiary education facilities
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> (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; (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
LIP	Land Use Integration Process
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	<p>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 Project:</p> <ul style="list-style-type: none"> (a) Te Kawerau ā Maki (b) Ngāti Whātua o Kaipara (c) Te Ākitai Waiohū <p>Note: other iwi and hapū not identified above may have an interest in the Project and should be consulted</p>
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
North West growth area	Constitutes the Future Urban Zone, or live zoned urban land in Kumeū, Huapai, Redhills, Redhills North, Riverhead and Whenuapai
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	<p>Stakeholders to be identified in accordance with Condition 6, which may include as appropriate:</p> <ul style="list-style-type: none"> (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	
1.	<p>Where an outline plan of works is submitted in accordance with s176A of the Act, prior to commencing the project of work, that plan shall be accompanied by:</p> <ul style="list-style-type: none"> (a) a statement detailing the degree to which the works described in the outline plan meet the relevant objectives, policies and rules of the Plan; and (b) an assessment of the effects the works described in the outline plan will have on the environment. <p><i>Explanation:</i></p> <p>While it is accepted that the project or works will be (or should be) in accordance with the designated purpose, the Council wishes to be reasonably assured that the specific works to be carried out will not unnecessarily compromise the objectives, policies and rules of the Plan or adversely affect the environment. The Council's principal opportunity to influence the works to assist the requiring authority to meet its environmental responsibilities is through the outline plan, and the assessment of compliance and effects will assist it in determining whether to request changes.</p>
2.	<p>Appropriate sedimentation and erosion control measures shall be employed for any earthworks on the designated site.</p> <p><i>Explanation:</i></p> <p>This Plan outlines erosion and sediment control measures for earthworks which are above a certain threshold, with that threshold varying according to the particular environment. Compliance with these measures would generally satisfy condition 2.</p> <p><i>Note:</i> That major earthworks may require a regional consent from the Auckland Council.</p>
	<p>Conditions 3 - 43 of this designation shall only apply to the work described in the Project Description and the altered area identified in Concept Plan in Schedule 1.</p>
3.	<p>Activity in General Accordance with Plans and Information</p> <ul style="list-style-type: none"> (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 (b) Where there is inconsistency between: <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.
4.	<p>Project Information</p> <ul style="list-style-type: none"> (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. (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: <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 on how/where they can receive additional support following confirmation of the designation; (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. (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.

5.	<p>Land use Integration Process</p> <p>(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:</p> <ul style="list-style-type: none"> (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 4 (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. <p>(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:</p> <ul style="list-style-type: none"> (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. <p>(c) Information requested or provided under Condition 5(b) above may include but not be limited to the following matters:</p> <ul style="list-style-type: none"> (i) design details including but not limited to: <ul style="list-style-type: none"> 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 any flood modelling. (ii) Potential modifications to the extent of the designation in response to information received through Condition 5 (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 is within the designation under section 176(1)(b) of the RMA. <p>(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.</p> <p>(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:</p> <ul style="list-style-type: none"> (i) a list of all Developers and Development Agencies who indicated through the notice of requirement process that they intend to master plan or develop sites along the Project alignment that may require specific integration with the designation; (ii) 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 (iii) details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators. <p>(f) The record shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work</p>
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6.	<p>Stakeholder Communication and Engagement</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 6(a)(i) – (ii) above. <p>(b) A record of (a) shall be submitted with an Outline Plan for the relevant Stage of Work.</p>
7.	<p>Designation Review</p> <p>As soon as reasonably practicable following Completion of Construction, the Requiring Authority shall:</p> <ul style="list-style-type: none"> (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
8.	<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 or parks 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 work 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>
Pre-construction conditions	
9.	<p>Outline Plan</p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project.</p> <p>(c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:</p> <ul style="list-style-type: none"> (i) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Network Integration Management Plan; (v) Urban and Landscape Design Management Plan; (vi) Historic Heritage Management Plan; (vii) Tree Management Plan; and (viii) Network Utilities Management Plan

	<p>Flood Hazard</p> <p>For the purpose of Condition 10:</p> <ul style="list-style-type: none"> (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 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; (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).
10.	<p>Flood Hazard</p> <ul style="list-style-type: none"> (a) The Project shall be designed to achieve the following flood risk outcomes: <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 1% AEP flood levels for existing authorised community, commercial, industrial and network utility building floors that are already subject to flooding or have a freeboard of less than 300mm; (iii) maximum of 50mm increase in water level in a 1% AEP event outside and adjacent to the designation boundaries between the pre and post Project scenarios; (iv) no new flood prone areas; and (v) no increase of Flood Hazard class for the main vehicle and pedestrian access route 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 2 to these conditions. (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). (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.
11.	<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 addressed landowner.</p>

<p>12.</p>	<p>Management Plans</p> <p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified Person(s); (iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; (iv) summarise comments received from Mana Whenua and stakeholders as required by the relevant management plan condition, along with a summary of where comments have: <ul style="list-style-type: none"> A. been incorporated; and B. where not incorporated, the reasons why. (v) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; (vi) Once finalised, uploaded to the Project website or equivalent virtual information source. <p>(b) Any management plan developed in accordance with Condition 12 may:</p> <ul style="list-style-type: none"> (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), a Stage of Work of the Project, or to address specific activities authorised by the designation; (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; <p>(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;</p> <p>(d) Any material changes to the SCEMP(s) are to be submitted to the Council for information.</p>
<p>13.</p>	<p>Stakeholder Communication and Engagement Management Plan (SCEMP)</p> <p>(a) A SCEMP shall be prepared in consultation with 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 Construction Works.</p> <p>(b) To achieve the objective, the SCEMP shall include:</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; (iii) methods to engage with Stakeholders and the owners of properties identified in (b)(ii) above; (iv) 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); (v) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (vi) methods to manage the potential loss of visibility from public spaces and severance to businesses in the Business - Local Centre Zones, informed by engagement undertaken in accordance with Condition 13(b)(i) and (ii). These methods could include (but not be limited to) customer access arrangements, temporary wayfinding and signage. (vii) methods and timing to engage with owners and occupiers whose access is directly affected; (viii) 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 13(b)(i) and (ii) above; and (ix) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. <p>(c) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information a minimum of ten working days prior to the Start of Construction for a Stage of Work.</p>

14.	<p>Network Integration Management Plan (NIMP)</p> <p>(a) At least six (6) 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 Network Integration Management Plan (NIMP).</p> <p>(b) The objective of the NIMP is to identify how the Project will integrate with the planned transport network in the North West growth area to achieve an effective, efficient and safe land transport system. 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.
15.	<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 Urban and Landscape Design Management Plan, the Stakeholder Communication and Engagement Management Plan and Historic Heritage Management Plan, and the CMP referred to in Condition 21 (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;</p> <p>(d) Conditions 15(b) and (c) 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.
16.	<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. The objective of the ULDMP(s) is to:</p> <ul style="list-style-type: none"> (i) enable integration of the Project's permanent works into the surrounding landscape and urban context; and (ii) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment. <p>(b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 15 may be reflected in the ULDMP.</p> <p>(c) Relevant stakeholders shall be invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work.</p>

17.	<p>(a) To achieve the objective set out in Condition 16, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) promotes inclusive access (where appropriate); and (iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. (v) has responded to matters identified through the Land Use Integration Process (Condition 5) (vi) Interfaces with the operational areas of commercial premises within business zoned land, including loading areas, internal circulation and car parking, where practicable. <p>(b) 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) NZTA Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (iii) NZTA Landscape Guidelines (2018) or any subsequent updated version; (iv) NZTA 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.
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<p>18.</p>	<p>The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> (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; and (c) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> (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 or underpasses; (viii) historic heritage places with reference to the HHMP (Condition 27); and (ix) re-instatement of construction and site compound areas; and (x) re-instatement of features to be retained such as: <ul style="list-style-type: none"> A. boundary features; B. landscaping; C. driveways; D. accessways; and E. fences. (d) The ULDMP shall also include the following planting details and maintenance requirements: <ul style="list-style-type: none"> (i) planting design details including: <ul style="list-style-type: none"> 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 28); E. integration of any planting requirements 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 works in each Stage of Work; and (iii) detailed specifications relating to the following: <ul style="list-style-type: none"> A. weed control and clearance; B. pest animal management (to support plant establishment); C. ground preparation (top soiling and decompaction); D. mulching; and E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.
<p>Specific Outline Plan requirements</p>	
<p>Construction conditions</p>	

<p>19.</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 zones; (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) summary of measures included to respond to matters raised in engagement, if not already covered above; (xiii) procedures for responding to complaints about Construction Works; and (xiv) methods for amending and updating the CEMP as required.
<p>20.</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>

