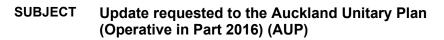
TO Celia Davison, Manager Planning Central/South

FROM Joy LaNauze Senior Policy Planner

DATE 03 December 2024



I request an update to the AUP (operative in part) as outlined below:

Reason for update	Designation confirmed
Chapter(s)	Chapter K Designations – Auckland Transport AUP GIS Viewer
Designation only	
Designation # 1845	Paerata Connections - Auckland Transport
Locations:	Between the two extents of Sim Road, Paerata across the North Island Main Trunk Rail Line and between Paerata Rail Station and Sim Road, Paerata.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.
Purpose	The construction, operation, and maintenance of two new transport corridors.
Changes to text (shown in underline and strikethrough)	New designation text in schedule and designation.
	Refer to Attachment D
Changes to diagrams	N/A
Changes to spatial data	Removal of Proposed Modification – Notice of Requirement layer
	Replaced with designation boundary and notation (same extent as above).
	Refer to Attachment E
Attachments	Attachment A: Auckland Transport's decision Attachment B: Clause 20A to Designation 1845 Attachment C: Updated Auckland Transport South Schedule and new designation text (Underlined) Attachment D: Updated Auckland Transport South Schedule and new designation text (clean) Attachment E: Designation 1845 GIS viewer map

Maps prepared by:	Text Entered by:
Mitesh Bhula	Maninder Kaur-Mehta
Senior Geospatial Specialist	Planning Technician



Signature:	Signature:
Polasta	Add Sour.
prepared by:	Reviewed by:
Joy LaNauze,	Craig Cairncross
Senior Policy Planner	Team Leader
Signature:	Signature:
Jutarbuze	
Authorised by:	
Celia Davison	
Manager Planning – Central/South	
Date: 9/12/24	
Signature: C. Dauson	

Attachment A: Auckland Transport's decision



20 Viaduct Harbour Avenue, Auckland 1010 Private Bag 92250, Auckland 1142, New Zealand **Phone** 09 355 3553 **Website** www.AT.govt.nz

3 October 2024

Joe McDougall Policy Planner Planning – Central/South | Policy, Planning & Governance Auckland Council Private Bag 92300 Victoria Street West Auckland 1142

Dear Joe

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

Thank you for your letter dated 22 August 2024 advising of the recommendations of the Auckland Council Independent Hearing Commissioners in relation to the six Auckland Transport Notices of Requirement (NORs) that comprise part of the Pukekohe Transport Network:

- NoR 1 Drury West Arterial;
- NoR 3 Paerata Connections;
- NoR 4 Pukekohe North-East Arterial;
- NoR 5 Pukekohe South-East Arterial;
- NoR 6 Pukekohe South-West Upgrade;
- NoR 7 Pukekohe North-West Upgrade.

The Commissioners' recommendation was that the NORs 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 NORs.

Table 1 below sets out:

- The Commissioners' recommended conditions which are rejected or partially accepted, along with the reasons for AT's 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). All other conditions are accepted as recommended by the Hearing Commissioners.

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

Complete clean sets of designation conditions as a result of the AT decision are attached to this letter as Appendices A-F. The clean set of conditions in Appendices A-F 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

Jane Anall

Jane Small

Group Manager, Strategic Development Programmes & Property

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and <u>underlined</u> and rejections are in bold and <u>strikethrough</u>)	Reason for modifications
All	Abbreviations and definitions	 Certification of material changes to management plans A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council the Manager that the material change to the management plan is certified; or 	Amendment by AT Deletion of "Council" in claus term.
All	Abbreviations and definitions	CMP Cultural Monitoring Plan	Amendment by AT Amendment to include abbre
All	Abbreviations and definitions	Education facility Facilityies used for education to secondary level.	Amendment by AT Amendment to improve draft
All	Abbreviations and definitions	Mana Whenua Mana Whenua as referred to in the conditions are considered to be <u>, but not limited to</u> , the following ()	Amendment by AT Amendment to clarify the int
All	Abbreviations and definitions	NIMP Network Integration Management Plan	Amendment by AT Amendment to include abbre
All	Abbreviations and definitions	Stakeholder Stakeholders to be identified in accordance with Condition 4, which may include as appropriate: (h) nNetwork uUtility oOperators.	Amendment by AT Amendment as term is define
All	4	Stakeholder Communication and Engagement <u>Design</u> (b) A record of (a) shall be submitted <u>to the Manager for information</u> with an Outline Plan for the relevant Stage of Work.	Amendment by AT Amendment to improve drat Council is for information pu Outline Plan process.
All	5	 Designation Review <u>As soon as reasonably practicable following Completion of Construction.</u> the Requiring Authority shall within 6 months ofCompletion of Construction or as soon as otherwise practicable: (a) review the extent of the designation to identify any areas of designated land that it no longer requires for the ongoingoperation, maintenance or mitigation of effects of the project; and (b) give notice to Auckland Council the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified above. 	Amendment by AT AT amends the post-constru reference to the six-month the reasonably practicable. The party actions and other facto Amendment by AT Replace "Auckland Council" a defined term.

Table 1: Modifications made by Auckland Transport (AT) to conditions recommended by the Hearing Commissioners for NoRs 1, 3-7



ns
lause (a) for consistency as Manager is a defined
bbreviation.
drafting.
e intent to be inclusive.
bbreviation.
efined.
drafting and clarify that providing the record to the n purposes only i.e. it is not part of the formal s176
struction designation review condition to remove th timeframe, and instead to be as soon as The designation review process is subject to third actors that influence the timeframe.
cil" with "Manager" to improve drafting. Manageris

All	7	Network Utility Operators (Section 176 Approval)	Amendment by AT
		(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:	AT amends clause (a)(iv) to condition.
		(iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects <u>on the</u> work authorised by the designation as the existing utility.	
All	12	Management Plans	Amendment by AT
		(a) Any management plan shall:	AT relocates clause (a)(iv) to it clear that third party comm
			inform its content.
		(iv) summarise comments received from Mana Whenua and stakeholders as required by the	
		relevantmanagement plan condition, along with a summary of where comments have:	
		a. been incorporated; and	
		b. where not incorporated, the reasons why.	Amendment by AT
l			Deletion of "Council" in claus
		(c) Information shall be submitted with the management plan (or revised plan as referred to in (d) below) which	is a defined term.
		summarises outcomes of consultation and any input received from Mana Whenua and Stakeholders as requiredby the relevant management plan condition. The summary shall note how this input has been	
		incorporated or reflected in the management plan. or if not, the reasons why:	
		(d) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised	
		part of the plan shall be submitted to the Council Manager as an update to the Outline Plan or for Certification as soon	
		aspracticable following identification of the need for a revision; and	
		(e) Any material changes to the SCEMP(s) are to be submitted to the Council <u>Manager</u> for information.	
All	13	Stakeholder Communication and Engagement Management Plan (SCEMP)	Amendment by AT AT amends clause (a) to ad-
l		(a) A SCEMP shall be prepared in consultation with relevant Stakeholders prior to the Start of Construction. The objective of	The reference to "relevant" s
		the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works.	because at this stage of a pr
		 (b) To achieve the objective, the SCEMP shall include: (i) a list of Stakeholders; 	Stakeholders considered rel prepared by a Suitably Qual
l		 (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority does not own or have 	who the relevant stakeholde
		occupationrights to;	development of the SCEMP
		(iii) methods to engage with Stakeholders and the owners of properties identified in (b)(ii) above;	
l		(ii) the contact details for the Project Liaison Person. These details shall be on the project website, or equivalent	Amendment by AT
		virtualinformation source, and prominently displayed at the main entrance(s) to the site(s);	AT removes (b)(ii) (iii) and (v
		(v) the procedures for ensuring that there is a contact person available for the duration of Construction	requirements of Condition 3
		Works,for public enquiries or complaints about the Construction Works;	the methods of engagement
		 (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (iv) methods and timing to engage with owners and occupiers whose access is directly affected; 	(vii).
		 (v) methods and timing to engage with owners and occupiers whose access is directly allected, (v) methods to communicate key project milestones and the proposed hours of construction activities including 	Amendment by AT
		outsideof normal working hours and on weekends and public holidays, to the parties identified in (b)(i) and (ii) above; and	Deletion of "Council" in claus term and inclusion of a minin
		(vi) linkages and cross-references to communication and engagement methods set out in other conditions	
l		andmanagement plans where relevant.	
ł		(c) Any SCEMP prepared for a Stage of Work shall be submitted to Council the Manager for information <u>a minimum of</u> 10	
1		working days prior to the Start of Construction for a Stage of Work.	



to clarify the nature of effects covered by this

) to clause (c) to improve the drafting and to make nments are not part of a management plan but may

ause (d) and clause (e) for consistency as Manager

add "relevant" to the reference to "stakeholders". t" stakeholders in the conditions is required a project, engagement should be focussed on those relevant to the Stage of Work. The SCEMP will be ualified Person who will be qualified to advise on Iders are that should be invited to participate in the *I*P.

d (v) as clauses unnecessarily duplicate the o 3, and the definition Project Liaison Person, and ent are appropriately covered by clause (b)(vi) and

ause (c) for consistency as Manager is a defined inimum time period for clarity.

All	15	Network Integration Management Plan (NIMP)	Reject addition of (a) (iii).
		 (a) At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall prepare, incollaboration with other relevant transport authorities, a Network Integration Management Plan (NIMP). (b) The objective of the NIMP is to identify how the project will integrate with the planned transport network in the Pukekohe, Paerata and Drury West growth areas to achieve an effective, efficient and safe land transport system. To achieve the objective, the NIMP shall include details of the: (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 operationalmatter and (iii) how the NIMP is consistent with the ULDMP 	The proposed amendments and ULDMP have different planning management plan sequencing) matters with th sets out the design matters and includes design, lands NIMP and ULDMP are prep define how the NIMP is cor not be available at the time least 6 months before deta detailed design and submit Construction.
All	16	Urban and Landscape Design Management Plan (ULDMP)	Accepts in part (a)(iii)
		 (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: (i) enable integration of the project's permanent works into the surrounding landscape and urban context; <u>and</u> (ii) ensure that the project manages potential adverse landscape and visual effects as far as practicable and contributesto a quality urban environment<u>and</u> (iii) <u>minimise effects of the Project's permanent works on streams to the extent possible, including the extent</u> 	AT acknowledges the Hear clause (a)(iii), however, doe Refer to ULDMP condition rationale.
		ofearthworks and vegetation removal.	Amendment by AT
		 (c) Key <u>Relevant</u> 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.	AT replaces "key stakehold The reference to "relevant" because at this stage of a p those Stakeholders conside will be prepared by a Suital advise on who the relevant participate in the developm appropriate term in this cor
All	17	[relocated]	Amendment by AT
		 (a) To achieve the objective <u>set out in Condition 16</u>, the ULDMP(s) shall provide details of how the project: (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. <u>e.g.</u> centres and density of built form), naturalenvironment <u>(e.g. minimise effects on streams where practicable)</u>, landscape character and open space 	AT reformats the ULDMP of clauses are relocated in the ensure that there is a link b "set out in Condition 16" had clean sets).