21.	<p>Cultural Monitoring Plan (CMP)</p> <p>(a) Prior to the start of Construction Works, 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.</p> <p>(b) To achieve the objective, the CMP 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>(c) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, 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.</p> <p>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.</p>
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22.	<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. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.</p> <p>(b) To achieve this objective, the CTMP shall include:</p> <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near 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 services, 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 or occupiers whose access is directly affected shall be undertaken in accordance with the SCEMP; (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; and (x) details of any measures proposed to be implemented in the event of thresholds identified in 22(b)(ix) being exceeded. <p>(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 or any subsequent version</p>
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23.	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 23-1 Construction Noise Standards			
	Day of week	Time period	L_{Aeq}(15min)	L_{AFmax}
	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 23-1 is not practicable, the methodology in Condition 26 shall apply.			
24.	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 24-1 Construction Vibration Standards			
	Receiver	Details	Category A*	Category B**
	Occupied activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
		Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
	All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	
	* Category A criteria adopted from Rule E25.6.30.1 of the AUP			
	** Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime			
	(b) Where compliance with the vibration standards set out in Table 24-1 is not practicable, the methodology in Condition 26 all apply			

25.	<p>Construction Noise and Vibration Management Plan (CNMVP)</p> <p>(a) A CNVMP shall be prepared prior to the Start of Construction for 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 23 and 24 to the extent practicable.</p> <p>(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:</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 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 23 and/or vibration standards Condition 24 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 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.
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26.	<p>Schedule to a CNVMP</p> <p>(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:</p> <ul style="list-style-type: none"> (i) construction noise is either predicted or measured to exceed the noise standards in Condition 23, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days. (ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 24. <p>(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.</p> <p>(c) To achieve the objective, the Schedule shall include details such as:</p> <ul style="list-style-type: none"> (i) construction activity location, start and finish dates; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance; (iv) 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. <p>(d) The Schedule shall be submitted to the Manager for certification at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP.</p> <p>(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.</p> <p>(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.</p>
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27.

Historic Heritage Management Plan (HHMP)

- (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. The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable.
- (b) To achieve the objective, the HHMP shall identify:
- (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;
 - (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) 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 Condition 15 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:
 - A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;
 - B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and
 - C. 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).

Advice note:**Accidental Discoveries**

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

28.	<p>Tree Management Plan (TMP)</p> <p>(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 as protected or notable in the Auckland Unitary Plan.</p> <p>(b) To achieve the objective, the TMP shall:</p> <ul style="list-style-type: none"> (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan; and (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in 28(b)(i) above. This may include: <ul style="list-style-type: none"> A. any opportunities to relocate existing trees where practicable; B. planting to replace trees that require removal (with reference to the ULDM planting design details in Condition 18); C. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and D. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. (iii) demonstrate how the tree management measures (outlined in 28(b)(ii)A – D above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.
29.	<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. 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 include methods (including timing) to protect and where required safely relocate the International Cable.</p> <p>(d) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project.</p> <p>(e) 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>(f) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(g) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(h) 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>
30.	<p>Low Noise Road Surface</p> <p>(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.</p>

31.	<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 31 (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 32 to 43:</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 3: 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 3: 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 30; and (k) Structural Mitigation – has the same meaning as in NZS 6806.
32.	<p>The Noise Criteria Categories identified in Schedule 3: PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 32 to 43 (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>
33.	<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 3: PPFs Noise Criteria Categories.</p> <p>For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 30 may be (or be part of) the Selected Mitigation Option(s).</p>

34.	Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 3 PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
35.	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.
36.	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.
37.	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 LAeq(24h) inside Habitable Spaces ('Category C Buildings').
38.	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.
39.	For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 38 above if: (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 38 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. 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.
40.	Subject to Condition 39 above, within six months of the assessment undertaken in accordance with Condition 38, the Requiring Authority shall write to the owner of each Category C Building advising: (a) If Building-Modification Mitigation is required to achieve 40 dB LAeq(24h) inside habitable spaces; and (b) The options available for Building-Modification Mitigation to the building, if required; and (c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
41.	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.

42.	<p>Subject to Condition 39, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 41 if:</p> <ul style="list-style-type: none"> (a) The Requiring Authority has completed Building Modification Mitigation to the building; or (b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or (c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 39 (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.
43.	<p>The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable</p>

Attachments

Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation, and maintenance of an upgrade to a transport corridor in Whenuapai, from Oriel Avenue to Trig Road (South) and from Trig Road (South) to the intersection with Memorial Park Lane, including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

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

Concept Plan



Appendix H – Auckland Transport’s Modifications to NoR RE1 conditions (clean)

[# Council to allocate #] – Don Buck Road

Designation Number	XXXX
Requiring Authority	Auckland Transport
Location	Don Buck Road between Royal Road and Fred Taylor
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

The construction, operation and maintenance of an arterial transport corridor.

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 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
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
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 27
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	<p>Facility used for education to secondary level</p> <p>Includes:</p> <ul style="list-style-type: none"> • schools and outdoor education facilities; and • accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above <p>Excludes:</p> <ul style="list-style-type: none"> • care centres; and • tertiary education facilities
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
EMP	Ecological Management Plan
Enabling works	<p>Includes, but is not limited to, the following and similar activities:</p> <p>(a) geotechnical investigations (including trial embankments);</p> <p>(b) archaeological site investigations;</p> <p>(c) formation of access for geotechnical investigations;</p> <p>(d) establishment of site yards, site entrances and fencing;</p> <p>(e) constructing and sealing site access roads;</p> <p>(f) demolition or removal of buildings and structures;</p> <p>(g) relocation of services;</p> <p>(h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)</p>
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
LIP	Land Use Integration Process
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	<p>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 Project:</p> <p>(a) Te Kawerau ā Maki</p> <p>(b) Ngāti Whātua o Kaipara</p> <p>(c) Te Ākitai Waiohū</p> <p>Note: other iwi and hapū not identified above may have an interest in the Project and should be consulted</p>
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
North West growth area	Constitutes the Future Urban Zone, or live zoned urban land in Kumeū, Huapai, Redhills, Redhills North, Riverhead and Whenuapai
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 4, 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	
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> <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.
2.	<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 on how/where they can receive additional support following confirmation of the designation; (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.	<p>Land use Integration Process</p> <p>(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:</p> <ul style="list-style-type: none"> (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. <p>(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:</p> <ul style="list-style-type: none"> (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. <p>(c) Information requested or provided under Condition 3(b) above may include but not be limited to the following matters:</p> <ul style="list-style-type: none"> (i) design details including but not limited to: <ul style="list-style-type: none"> 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 any flood modelling. (ii) Potential modifications to the extent of the designation in response to 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 is within the designation under section 176(1)(b) of the RMA. <p>(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.</p> <p>(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:</p> <ul style="list-style-type: none"> (i) a list of all Developers and Development Agencies who indicated through the notice of requirement process that they intend to master plan or develop sites along the Project alignment that may require specific integration with the designation; (ii) 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 (iii) details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators. <p>(f) The record shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work</p>
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4.	<p>Stakeholder Communication and Engagement</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 4(a)(i) – (ii) above. <p>(b) A record of (a) shall be submitted with an Outline Plan for the relevant Stage of Work.</p>
5.	<p>Designation Review</p> <p>As soon as reasonably practicable following Completion of Construction, the Requiring Authority shall:</p> <ul style="list-style-type: none"> (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
6.	<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>
7.	<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 or parks 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 work 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>
Pre-construction conditions	
8.	<p>Outline Plan</p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project.</p> <p>(c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:</p> <ul style="list-style-type: none"> (i) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Network Integration Management Plan; (v) Urban and Landscape Design Management Plan; (vi) Historic Heritage Management Plan; (vii) Ecological Management Plan; (viii) Tree Management Plan; and (ix) Network Utilities Management Plan

	<p>Flood Hazard</p> <p>For the purpose of Condition 9:</p> <ul style="list-style-type: none"> (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 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; (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>9.</p>	<p>Flood Hazard</p> <ul style="list-style-type: none"> (a) The Project shall be designed to achieve the following flood risk outcomes: <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 1% AEP flood levels for existing authorised community, commercial, industrial and network utility building floors that are already subject to flooding or have a freeboard of less than 300mm; (iii) maximum of 50mm increase in water level in a 1% AEP event outside and adjacent to the designation boundaries between the pre and post Project scenarios; (iv) no new flood prone areas; and (v) no increase of Flood Hazard class for the main vehicle and pedestrian access route 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 2 to these conditions. (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). (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>10.</p>	<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 addressed with the affected landowner.</p>