ii).

nts are not necessary nor appropriate. The NIMP nt purposes and functions. The NIMP is a transport an and sets out integration (including staging and a the surrounding transport network. The ULDMP ers to achieve integration with adjacent land use – dscape and visual considerations. In addition, the repared at different times, so it is not feasible to consistent with the ULDMP, as that information will ne the NIMP is prepared. The NIMP is prepared at tailed design and the ULDMP prepared during nitted with the Outline Plan prior to the Start of

earings Panel's recommendation to add a new does not consider this the most appropriate place on 17 clause (b)(i) for condition change and

olders" with "relevant stakeholders" in clause (c) nt" stakeholders in the conditions is required a project, engagement should be focussed on sidered relevant to the Stage of Work. The ULDMP itably Qualified Person who will be bestqualified to ant stakeholders are that should be invited to be onent of the ULDMP. "Relevant" is a more condition context.

P condition into three separate conditions and some the clean sets for ease of implementation. To a between the three ULDMP conditions, the phrase has been added (with updated numbering in the

		 zones; (b) The ULDMP shall be prepared in general accordance with: (i) Auckland Transport's Urban Roads and Streets Design Guide; (ii) Waka Kotahi New Zealand Transport Agency Urban Design Guidelines: Bridging the Gap (2013) or anysubsequent updated version; (iii) Waka Kotahi New Zealand Transport Agency Landscape Guidelines (20138) or any subsequent updated version; (iv) Waka Kotahi New Zealand Transport Agency P39 Standard Specification for Highway Landscape Treatments(2013) or any subsequent updated version; and (v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version. 	Accept in part The Panel recommended to project's permanent works including the extent of earth condition 16 clause (a)(iii) (acknowledges the Panel's on streams where practical a more appropriate place in recommendation relating to objective of the ULDMP in The addition by the Hearing and vegetation removal" (re This is adequately covered practicable" and also claus practicable, mature trees a
			Amendment by AT An administrative amendm documents which the ULD accordance with, to referen
All	18	[relocated] The ULDMP(s) shall include: (iv) the location, architectural and landscape treatment of noise barriers; (v) landscape treatment and planting of permanent stormwater control wetlands and swales;	Reject addition to clause The Panel recommended t barriers in clause (c)(iv) in location" as the location of noise assessment under co
		(ix) re-instatement of features <u>disturbed during construction and intended</u> to be retained reinstated such as:	Amendments by AT AT adds "and planting" to b treatment of permanent sto
		 (d) <u>The ULDMP shall also include the following</u> Pplanting details and maintenance requirements details: (i) planting design details including: 	Amendment by AT AT updates the wording in
		D. planting of stormwater wetlands to include appropriate indigenous plant species for long term <u>sustainability. maintenance and hydrological and ecological function:</u> D. <u>identification of any planting requirements under the EMP (Conditions 29) and TMP (Condition 30):</u>	Amendment by AT AT updates the wording in



I the addition "to minimise effects of the s on streams to the extent possible, rthworks and vegetation removal" in ULDMP i) (above) as an objective to the ULDMP. AT 's intent, but instead adds "minimise effects able" in clause 17(a)(i) of the ULDMP. This is in the condition context to include the to streams, rather than as part of the overall in clause 16(a). ing Panel of "including the extent of earthworks (relating to effects on streams) is rejected by AT. ed by "minimise effects on streams where use (h)(A)(i) of the ULDMP that specifies "Where and native vegetation should be retained". lment by AT to update the names of the DMP is to be prepared in general ence the documents correctly. se (c)(iv) the addition of "the location" for noise n the ULDMP. AT rejects the addition of "the of noise barriers is defined by the traffic conditions 31 to 44. be stipulated in the ULDMP for landscape stormwater control wetlands and swales. in clause (c)(x) to improve clarity. in clause (d) to improve clarity.

	 E. integration of any planting requirements required by conditions of any resource consents for the project; and (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 	Reject addition to clause The Panel recommended a include indigenous planting maintenance and the hydro this addition as AT will plan guidelines that are stipulate (above) and in accordance as set out in ULDMP clause
	Advice note: This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of "road widening". Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.	Appendix A-F) also require and planting, including hyd sourced species". Therefor addition unnecessary. Amendment by AT AT removes the reference (d)(i)(D).as it is covered un Amendment by AT
		AT deletes the word "requir clarity as the following word therefore it was previously Amendment by AT
		AT deleted the words "word Amendment by AT The AT removes the advice a specific provision to addr Arterial Network (another S not required on this NoR.
18	[relocated] (b) the ULDMP shall also include the following planting and maintenance details: (i) planting design details including: A the identification of mature trees and native vegetation that can be practicably retained identification	Amendment by AT AT amends clause (b)(i)(A) condition. Referencing ther
	of existing trees and vegetation that will be retained with reference to the EMP (Condition 28) Where practicable, mature trees and native vegetation should be retained;	Amendment by AT AT removes clause (b)(i)(D
	18	18 [relocated] 18 [relocated] (b) the ULDMP shall also include the following planting and maintenance details: (c) the ULDMP shall also include the following planting and maintenance details: (c) the ULDMP shall also include the following planting and maintenance details: (c) the ULDMP shall also include the following planting and maintenance details: (c) the ULDMP shall also include the following planting and maintenance details: (c) the ULDMP shall also include the following planting and maintenance details: (c) the ULDMP shall also include the following planting and maintenance details: (c) the ULDMP shall also include the following planting and maintenance details: (c) the ULDMP shall also include the following planting and maintenance details: (c) the ULDMP shall also include the following planting and maintenance details: (c) the ULDMP shall also include the following planting and maintenance details: (c) the ULDMP shall also include the following planting and maintenance details: (c) the ULDMP shall also include the following planting and maintenance details: (c) the ULDMP shall also include the following planting and maintenance details: (c) the ULDMP shall also include the following planting and maintenance details: (c) the ULDMP shall also include the following planting and maintenance details:



se (d)(i)(D)

d adding a provision to clause (d)(i)(D) "to ng in stormwater wetlands to support drological and ecological function". AT rejects ant wetlands in accordance with design ated in the ULDMP condition 17 clause (b) ce with regional resource consent conditions use(d)(i)(E). Clause (d)(iii)(E) (shown in res the ULDMP to specify "plant sourcing ydroseeding and grassing, and use of ecofore, AT consider the Panel's proposed

e to stormwater planting in clause under clause (c)(v).

uirements" from clause (d)(i)(E) to improve ord in the condition is "required", and ly a duplication.

orks in" from clause (d)(i) to improve clarity.

ice note regarding the front yard as this was dress a submitter's concern for the Drury ^r Supporting Growth Alliance project) and is

(A) as NoR 6 does not include an EMP nor TMP nem in relation to planting design is not required.

(D) as NoR 6 does not include an EMP condition, anting requirements under an EMP for this NoR.

All		Flood Hazard	Amendment by AT
		For the purpose of Condition 10 :	AT removes the definition of
		(a) ARI – means Average Recurrence Interval	used in the flood hazard cor
		(a) AEP – means Annual Exceedance Probability;	
		 (b) Existing a Authorised h Habitable f Eloor – 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 usedsolely as an entrance hall, passageway or garage; (c) Flood p Prone a Area – means potential ponding areas that may flood in a 1% AEP event and commonly comprise oftopographical depression areas. The areas can occur naturally or as a result of constructed features. 	Amendment by AT AT defines the term "Existin therefore capitalised the term
		Identification of a potential Flood Prone Area would be by an assessment of residual flood risk in a 1%	
		 AEP event (e.g. from blockage of the project stormwater network) on land outside and adjacent to the designation following the application of Conditions (10)(a)(i) – (v). (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 iszoned Future Urban in the AUP, the probable level of development arising from zone changes; 	Amendment by AT AT updates the definition to Flood Prone Area will be ide subsequent condition. AT de therefore capitalised the term
		(e) Pre-Project dD evelopment – means existing site condition prior to the project (including existing buildings	Amendment by AT
		 androadways); and (f) Post-Project dDevelopment – means site condition after the project has been completed (including existing and newbuildings and roadways). 	AT defines the terms Pre ar capitalised the term in claus
All	10	Flood Hazard	Amendment by AT
		 (a) The project shall be designed to achieve the following flood risk outcomes <u>beyond the boundary of the designation</u>: (i) no increase in flood levels in a 1% AEP event for eExisting aAuthorised hHabitable fEloors that are already subject 	AT adds to clause (a) to inclute to improve clarity about the
		toflooding or have a freeboard less than 500mm;	Amendment by AT
		 (ii) no increase in <u>flood levels in a</u> 1% AEP <u>event flood levels</u> for existing authorised community, commercial, industrial and network utility building floors <u>existing at the time the Outline Plan is submitted</u> that are already subject to flooding or have a freeboard less than 300mm; 	AT adds to clause (a)(ii) to in submitted" to improve clarity
		 (iii) maximum of 50mm increase in <u>flood levels</u> water level in a 1% AEP event outside and adjacent to the designation boundar <u>vies</u> between the pre <u>Pre-Project Development</u> and post Project <u>Post-Project</u> <u>Development</u> scenarios; 	Amendment by AT AT removes the term "water improve drafting.
		 (iv) no new flood prone areas; and (iv) no increase of fElood hHazard Cclass for the main vehicle and pedestrian access to authorised habitable dwellings existing at the 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.; and	Accept and amend in part In their recommendation, the flood hazard condition provis to Panel's Direction No 5 ¹ an condition proposed by AT in both the Panel and AT and a the clean condition sets (Ap
		(i) T the <u>flood risk</u> above outcomes <u>in (a)</u> can be achieved through alternative measures outside of the	
		designation such as flood stop banks, flood walls, raising eE xisting a <u>A</u> uthorised h <u>H</u> abitable f <u>F</u> loor level and new overland flowpaths; or	Reject in part
		 (ii) <u>the outcomes are</u> varied <u>at specific location(s)</u> through agreement with the relevant landowner, the Outline Planshall include 	The Panel recommend the i (v). However, AT prefers to



of ARI as it is not a term that is subsequently condition.

ting Authorised Habitable Floor" and has erm in clause (b).

to Flood Prone Area in clause (c) to clarify how a dentified, with reference to elements of the defines the term "Flood Prone Area" and has erm in clause (c).