<p>11.</p>	<p>Management Plans</p> <p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified Person(s); (iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; (iv) summarise comments received from Mana Whenua and stakeholders as required by the relevant management plan condition, along with a summary of where comments have: <ul style="list-style-type: none"> A. been incorporated; and B. where not incorporated, the reasons why. (v) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; (vi) Once finalised, uploaded to the Project website or equivalent virtual information source. <p>(b) Any management plan developed in accordance with Condition 11 may:</p> <ul style="list-style-type: none"> (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), a Stage of Work of the Project, or to address specific activities authorised by the designation; (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; <p>(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;</p> <p>(d) Any material changes to the SCEMP(s) are to be submitted to the Council for information.</p>
<p>12.</p>	<p>Stakeholder Communication and Engagement Management Plan (SCEMP)</p> <p>(a) A SCEMP shall be prepared in consultation with 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 Construction Works.</p> <p>(b) To achieve the objective, the SCEMP shall include:</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; (iii) methods to engage with Stakeholders and the owners of properties identified in (b)(ii) above; (iv) 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); (v) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (vi) methods and timing to engage with owners and occupiers whose access is directly affected; (vii) 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 12(b)(i) and (ii) above; and (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. <p>(c) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information a minimum of ten working days prior to the Start of Construction for a Stage of Work.</p>

13.	<p>Network Integration Management Plan (NIMP)</p> <p>(a) At least six (6) 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 Network Integration Management Plan (NIMP).</p> <p>(b) The objective of the NIMP is to identify how the Project will integrate with the planned transport network in the North West growth area to achieve an effective, efficient and safe land transport system. 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.
14.	<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 Urban and Landscape Design Management Plan, the Stakeholder Communication and Engagement Management Plan and Historic Heritage Management Plan, and the CMP referred to in Condition 20 (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;</p> <p>(d) Conditions 14(b) and (c) 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.
15.	<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. The objective of the ULDMP(s) is to:</p> <ul style="list-style-type: none"> (i) enable integration of the Project's permanent works into the surrounding landscape and urban context; and (ii) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment. <p>(b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 14 may be reflected in the ULDMP.</p> <p>(c) Relevant stakeholders shall be invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work.</p>

16.	<p>(a) To achieve the objective set out in Condition 15, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) promotes inclusive access (where appropriate); and (iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. (v) has responded to matters identified through the Land Use Integration Process (Condition 3) (vi) interfaces with the operational areas of commercial premises within business zoned land, including loading areas, internal circulation and car parking, where practicable. <p>(b) 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) NZTA Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (iii) NZTA Landscape Guidelines (2018) or any subsequent updated version; (iv) NZTA 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.
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17.	<p>The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> (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; and (c) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> (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 or underpasses; (viii) historic heritage places with reference to the HHMP (Condition 26); and (ix) re-instatement of construction and site compound areas; and (x) re-instatement of features to be retained such as: <ul style="list-style-type: none"> A. boundary features; B. landscaping; C. driveways; D. accessways; and E. fences. (d) The ULDMP shall also include the following planting details and maintenance requirements: <ul style="list-style-type: none"> (i) planting design details including: <ul style="list-style-type: none"> A. identification of existing trees and vegetation that will be retained with reference to the TMP (where relevant) and Ecological Management Plan. 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 Ecological Management Plan (Conditions 28) and TMP (Condition 29); E. integration of any planting requirements 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 works in each Stage of Work; and (iii) detailed specifications relating to the following: <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	
Construction conditions	

<p>18.</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 zones; (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) summary of measures included to respond to matters raised in engagement, if not already covered above; (xiii) procedures for responding to complaints about Construction Works; and (xiv) methods for amending and updating the CEMP as required.
<p>19.</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>20.</p>	<p>Cultural Monitoring Plan (CMP)</p> <p>(a) Prior to the start of Construction Works, 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.</p> <p>(b) To achieve the objective, the CMP 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>(c) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, 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.</p> <p>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.</p>
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<p>21.</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. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.</p> <p>(b) To achieve this objective, the CTMP shall include:</p> <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near 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 services, 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 or occupiers whose access is directly affected shall be undertaken in accordance with the SCEMP; (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; and (x) details of any measures proposed to be implemented in the event of thresholds identified in 21(b)(ix) being exceeded. <p>(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 or any subsequent version</p>
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22.	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 22-1 Construction Noise Standards			
	Day of week	Time period	L_{Aeq}(15min)	L_{AFmax}
	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 22-1 is not practicable, the methodology in Condition 25 shall apply.			
23.	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 23-1 Construction Vibration Standards			
	Receiver	Details	Category A*	Category B**
	Occupied activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
		Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
	All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	
	* Category A criteria adopted from Rule E25.6.30.1 of the AUP			
	** Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime			
	(b) Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 all apply			

24.	<p>Construction Noise and Vibration Management Plan (CNMVP)</p> <p>(a) A CNVMP shall be prepared prior to the Start of Construction for 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 22 and 23 to the extent practicable.</p> <p>(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:</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 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 22 and/or vibration standards Condition 23 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 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.
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25.	<p>Schedule to a CNVMP</p> <p>(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:</p> <ul style="list-style-type: none"> (i) construction noise is either predicted or measured to exceed the noise standards in Condition 22, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days. (ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 23. <p>(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.</p> <p>(c) To achieve the objective, the Schedule shall include details such as:</p> <ul style="list-style-type: none"> (i) construction activity location, start and finish dates; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance; (iv) 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. <p>(d) The Schedule shall be submitted to the Manager for certification at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP.</p> <p>(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.</p> <p>(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.</p>
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26.	<p>Historic Heritage Management Plan (HHMP)</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. The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable.</p> <p>(b) 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; (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) 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 Condition 14 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: <ul style="list-style-type: none"> A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and C. 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 14). <p>Advice note: Accidental Discoveries The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP</p>
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27.	<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:</p> <ul style="list-style-type: none">(i) confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule 3 are still present; and(ii) confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures with the level of effects to be determined in accordance with Table 10 of the EIANZ guidelines as included in Schedule 5 to these conditions (or subsequent updated version of the table). <p>(b) If the ecological survey confirms the presence of ecological species of value in accordance with Condition 27(a)(i) and that effects are likely in accordance with Condition 27(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 28 for these areas (Confirmed Biodiversity Areas).</p>
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<p>28.</p>	<p>Ecological Management Plan (EMP)</p> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 27) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable.</p> <p>(b) 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 27 (b) 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 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 20 m 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;</p> <p>c. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified Person;</p> <p>d. 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>e. minimising light spill from construction areas into Wetlands</p> <p>(c) 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>Advice note:</p> <p>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, bats).</p>
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29.	<p>Tree Management Plan (TMP)</p> <p>(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 as protected or notable in the Auckland Unitary Plan.</p> <p>(b) To achieve the objective, the TMP shall:</p> <ul style="list-style-type: none"> (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan; and (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in 29(b)(i) above. This may include: <ul style="list-style-type: none"> A. any opportunities to relocate existing trees where practicable; B. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 17); C. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and D. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. (iii) demonstrate how the tree management measures (outlined in 29(b)(ii)A – D above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.
30.	<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. 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 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) 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>
31.	<p>Low Noise Road Surface</p> <p>(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.</p>

32.	<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 32 (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 33 to 44:</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 4: 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 4: 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 31; and (k) Structural Mitigation – has the same meaning as in NZS 6806.
33.	<p>The Noise Criteria Categories identified in Schedule 4: PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 33 to 44 (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>
34.	<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 4: PPFs Noise Criteria Categories.</p> <p>For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 31 may be (or be part of) the Selected Mitigation Option(s).</p>

35.	Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 4 PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
36.	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.
37.	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.
38.	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 LAeq(24h) inside Habitable Spaces ('Category C Buildings').
39.	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.
40.	For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 39 above if: (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 39 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. 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.
41.	Subject to Condition 40 above, within six months of the assessment undertaken in accordance with Condition 39, the Requiring Authority shall write to the owner of each Category C Building advising: (a) If Building-Modification Mitigation is required to achieve 40 dB LAeq(24h) inside habitable spaces; and (b) The options available for Building-Modification Mitigation to the building, if required; and (c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
42.	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.