and Post Project Development and has therefore use (e) and (f).

nclude "beyond the boundary of the designation" re application of the condition.

o include "existing at the time the Outline Plan is ity of the condition.

er level" and inserts the term "flood levels" to

rt

the Commissioners acknowledge the updated ovided in the Memorandum of Counsel - Response and recommended the updated FloodHazard in this memorandum. The changes are agreed by d are not tracked in this table but are presented in Appendix A - F).

e inclusion of "vehicle and pedestrian" in clause (a) to refer to the "main access".

					hat any necessary landown asure or alternative v <u>aried</u>	er <u>agreement</u> and statutory approvals outcome.	Amendment by AT AT updates clause (c) to imp
							 Amendment by AT (define AT have defined the terms be flood hazard condition: Existing Authorised Hab Pre-Project Development Post-Project Development
All	20	Complaints Reg	jister <u>Process</u>				Amendment by AT
		(b) A copy of the complaints Pagister record required by this condition shall be made available to the Manager upon					AT updates Complaints "Reg condition, and "Register" to ' in the condition to 'record'.
	22	Construction Tr	raffic Managemen	t Plan (CTMP)			Amendment by AT
		22 Construction Traffic Management Plan (CTMP) (c) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management (April 2023) or any subsequent version.					
	23	23 Construction Noise Standards					
		 Table 23-1: Construction Noise Standards					
		Day of week	Time period	L _{Aeq(15min)}	LAFmax		
	Occupied activity sensitive to noise						
		Weekday	0630h - 0730h	55 dB	75 dB		
			0730h - 1800h	70 dB	85 dB		
			1800h - 2000h	65 dB	80 dB		
			2000h - 0630h	45 dB	75 dB	_	
		Saturday	0630h - 0730h	5<u>4</u>5 dB	75 dB		
			0730h - 1800h	70 dB	85 dB		
			1800h - 2000h	45 dB	75 dB		
			2000h - 0630h	45 dB	75 dB	_	
		Sunday and	0630h - 0730h	45 dB	75 dB		
		Public Holidays	0730h - 1800h	55 dB	85 dB		
			1800h - 2000h	45 dB	75 dB		



mprove clarity. ned terms): s below and therefore capitalised the terms in the abitable floors nent ment Register" to "Process" to reflect the scope of the to "record" for consistency with other references specify which New Zealand Guide to Temporary on is to be used for the purpose of the condition. rence on Saturday 06:30 – 07:30 to 45dB to

		$ \begin{array}{ c c c c c } 2000h & - 0630h & 45 dB & 75 dB \\ \hline \\ $	
All	27	Historic Heritage Management Plan (HHMP) (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.	 Amendment by AT AT deletes clause (c) becau The actions to avoid, r heritage are set out in t submitted through the C Monitoring and reporting to then condition a sub consistent with other m EMP) which also inclus condition a subsequent
1, 3, 4, 5 and 7	28	 Pre-Construction Ecological Survey (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a SuitablyQualified Person. The purpose of the survey is to inform ecological management by: 	Amendment by AT AT amends clause (a)(ii) to future versions of the Guide there will be a requirement updates.
		 (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 The level of effect to shall be determined in accordance with Table 10 of the EIANZ Guidelines (or subsequent updated version of the table) as included in Schedule 4 to these conditions (or subsequent updated version of the table). (b) If the ecological survey confirms the presence of ecological species features of value in accordance with Condition 28(a)(i) and that effects are likely in accordance with Condition 28(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 29 for these areas (Confirmed Biodiversity Areas). 	Amendment by AT AT amends (b) to use wordi
5	30	Tree Management Plan (TMP)	Amendment by AT AT amends (b)(iii) to improv
		 (b) To achieve the objective, the TMP shall: (iii) demonstrate how the tree management measures (outlined in A – C above) are consistent with <u>any relevant</u> conditions of any resource consents granted for the project in relation to managing construction effects on trees. 	



cause: remedy and mitigate adverse effects on historic the HHMP inclusions in 21(b). The HHMP will be Outline Plan process. ting actions are inherent in 21(b); it is not necessary ubsequent administrative process. Thisdeletion is management plan conditions (e.g. TMP, CNVMP, clude monitoring and reporting actions but do not ent administrative process. to acknowledge that Table 10 may be updated in idelines and if the threshold for mitigation changes, nt to provide mitigation in accordance with those rding consistent with the clause it refers to. rove clarity.

All	29	Network Utility Management Plan (NUMP)	Amendment by AT
		 (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 outa framework for protecting, relocating and working in proximity to existing network utilities. (b) To achieve this objective, the NUMP shall include methods to: (i) provide access for maintenance at all reasonable times, or emergency works at all times during constructionactivities; (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 causematerial damage, beyond normal wear and tear to overhead transmission lines in the project area; and (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 ElectricalHazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum. (c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets thatare directly affected by the project. (d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other NetworkUtility Operator(s) during detailed design where practicable. (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have beenaddressed. (f) Anv comments received from the Network Utility Operator shall be considered when finalising the NUMP. (g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner. 	AT includes an additional cl Network Utility Operator to b Amendment by AT AT adds to clause (g) to req assets of a Network Utility C asset owner.
1, 3, 4, 5, 7	33	Future Resurfacing Work	Amendment by AT
		 (a) Any future resurfacing works of the project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013<u>or any updated version</u> and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where: 	AT amends clause (a) to ac Reseal Guidelines, Asset M updated in future versions of mitigation changes, there w accordance with those upda
		(c) The requirements of this condition shall not supersede the requirements of Condition 43.	Reject The Panel recommend clau the existing wording of the o traffic noise is assessed, an
1, 3, 4, 5, 7	38	The Detailed Mitigation Options shall be implemented prior to e <u>C</u> ompletion of e <u>C</u> onstruction of the project, with the exception of any low-noise road surfaces, which shall be implemented within 12 months of e <u>C</u> ompletion of e <u>C</u> onstruction.	Amendment by AT The term Completion of Cor capitalised the terms.
1, 3, 4, 5, 7	Schedule	Table 10 of the 2018 EIANZ Guidelines	Amendment by AT
		Criteria for describing level of effects (Adapted from Regini (2000) and Boffa Miskell (2011)) Ecological Very high High Moderate Low Negligible	AT includes the schedule to Ecological Survey.
		Value → Magnitude ↓	



I clause (f) to require comments received from the to be considered when finalising the NUMP.

require amendments to the NUMP related to the y Operator to be prepared in consultation with that

acknowledge that the Auckland Transport t Management and Systems 2013 may be s of the Guidelines and if the threshold for e will be a requirement to provide mitigation in podates.

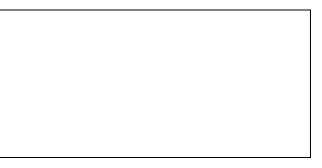
ause (c). AT reject the addition as AT considers e conditions 31 to 44 sufficiently covers how and mitigation implemented.

Construction is defined and AT therefore has

e to align with updates to the Pre-Construction

Hig	<u>gh</u>	Very high	Very high	Moderate	Low	Very low
Mod	oderate	<u>High</u>	<u>High</u>	Moderate	Low	Very low
Lov	w	Moderate	Low	Low	Very low	Very low
Nec	gligible	Low	Very low	Very low	Very low	Very low
Pos	ositive_	Net gain	Net gain	Net gain	Net gain	Net gain







Appendix A – Auckland Transport's Modifications to NoR 1 -Drury West Arterial conditions (clean)

[# - Council to allocate] - Drury West Arterial

Designation Number	[XXXX]
Requiring Authority	Auckland Transport
Location	From the intersection of State Highway 22 and Jesmond Road to the edge of the Future Urban Zone near Runciman Road, Drury.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 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 the Manager that the material change to the management plan is certified; or (b) 10 working days from the submission of the material change to the management plan where no written confirmation of certification has been received.
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the project (or part of the project) is complete, and it is available for use
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
СТМР	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
Education Facility	 Facility used for education to secondary level. Includes: schools and outdoor education facilities; and accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above. Excludes: 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	 Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; and (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Identified Biodiversity Area	Means an area or areas of features of ecological value where the project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ Guidelines
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be <u>.</u> but not limited to, the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the project: (a) Ngaati Te Ata Waiohua (b) Ngāti Tamaoho (c) Te Ākitai Waiohua (d) Ngāti Whanaunga Note: other iwi not identified above may have an interest in the project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NoR	Notice of Requirement
NUMP	Network Utilities Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the project's Construction Works to be the main point of contact for persons wanting information about the project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: <i>Acoustics – Road-traffic noise – New and</i> <i>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) Education 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
ULDMP	Urban and Landscape Design Management Plan

General	conditions
1.	Activity in General Accordance with Plans and Information
	 (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:
	 (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.	Project Information
۷.	(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: (i) the status of the project; (ii) anticipated construction timeframes;
	 (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice;
	 (v) a subscription service to enable receipt of project updates by email; and (vi) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA.
	(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.
3.	Land use Integration Process
	 (a) The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose: (i) the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to be established by Condition 2(b)(iii); and
	 (ii) the nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation. (b) At any time prior to the Start of Construction, the nominated contact will be
	 (i) At any time prior to the start of construction, the noninated contact will be available to engage with a Developer or Development Agency for the purpose of: (i) responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and (ii) receiving information from a Developer or Development Agency regarding master planning or land development details that could assist with land use integration.
	 (c) Information requested or provided under Condition 3(b) above may include but not be limited to the following matters: (i) design details including but not limited to: A. boundary treatment (e.g. the use of retaining walls or batter slopes); B. the horizontal and vertical alignment of the road (levels); C. potential locations for mid-block crossings; D. integration of stormwater infrastructure; and
	E. traffic noise modelling contours.