43.	Subject to Condition 40, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 42 if: (a) The Requiring Authority has completed Building Modification Mitigation to the building; or (b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or (c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 40 (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.
44.	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable

Attachments

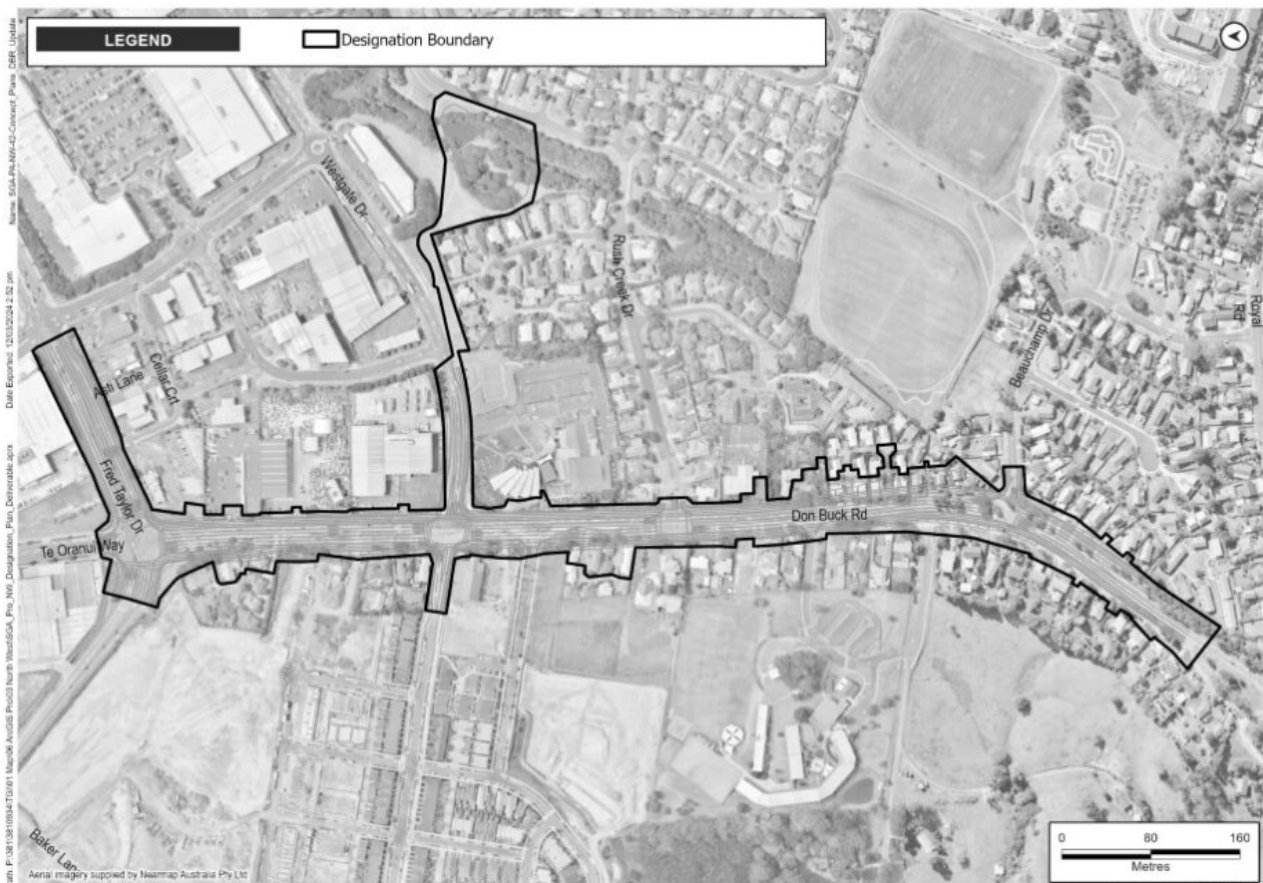
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is the construction, operation, and maintenance of a transport corridor in Redhills, From the Fred Taylor Drive and Te Oranui Way intersection to Redhills East-West Arterial Transport Corridor – Dunlop Road, including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

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

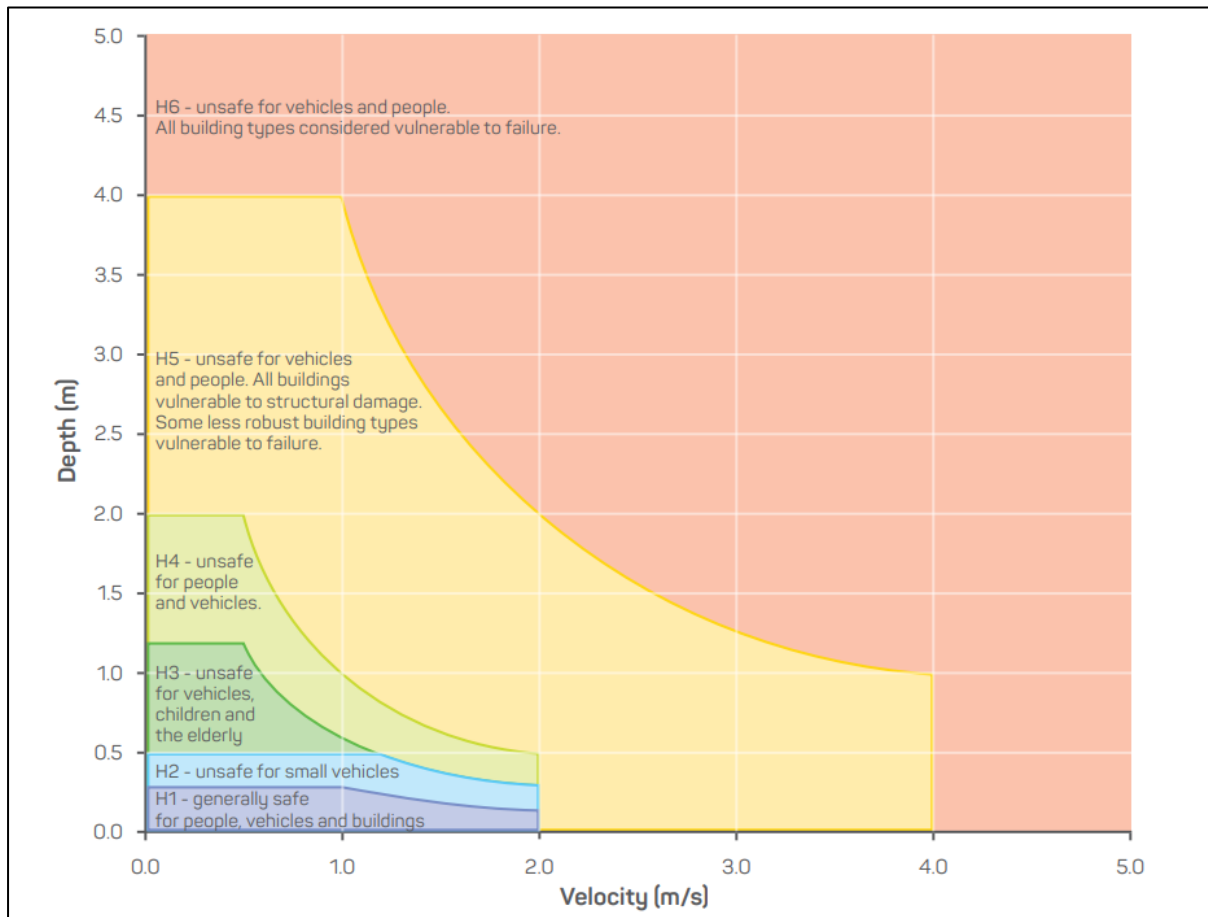
Concept Plan



Schedule 2: 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

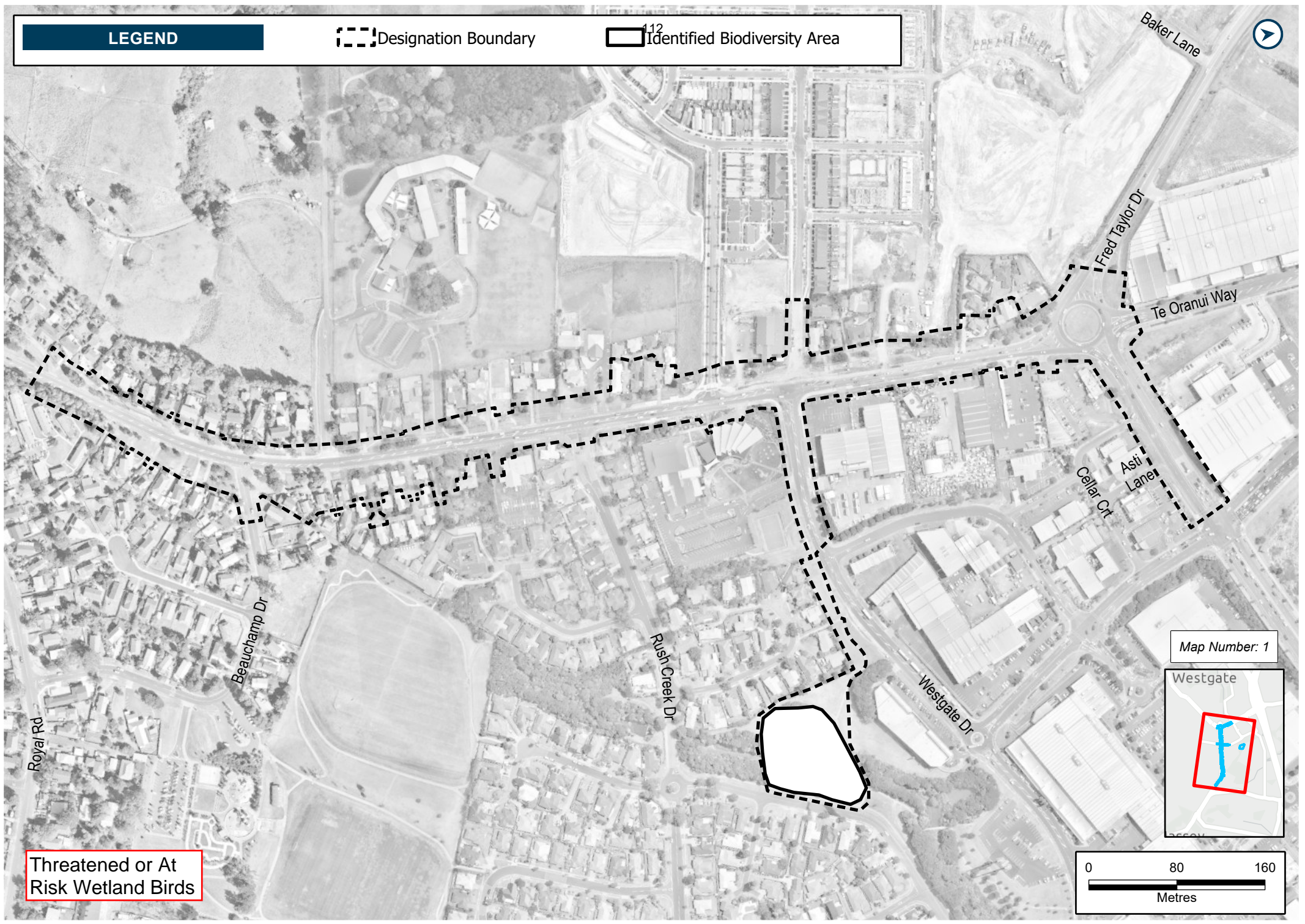
Schedule 3: Identified Biodiversity Areas