		(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 that is within the designation
		under section 176(1)(b) of the RMA.
	(d)	Where information is requested from the Requiring Authority and is available, the
		nominated contact shall provide the information unless there are reasonable
		grounds for not providing it.
	(e)	The nominated contact shall maintain a record of the engagement between the
		Requiring Authority and Developers and Development Agencies for the period
		following the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include:
		(i) a list of all Developers and Development Agencies who have indicated
		through the NoR 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
	(5)	appropriate, with Development Agencies and Network Utility Operators.
	(f)	The record shall be submitted to Council for information 10 working days prior to the Start of Construction for a Stage of Work.
4.	Stak	eholder Communication and Engagement Design
	(a)	At least six months prior to the start of detailed design for a Stage of Work, the
	(a)	Requiring Authority shall identify:
		(i) a list of Stakeholders;
		(ii) a list of properties within the designation which the Requiring Authority
		does not own or have occupation rights to; and
		(iii) methods to engage with Stakeholders and the owners and occupiers of
		properties identified in (a)(i) – (ii) above.
	(b)	A record of (a) shall be submitted to the Manager for information with an Outline
		Plan for the relevant Stage of Work.
5.	Desi	gnation Review
	As so	oon as reasonably practicable following Completion of Construction, the Requiring
		ority shall:
	(a)	review the extent of the designation to identify any areas of designated land that
		it no longer requires for the on-going operation, maintenance or mitigation of
	(h)	effects of the project; and give notice to the Manager in accordance with section 182 of the RMA for the
	(b)	give notice to the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
6.	Laps	
0.	-	cordance with section 184(1)(c) of the RMA, this designation shall lapse if not
		reffect to within 20 years from the date on which it is included in the AUP.
7.	-	vork Utility Operators (Section 176 Approval)
''	(a)	Prior to the start of Construction Works, Network Utility Operators with existing
	(a)	infrastructure 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 necessary for the on-
		going provision or security of supply of network utility operations;
	1	(iii) minor works such as new service connections; and

	(b)	 (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the works authorised by the designation as the existing utility. To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.
8.	Sect	ion 176 Approval Exemption
	(a) (b)	 Prior to the start of the formal acquisition process under the Public Works Act 1981 for a property, or submission of the Outline Plan to the Requiring Authority, persons on properties zoned Rural or Future Urban will not require written consent under section 176 of the RMA for the following activities: (i) internal alterations; (ii) one extension to an existing structure as at 2023, up to 30m²; (iii) temporary or relocatable structures, provided they are removed from the site and the land is reinstated (including closing and capping any associated services) at the landowner's expense prior to the start of Construction Works. The landowner shall be responsible for any resource consent required for the structures, their removal or relocation; (iv) one above ground rainwater tank up to 50,000 litres and any associated mobile farming irrigation system; (v) one single storey farming accessory building under 30m² such as a farming shed or building to house animals; and (vi) animal pens, post and wire and post and rail farming fences. To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.
Pre-con	structi	on conditions
9.	Outl	ine Plan
	(a)	An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.
	(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.
	(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: (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) Ecological Management Plan; and (vii) Network Utilities Management Plan.

	Flood Hazard
	For the purpose of Condition 10:
	(a) AEP – means Annual Exceedance Probability;
	(b) Existing Authorised Habitable Floor – means the floor level of any room (floor)
	in a residential building which is authorised and exists at the time the outline
	plan is submitted, excluding a laundry, bathroom, toilet or any room used solely
	as an entrance hall, passageway or garage;
	(c) Flood Prone Area – means potential ponding areas that may flood in a 1% AEP
	event and commonly comprise of topographical depression areas. The areas
	can occur naturally or as a result of constructed features. Identification of a potential Flood Prone Area would be by an assessment of residual flood risk in
	a 1% AEP event (e.g. from blockage of the project stormwater network) on land
	outside and adjacent to the designation following the application of Conditions
	10(a)(i) - (v);
	(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.	Flood Hazard
	(a) The project shall be designed to achieve the following flood risk outcomes beyond
	the boundary of the designation:
	(i) no increase in flood levels in a 1% AEP event for Existing Authorised
	Habitable Floors that are already subject to flooding or have a freeboard less than 500mm;
	(ii) no increase in flood levels in a 1% AEP event for authorised community,
	commercial, industrial and network utility building floors existing at the time
	the Outline Plan is submitted that are already subject to flooding or have a
	freeboard less than 300mm;
	(iii) maximum of 50mm increase in flood levels in a 1% AEP event outside and
	adjacent to the designation boundary between the Pre-Project
	Development and Post-Project Development scenarios;
	(iv) no increase of Flood Hazard Class for the main access to authorised
	habitable dwellings existing at the 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; and
	(v) no new Flood Prone Areas.
	(b) Compliance with this condition shall be demonstrated in the Outline Plan, which
	shall include flood modelling of the Pre-Project Development and Post-Project
	Development 1% AEP flood levels (for Maximum Probable Development land use
	with allowances for climate change).
	(c) Where:
	(i) the flood risk outcomes in (a) can be achieved through alternative
	measures outside of the designation such as flood stop banks, flood walls,
	raising Existing Authorised Habitable Floor level and new overland flow
	paths; or (ii) the outcomes are varied at specific location(s) through agreement with the
	relevant landowner,
	confirmation shall be provided to the Manager that any necessary landowner
	agreement and statutory approvals have been obtained for that alternative
	measure or varied outcome.
L	·