Name of Map: SGA-EC-NW-037-Redhillis-Riverhead-Dom-Buck-Rd-Biod-Mitigation
Path: P:\381\381034\T0102 Data\1 Data Processing 550 P1us669_NW_Ecology_Mitigation\SGA_NW_Ecology_Mitigation.aprx

LEGEND

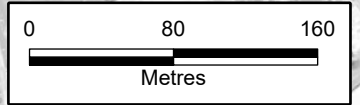
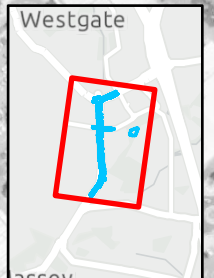
 Designation Boundary

 112 Identified Biodiversity Area



Threatened or At Risk Wetland Birds

Map Number: 1



Appendix M – Auckland Transport’s Modifications to NoR RATN2b conditions (clean)

[# Council to allocate #] – Redhills East-West Arterial Transport Corridor – Baker Lake

Designation Number	XXXX
Requiring Authority	Auckland Transport
Location	Extending Baker Lane west from Fred Taylor Drive in Redhills.
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

The construction, operation and maintenance of a transport corridor.

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 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
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
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 27
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	<p>Facility used for education to secondary level</p> <p>Includes:</p> <ul style="list-style-type: none"> • schools and outdoor education facilities; and • accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above <p>Excludes:</p> <ul style="list-style-type: none"> • care centres; and • tertiary education facilities
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
EMP	Ecological Management Plan
Enabling works	<p>Includes, but is not limited to, the following and similar activities:</p> <p>(a) geotechnical investigations (including trial embankments);</p> <p>(b) archaeological site investigations;</p> <p>(c) formation of access for geotechnical investigations;</p> <p>(d) establishment of site yards, site entrances and fencing;</p> <p>(e) constructing and sealing site access roads;</p> <p>(f) demolition or removal of buildings and structures;</p> <p>(g) relocation of services;</p> <p>(h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)</p>
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
LIP	Land Use Integration Process
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	<p>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 Project:</p> <p>(a) Te Kawerau a Maki</p> <p>(b) Ngāti Whātua o Kaipara</p> <p>(c) Te Ākitai Waiohū</p> <p>Note: other iwi and hapū not identified above may have an interest in the Project and should be consulted</p>
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
North West growth area	Constitutes the Future Urban Zone, or live zoned urban land in Kumeū, Huapai, Redhills, Redhills North, Riverhead and Whenuapai
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 4, 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	
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> <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.
2.	<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 on how/where they can receive additional support following confirmation of the designation; (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.	<p>Land use Integration Process</p> <p>(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:</p> <ul style="list-style-type: none"> (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. <p>(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:</p> <ul style="list-style-type: none"> (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. <p>(c) Information requested or provided under Condition 3(b) above may include but not be limited to the following matters:</p> <ul style="list-style-type: none"> (i) design details including but not limited to: <ul style="list-style-type: none"> 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 any flood modelling. (ii) Potential modifications to the extent of the designation in response to 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 is within the designation under section 176(1)(b) of the RMA. <p>(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.</p> <p>(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:</p> <ul style="list-style-type: none"> (i) a list of all Developers and Development Agencies who indicated through the notice of requirement process that they intend to master plan or develop sites along the Project alignment that may require specific integration with the designation; (ii) 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 (iii) details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators. <p>(f) The record shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work</p>
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4.	<p>Stakeholder Communication and Engagement</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 4(a)(i) – (ii) above. <p>(b) A record of (a) shall be submitted with an Outline Plan for the relevant Stage of Work.</p>
5.	<p>Designation Review</p> <p>As soon as reasonably practicable following Completion of Construction, the Requiring Authority shall:</p> <ul style="list-style-type: none"> (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
6.	<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>
7.	<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 or parks 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 work 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>
Pre-construction conditions	
8.	<p>Outline Plan</p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project.</p> <p>(c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:</p> <ul style="list-style-type: none"> (i) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Network Integration Management Plan; (v) Urban and Landscape Design Management Plan; (vi) Historic Heritage Management Plan; (vii) Ecological Management Plan; (viii) Tree Management Plan; and (ix) Network Utilities Management Plan

	<p>Flood Hazard</p> <p>For the purpose of Condition 9:</p> <ul style="list-style-type: none"> (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 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; (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).
9.	<p>Flood Hazard</p> <ul style="list-style-type: none"> (a) The Project shall be designed to achieve the following flood risk outcomes: <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 1% AEP flood levels for existing authorised community, commercial, industrial and network utility building floors that are already subject to flooding or have a freeboard of less than 300mm; (iii) maximum of 50mm increase in water level in a 1% AEP event outside and adjacent to the designation boundaries between the pre and post Project scenarios; (iv) no new flood prone areas; and (v) no increase of Flood Hazard class for the main vehicle and pedestrian access route 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 2 to these conditions. (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). (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.
10.	<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 addressed with the affected landowner.</p>

<p>11.</p>	<p>Management Plans</p> <p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified Person(s); (iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; (iv) summarise comments received from Mana Whenua and stakeholders as required by the relevant management plan condition, along with a summary of where comments have: <ul style="list-style-type: none"> A. been incorporated; and B. where not incorporated, the reasons why. (v) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; (vi) Once finalised, uploaded to the Project website or equivalent virtual information source. <p>(b) Any management plan developed in accordance with Condition 11 may:</p> <ul style="list-style-type: none"> (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), a Stage of Work of the Project, or to address specific activities authorised by the designation; (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; <p>(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;</p> <p>(d) Any material changes to the SCEMP(s) are to be submitted to the Council for information.</p>
<p>12.</p>	<p>Stakeholder Communication and Engagement Management Plan (SCEMP)</p> <p>(a) A SCEMP shall be prepared in consultation with 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 Construction Works.</p> <p>(b) To achieve the objective, the SCEMP shall include:</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; (iii) methods to engage with Stakeholders and the owners of properties identified in (b)(ii) above; (iv) 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); (v) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (vi) methods and timing to engage with owners and occupiers whose access is directly affected; (vii) 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 12(b)(i) and (ii) above; and (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. <p>(c) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information a minimum of ten working days prior to the Start of Construction for a Stage of Work.</p>

13.	<p>Network Integration Management Plan (NIMP)</p> <p>(a) At least six (6) 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 Network Integration Management Plan (NIMP).</p> <p>(b) The objective of the NIMP is to identify how the Project will integrate with the planned transport network in the North West growth area to achieve an effective, efficient and safe land transport system. 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.
14.	<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 Urban and Landscape Design Management Plan, the Stakeholder Communication and Engagement Management Plan and Historic Heritage Management Plan, and the CMP referred to in Condition 20 (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;</p> <p>(d) Conditions 14(b) and (c) 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.
15.	<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. The objective of the ULDMP(s) is to:</p> <ul style="list-style-type: none"> (i) enable integration of the Project's permanent works into the surrounding landscape and urban context; and (ii) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment. <p>(b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 14 may be reflected in the ULDMP.</p> <p>(c) Relevant stakeholders shall be invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work.</p>

16.	<p>(a) To achieve the objective set out in Condition 15, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) promotes inclusive access (where appropriate); and (iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. (v) has responded to matters identified through the Land Use Integration Process (Condition 3) (vi) Interfaces with the operational areas of commercial premises within business zoned land, including loading areas, internal circulation and car parking, where practicable. <p>(b) 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) NZTA Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (iii) NZTA Landscape Guidelines (2018) or any subsequent updated version; (iv) NZTA 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.
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17.	<p>The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> (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; and (c) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> (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 or underpasses; (viii) historic heritage places with reference to the HHMP (Condition 26); and (ix) re-instatement of construction and site compound areas; and (x) re-instatement of features to be retained such as: <ul style="list-style-type: none"> A. boundary features; B. landscaping; C. driveways; D. accessways; and E. fences. (d) The ULDMP shall also include the following planting details and maintenance requirements: <ul style="list-style-type: none"> (i) planting design details including: <ul style="list-style-type: none"> A. identification of existing trees and vegetation that will be retained with reference to the TMP (where relevant) and Ecological Management Plan. 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 Ecological Management Plan (Conditions 28) and TMP (Condition 29); E. integration of any planting requirements 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 works in each Stage of Work; and (iii) detailed specifications relating to the following: <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	
Construction conditions	

<p>18.</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 zones; (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) summary of measures included to respond to matters raised in engagement, if not already covered above; (xiii) procedures for responding to complaints about Construction Works; and (xiv) methods for amending and updating the CEMP as required.
<p>19.</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>

20.	<p>Cultural Monitoring Plan (CMP)</p> <p>(a) Prior to the start of Construction Works, 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.</p> <p>(b) To achieve the objective, the CMP 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>(c) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, 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.</p> <p>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.</p>
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21.	<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. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.</p> <p>(b) To achieve this objective, the CTMP shall include:</p> <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near 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 services, 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 or occupiers whose access is directly affected shall be undertaken in accordance with the SCEMP; (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; and (x) details of any measures proposed to be implemented in the event of thresholds identified in 21(b)(ix) being exceeded. <p>(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 or any subsequent version</p>
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22.	<p>Construction Noise Standards</p> <p>(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:</p> <p>Table 22-1 Construction Noise Standards</p> <table border="1"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L_{Aeq}(15min)</th> <th>L_{AFmax}</th> </tr> </thead> <tbody> <tr> <td colspan="4">Occupied activity sensitive to noise</td> </tr> <tr> <td rowspan="4">Weekday</td> <td>0630h - 0730h</td> <td>55 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>65 dB</td> <td>80 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="4">Saturday</td> <td>0630h - 0730h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="4">Sunday and Public Holidays</td> <td>0630h - 0730h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>55 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td colspan="4">Other occupied buildings</td> </tr> <tr> <td rowspan="2">All</td> <td>0730h – 1800h</td> <td>70 dB</td> <td></td> </tr> <tr> <td>1800h – 0730h</td> <td>75 dB</td> <td></td> </tr> </tbody> </table> <p>(b) Where compliance with the noise standards set out in Table 22-1 is not practicable, the methodology in Condition 25 shall apply.</p>	Day of week	Time period	L _{Aeq} (15min)	L _{AFmax}	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	
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23.	<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 23-1 Construction Vibration Standards</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 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>* <i>Category A criteria adopted from Rule E25.6.30.1 of the AUP</i></p> <p>** <i>Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime</i></p> <p>(b) Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply</p>	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																																								
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24.	<p>Construction Noise and Vibration Management Plan (CNMVP)</p> <p>(a) A CNVMP shall be prepared prior to the Start of Construction for 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 22 and 23 to the extent practicable.</p> <p>(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:</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 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 22 and/or vibration standards Condition 23 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 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.
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25.	<p>Schedule to a CNVMP</p> <p>(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:</p> <ul style="list-style-type: none"> (i) construction noise is either predicted or measured to exceed the noise standards in Condition 22, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days. (ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 23. <p>(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.</p> <p>(c) To achieve the objective, the Schedule shall include details such as:</p> <ul style="list-style-type: none"> (i) construction activity location, start and finish dates; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance; (iv) 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. <p>(d) The Schedule shall be submitted to the Manager for certification at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP.</p> <p>(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.</p> <p>(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.</p>
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26.	<p>Historic Heritage Management Plan (HHMP)</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. The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable.</p> <p>(b) 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; (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) 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 Condition 14 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: <ul style="list-style-type: none"> A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and C. 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 14). <p>Advice note: Accidental Discoveries The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP</p>
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27.	<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:</p> <ul style="list-style-type: none"> (i) confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule 3 are still present; and (ii) confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures with the level of effects to be determined in accordance with Table 10 of the EIANZ guidelines as included in Schedule 4 to these conditions (or subsequent updated version of the table). <p>(b) If the ecological survey confirms the presence of ecological species of value in accordance with Condition 27(a)(i) and that effects are likely in accordance with Condition 27(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 28 for these areas (Confirmed Biodiversity Areas).</p>
28.	<p>Ecological Management Plan (EMP)</p> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 27) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable.</p> <p>(b) To achieve the objective, the EMP shall set out the methods which may include:</p> <ul style="list-style-type: none"> (i) If an EMP is required in accordance with Condition 27(b) for the presence of long tail bats: <ul style="list-style-type: none"> A. Measures to minimise as far as practicable, disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey 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 tail 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, measures to manage the effects of light spill on bat connectivity as far as practicable); E. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented; and F. Where mitigation to minimise effects is not practicable, details of any offsetting proposed. <p>(c) 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>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> <ul style="list-style-type: none"> (i) Stream and/or wetland restoration plans; (ii) Vegetation restoration plans; and (iii) Fauna management plans (e.g. avifauna, herpetofauna, bats).

29.	<p>Tree Management Plan (TMP)</p> <p>(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 as protected or notable in the Auckland Unitary Plan.</p> <p>(b) To achieve the objective, the TMP shall:</p> <ul style="list-style-type: none"> (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan; and (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in 29(b)(i) above. This may include: <ul style="list-style-type: none"> A. any opportunities to relocate existing trees where practicable; B. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 17); C. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and D. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. (iii) demonstrate how the tree management measures (outlined in 29(b)(ii)A – D above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.
30.	<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. 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 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) 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>
31.	<p>Low Noise Road Surface</p> <p>(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.</p>

32.	Future Resurfacing Work <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 32 (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>
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Attachments

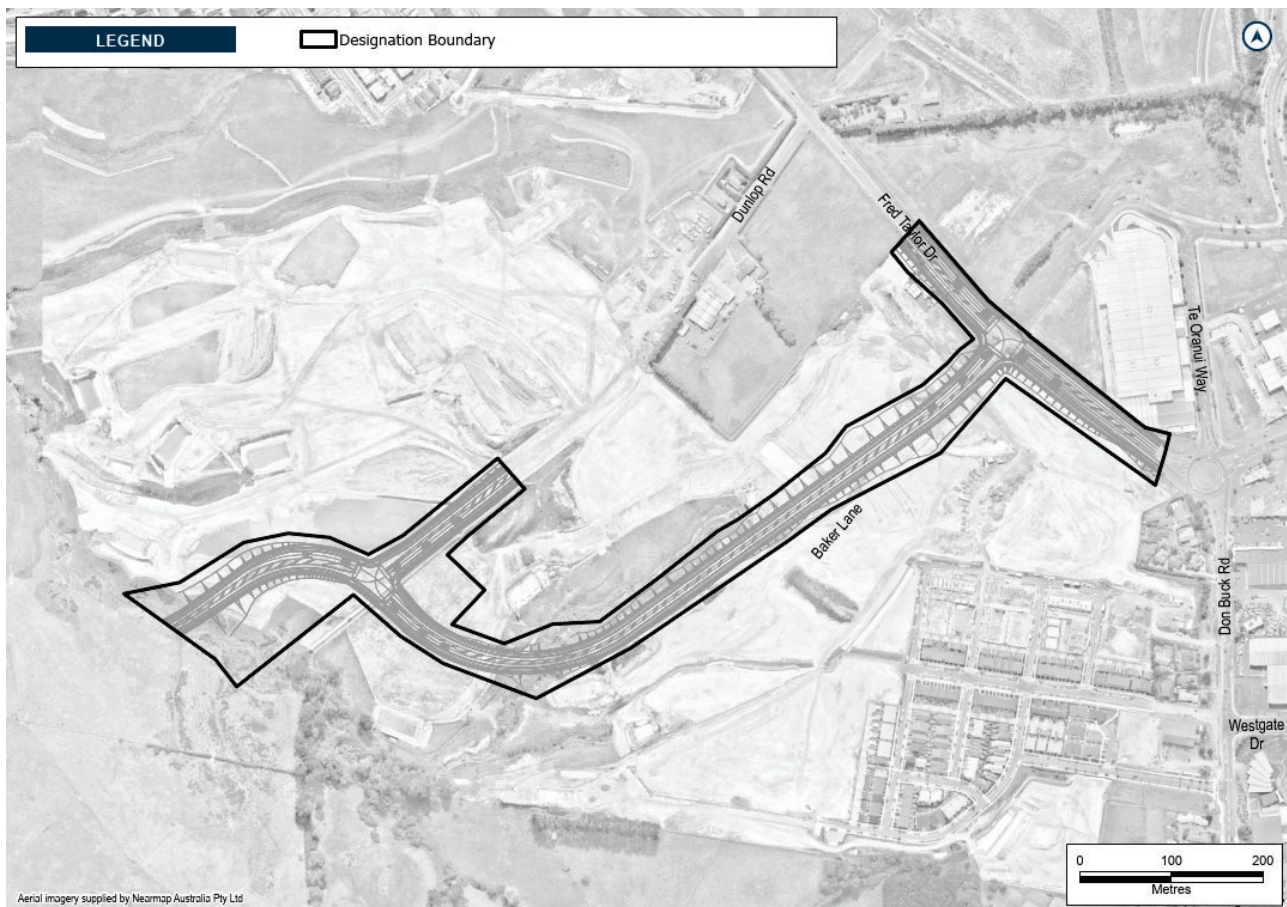
Schedule 1: General Accordance Plans and Information

Project Description – Redhills East-West Arterial Transport Corridor – Baker Lane

The proposed work is the construction, operation, and maintenance of a transport corridor in Redhills, from Fred Taylor Drive to the intersection with NOR 2a, including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

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

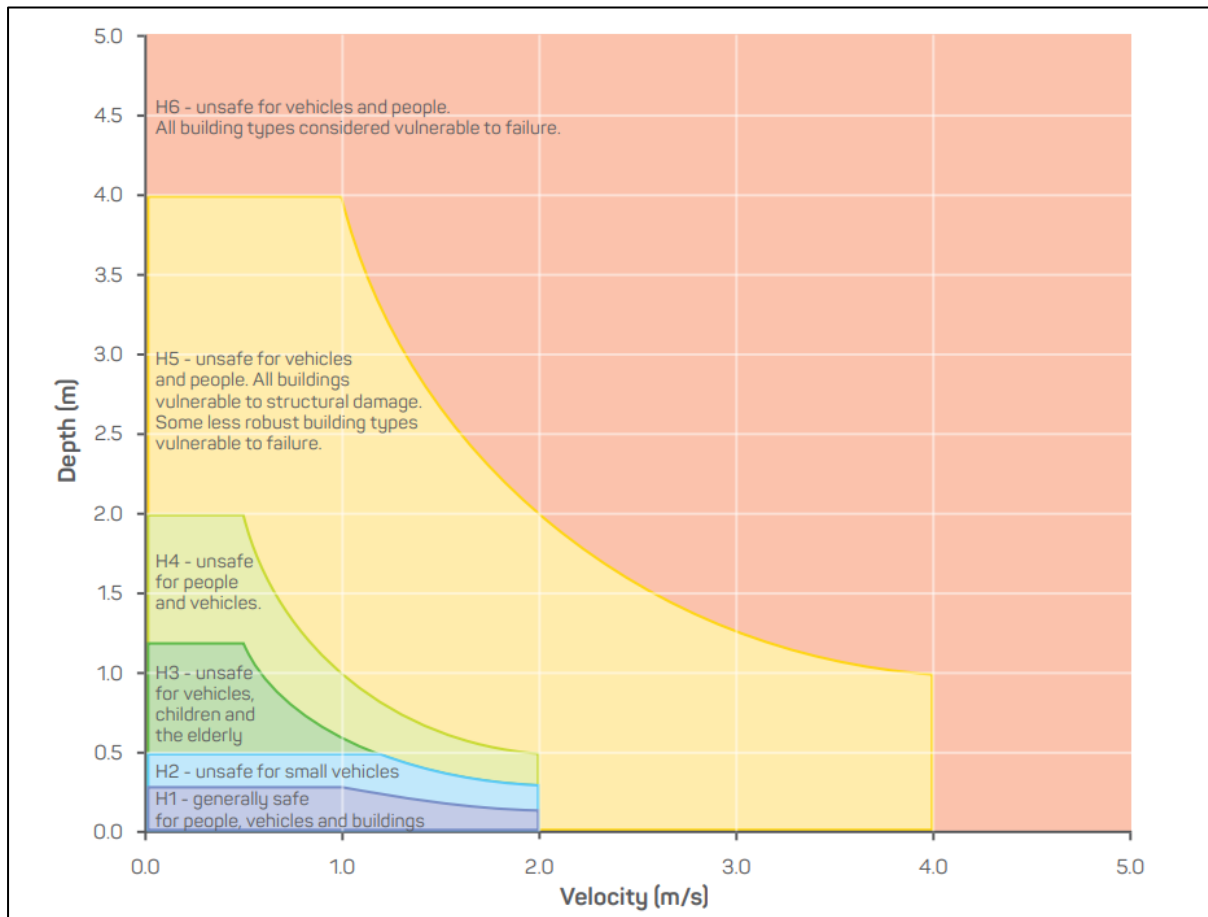
Concept Plan



Schedule 2: 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 3: Identified Biodiversity Areas

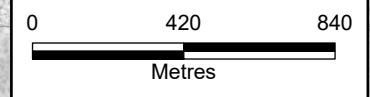
LEGEND

 Designation Boundary

 139 Identified Biodiversity Area



Long-tailed Bat



Attachment 3: A list of persons to be served with a copy of this notice

Alteration to designation 1437 Hobsonville Road (NoR W5)				
No R	Su b #	Submitter Name	Agents name	Address for Service
W5	1	Willem van der Steen		wvds@outlook.com
W5	2	Cynthia Cruz		willemvdsteen+cyntiacruz@gmail.com
W5	3	ACCR Holdings	Attn: Veronica Donaldson	veronica.donaldson@gmail.com
W5	4	Rizheng Zeng		mizeng23@gmail.com
W5	5	Lydia Lin		drlydialin@hotmail.com
W5	6	Aaron Schiff		aschiff26@gmail.com
W5	7	Nigel Brock		nsbrock@outlook.com
W5	8	Adam Schofield		adam.schofield.053@gmail.com
W5	9	Carolyn Jane Day and Aaron James Day		dayfamily@outlook.co.nz
W5	10	Rohan Keshavan Kuttuva		k7rohan@gmail.com
W5	11	Preyanka Malli Ganeshbabu		pgaspirant19@gmail.com
W5	12	National Mini Storage Limited	Caroline Plowman CEO c/- Michael Campbell	caroline.plowman@nationalministorage.co.nz michael@campbellbrown.co.nz
W5	13	Hobsonville Villas	Joe and Terri Baxendale	jandt.hmm@gmail.com
W5	14	Jeffery Spearman		jeff@spearman.co.nz
W5	15	Miss Judith Anne Fearon (Anne)		jannefearon@gmail.com
W5	16	Spark New Zealand Trading Limited (Spark)	Attn: Chris Horne	chris@incite.co.nz
W5	17	Tsz Yeung YAU		Py18@msn.com
W5	18	Waitakere Licensing Trust	Peter Walkinshaw c/- Attn: Michael Campbell, Campbell Brown Planning	michael@campbellbrown.co.nz
W5	19	BW Holdings Limited (the Company)	Attn: Vern Warren	vwarren@planningnetwork.co.nz
W5	20	Ministry of Education	Gemma Hayes	gemma.hayes@education.govt.nz
W5	21	393 Ltd and Upper Harbour Medical centre	Dr Nicola Marris Dr Stuart Farmer Dr Jennifer Lea	nicolamarris@gmail.com
W5	22	W L McMurray and A L McMurray		billandange@gmail.com
W5	23	Oyster Capital Limited	Attn: Nick Roberts c/- Barker & Associates	nickr@barker.co.nz
W5	24	Moors Holdings Limited	Attn: P Shannon C/-Turner Hopkins	phil@turnerhopkins.co.nz
W5	25	Monsur Rahman	Attn: John Dare	john@dare.co.nz

W5	26	Hobson Lifestyle	Mary Therese Oconnor	o_connormary@hotmail.com
W5	27	General Distributors Limited	Attn: Harriett Morrow c/- Russell McVeagh	harriett.morrow@russellmveagh.com
W5	28	Halmer Searle		him4him@live.com
W5	29	Isabelle Kuan		isabelle.hs.kuan@gmail.com
W5	30	Yew Chong Kuan		yc.kuan@nicepack.co.nz
W5	31	Maurice and Beverley Brett	Attn: Kathryn Torkington	designed@personalityplans.co.nz
W5	32	Jiang Wu	Attn: J WU	xiaoyu4499@gmail.com
W5	33	Viscount Investment Corporation Limited	Attn: Chad Cathcart	c.cathcart@crownapg.com
W5	34	Ngoc Thi Nguyen		rubynguyen16@gmail.com
W5	35	Ivana Kuan		ivana.kuan00@gmail.com
W5	36	Lesley Grace Mayer		lesley.mayer@nzdf.mil.nz
W5	37	CDL Land New Zealand Limited	Attn: Kay Panther Knight	kay@formeplanning.co.nz
W5	38	The Saint Johns College Trust Board	Attn: Clare Covington	c.covington@harrisingrierson.com
W5	39	Michele Moana Going and Stephen Andrsen		michele.going@xtra.co.nz
W5	40	GR & CC McCullough Trustee Limited	Attn: Burnette O'Connor C/- The Planning Collective Limited	burnette@thepc.co.nz
W5	41	Austino New Zealand Limited	Attn: Clare Covington c/- Harrison Grierson Consultants Limited	c.covington@harrisingrierson.com
W5	42	Corinthian Properties Ltd	Attn: Zane Gifford	zane@keaprop.co.nz
W5	43	Pushpa Kumar Kurra		kvmpushpakster@gmail.com
W5	44	Katherine Mary Duncan		mjduncan@xtra.co.nz
W5	45	Heritage New Zealand Pouhere Taonga		PlannerNR@heritage.org.nz
W5	46	Barbara Louisa Buckler		m.buckler@xtra.co.nz
W5	47	Radich		loretzpalms@gmail.com
W5	48	Monique and Colin Bowring		moniquemicheline@yahoo.co.nz
W5	49	Ernie Jong Eon Park		erniepark777@gmail.com
W5	50	Teresa Pattinson		pattinson@maxnet.co.nz
W5	51	CDC Data Centres NZ Limited	Attn: Karl Cook c/- Barker & Associates	karlc@barker.co.nz
W5	52	Tae Kim		room4kim@gmail.com

W5	53	Watercare Services Limited	Mark Bishop	mark.bishop@water.co.nz
W5	54	Telecommunications Submitters	Attn: Chris Horne c/- Incite	chris@incite.co.nz
W5	55	Stride Property Limited	Attn: Bianca Tree c/- MinterEllisonRudd Watts	bianca.tree@minterellison.co.nz
W5	56	The National Trading Company of New Zealand Limited	Attn: Daniel Sadlier c/- Ellis Gould	dsadlier@ellisgould.co.nz
W5	57	NZRPG	Attn: Campbell Barbour	cbarbour@nzrpg.co.nz
W5	58	Kings Height Group	Kestor Ko	kester@rockhopper.co.nz
W5	59	Linda Cheng		2chenglan@gmail.com
W5	60	Kāinga Ora Homes and Communities	Attn: Jennifer Chivers	developmentplanning@kaingaora.govt.nz
W5	61	Courtney-Lee and Raviel Singh		courtneyleecroad@gmail.com
W5	62	Mark David Roseingrave		markroseingrave0@gmail.com
W5	63	Padmaja Maruvada		padmaja.maruvada@gmail.com
W5	64	Janntte Helen MacLean		janjan149b@outlook.co.nz
W5	65	Ross Thomas		ross5thomas@gmail.com

Don Buck Road (NoR RE1)				
NoR	Sub #	Submitter Name	Agents name	Address for Service
RE1	1	Tamryn John Hardley		tamryn.hardley@gmail.com
RE1	2	Chandra Singh		lataooz@yahoo.com
RE1	3	Waitakere Licensing Trust	Attn: Michael Campbell c/- Campbell Brown Planning	michael@campbellbrown.co.nz
RE1	4	Ministry of Education	Gemma Hayes	gemma.hayes@education.govt.nz
RE1	5	Mangesh Hinge		mnhinge@gmail.com
RE1	6	Restaurant Brands Limited (Restaurant Brands)	Brandon Watts	brandon.watts@mc.co.nz
RE1	7	Hsu-Cheng Yang	Queenie Cheung	mikeyang60309@gmail.com
RE1	8	MCDONALD'S RESTAURANTS (NZ) LIMITED	Francelle Lupis	francelle@greenwoodroche.com
RE1	9	The Salvation Army New Zealand Trust	David Clouston	davidc@civilplan.co.nz
RE1	10	Kerry Philip Charteris		chartsent@slingshot.co.nz
RE1	11	haeryong kim		kite138@naver.com
RE1	12	Donna Marie Fagg	Donna Armitage	Donnamarmitage@gmail.com

RE1	13	Vergheze Antony Koothoor	Susan Vergheze	vantony@gmail.com
RE1	14	Heritage New Zealand Pouhere Taonga		PlannerNR@heritage.org.nz
RE1	15	Universal Homes Ltd	Attn: Ila Daniels c/- Campbell Brown Planning Limited	ila@campbellbrown.co.nz
RE1	16	L Li and SW Tsang		aliciaszewai@gmail.com
RE1	17	Watercare Services Limited	Mark Bishop	mark.bishop@water.co.nz
RE1	18	Bunnings Ltd	Matt Norwell	mattn@barker.co.nz
RE1	19	Telecommunications Submitters	Attn: Chris Horne c/- Incite	chris@incite.co.nz
RE1	20	Stride Property Limited	Attn: Bianca Tree c/- MinterEllisonRudd Watts	bianca.tree@minterellison.co.nz
RE1	21	The National Trading Company of New Zealand Limited	Attn: Daniel Sadlier c/- Ellis Gould	dsadlier@ellisgould.co.nz
RE1	22	NZRPG	Attn: Campbell Barbour	cbarbour@nzrpg.co.nz
RE1	23	LZY Limited	Harrison Grierson	s.miryala@harrisingrierson.com
RE1	24	Richard and Angela Scott		r.a.scott@hotmail.com
RE1	25	Kāinga Ora Homes and Communities	Attn: Jennifer Chivers	developmentplanning@kaingaora.govt.nz

Redhills East-West Arterial Transport Corridor - Baker Lane (NoR RATN2B notified as NoR 2b)				
NoR	Su b #	Submitter Name	Agents name	Address for Service
RATN2 B notified as NoR2b	1	Ministry of Education	Gemma Hayes	gemma.hayes@education.govt.nz
RATN2 B notified as NoR2b	2	O Nuich	Attn: David Haines c/- Haines Planning Consultants Limited	david.haines@hainesplanning.co.nz
RATN2 B notified as NoR2b	3	Max Land Property Limited	Attn: Michael Treacy c/- CivilPlan Consultants Limited	MichaelT@civilplan.co.nz
RATN2 B notified	4	New South Development Limited and Lunar	Attn: Michael Treacy c/- CivilPlan Consultants Limited	MichaelT@civilplan.co.nz

as NoR2b		Trustee Services Limited		
RATN2 B notified as NoR2b	5	New South Development Limited	Attn: Michael Treacy c/- CivilPlan Consultants Limited	MichaelT@civilplan.co.nz
RATN2 B notified as NoR2b	6	Heritage New Zealand Pouhere Taonga		PlannerNR@heritage.org.nz
RATN2 B notified as NoR2b	7	Universal Homes Limited	Attn: Ila Daniels c/- Campbell Brown Planning Limited	ila@campbellbrown.co.nz
RATN2 B notified as NoR2b	8	Watercare Services Limited	Mark Bishop	mark.bishop@water.co.nz
RATN2 B notified as NoR2b	9	Bunnings Ltd	Matt Norwell	mattn@barker.co.nz
RATN2 B notified as NoR2b	10	Telecommunicatio ns Submitters	Attn: Chris Horne c/- Incite	chris@incite.co.nz
RATN2 B notified as NoR2b	11	Redhills Green Limited	Attn: Emma Bayly c/- Civil Plan	emma@civilplan.co.nz
RATN2 B notified as NoR2b	12	Stride Property Limited	Attn: Bianca Tree c/- MinterEllisonRuddWa tts	bianca.tree@minterellison.co.nz
RATN2 B notified as NoR2b	13	The National Trading Company of New Zealand Limited	Attn: Daniel Sadlier c/- Ellis Gould	dsadlier@ellisgould.co.nz
RATN2 B notified	14	NZRPG	Attn: Campbell Barbour	cbarbour@nzrpg.co.nz

as NoR2b				
RATN2 B notified as NoR2b	15	Kāinga Ora Homes and Communities	Attn: Jennifer Chivers	developmentplanning@kaingaora.govt.nz

Attachment 4: Schedule X – Communication and Engagement Site Specific Issues

Ref / Designation	Property Address	Party consulted (at NOR)	Site – Specific Issue	Requiring Authority Response
Property Access during Construction				
NOR W5	120 Hobsonville Road, Hobsonville	National Trading Company of New Zealand	Effects on the operational requirements of the site are minimised to the greatest extent possible during the construction phase of the project. This includes effects on on-site loading and servicing activities, and the need to maintain safe and efficient truck egress from the site at all times including both left and right turns.	
NOR RE 1, NOR RATN 2B	17 – 19 Fred Taylor Drive, Westgate	National Trading Company of New Zealand	Ensure that the construction does not result in any modification of the building, there be no effects on the existing structures, foundations or drainage of the site, and safe egress from the existing fire escape routes will be retained.	