11.	Exis	ting property access
•••		to submission of the Outline Plan, consultation shall be undertaken with
		owners and occupiers whose vehicle access to their property will be altered by the
		ect. The Outline Plan shall demonstrate how safe reconfigured or alternate access
		be provided, unless otherwise agreed with the affected landowner.
12.	Man	agement Plans
	(a)	Any management plan shall:
		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
		(iv) with the relevant activities and/or Stage of Work to which it relates;
		 (iv) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and
		(v) once finalised, uploaded to the project website or equivalent virtual
		information source.
	(b)	Any management plan developed in accordance with Condition 12 may:
		(i) be submitted in parts or in stages to address particular activities (e.g.
		design or construction aspects), a Stage of Work of the project, or to
		address specific activities authorised by the designation;(ii) except for material changes, be amended to reflect any changes in design,
		construction methods or management of effects without further process;
	(c)	Information shall be submitted with the management plan (or revised plan as
	. ,	referred to in (d) below) which summarises outcomes of consultation and any
		input received from Mana Whenua and Stakeholders as required by the relevant
		management plan condition. The summary shall note how this input has been
	(4)	incorporated or reflected in the management plan, or if not, the reasons why; If there is a material change required to a management plan which has been
	(d)	submitted with an Outline Plan, the revised part of the plan shall be submitted to
		the Manager as an update to the Outline Plan or for Certification as soon as
		practicable following identification of the need for a revision; and
	(e)	Any material changes to the SCEMP(s) are to be submitted to the Manager for
		information.
13.		eholder Communication and Engagement Management Plan (SCEMP)
	(a)	A SCEMP shall be prepared in consultation with relevant Stakeholders prior to
		the Start of Construction. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works.
	(b)	To achieve the objective, the SCEMP shall include:
	()	(i) a list of Stakeholders;
		(ii) the contact details for the Project Liaison Person. These details shall be on
		the project website, or equivalent virtual information source, and
		prominently displayed at the main entrance(s) to the site(s);
		 (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;
		(iv) methods and timing to engage with owners and occupiers whose access is
		directly affected;
		(v) methods to communicate key project milestones and the proposed hours
		of construction activities including outside of normal working hours and on
		weekends and public holidays, to the parties identified in (b)(i) above; and
		 (vi) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where
		relevant.
	(c)	Any SCEMP prepared for a Stage of Work shall be submitted to the Manager for
	\` <i>`</i>	information a minimum of 10 working days prior to the Start of Construction for a
		Stage of Work.

 (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. (b) To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that: (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;
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 (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
cultural sites, landscapes and values; (iii) identifies traditional cultural practices within the area that may be impacted
(iv) identifies opportunities for restoration and enhancement of identified
cultural sites, landscapes and values within the project area;
(v) taking into account the outcomes of (i) to (iv) above, identify cultural
matters and principles that should be considered in the development of the
ULDMP (Conditions 16 - 18) and the CMP (Condition 21); and
(vi) identifies and (if possible) nominates traditional names along the project
alignment. Noting there may be formal statutory processes outside the
project required in any decision-making.
(c) The desired outcomes for management of potential effects on cultural sites,
landscapes and values identified in the Cultural Advisory Report shall be
discussed with Mana Whenua and those outcomes reflected in the relevant
management plans where practicable; and
(d) Conditions 14(b) and (c) will cease to apply if:
(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
 (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.
15. Network Integration Management Plan (NIMP) (a) At least six months prior to the start of detailed design for a Stage of Work, the
Requiring Authority shall prepare, in collaboration with other relevant transport
authorities, a Network Integration Management Plan (NIMP).
(b) The objective of the NIMP is to identify how the project will integrate with the
planned transport network in the Pukekohe, Paerata and Drury West growth
areas to achieve an effective, efficient and safe land transport system. To
achieve the objective, the NIMP shall include details of the:
(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.
Urban and Landscape Design Management Plan (ULDMP)
16. (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:
(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.
(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 Cultural
Advisory Report (Condition 14) may be reflected in the ULDMP.
 (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.

47	(a) To achieve the objective set out in Condition 16, the ULDMP(s) shall provide
17.	(a) To achieve the objective set out in Condition 16, the ULDMP(s) shall provide details of how the project:
	(i) is designed to integrate with the adjacent urban (or proposed urban) and
	landscape context, including the surrounding existing or proposed
	topography, urban environment (e.g. centres and density of built form),
	natural environment (e.g. minimise effects on streams where practicable),
	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);
	(iv) promotes a sense of personal safety by aligning with best practice
	guidelines, such as: 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); and
	(b) The ULDMP shall be prepared in general accordance with:
	(i) Auckland Transport's Urban Roads and Streets Design Guide <u>;</u>
	(ii) New Zealand Transport Agency Urban Design Guidelines: Bridging the
	Gap (2013) or any subsequent updated version; (iii) New Zealand Transport Agency Landscape Guidelines (2018) or any
	(iii) New Zealand Transport Agency Landscape Guidelines (2018) or any subsequent updated version;
	(iv) New Zealand Transport Agency P39 Standard Specification for Highway
	Landscape Treatments (2013) or any subsequent updated version; and
	(v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated
	version.
18.	The ULDMP(s) shall include:
	(a) a concept plan – which depicts the overall landscape and urban design concept,
	and explain the rationale for the landscape and urban design proposals; (b) developed design concepts, including principles for walking and cycling facilities
	and public transport;
	(c) landscape and urban design details – that cover the following:
	(i) road design – elements such as intersection form, carriageway gradient
	and associated earthworks contouring including cut and fill batters and the
	interface with adjacent land uses and existing roads (including slip lanes),
	benching, spoil disposal sites, median width and treatment, roadside width
	and treatment;
	(ii) roadside elements – such as lighting, fencing, wayfinding and signage;
	 (iii) architectural and landscape treatment of all major structures, including bridges and retaining walls;
	(iv) architectural and landscape treatment of noise barriers;
	 (v) landscape treatment and planting of permanent stormwater control
	wetlands and swales;
	(vi) integration of passenger transport;
	(vii) pedestrian and cycle facilities including paths, road crossings and
	dedicated pedestrian/cycle bridges or underpasses;
	(viii) re-instatement of construction and site compound areas; and
	(ix) features disturbed during construction and intended to be reinstated such
	as: A boundary factures:
	A. boundary features; B. driveways;
	C. accessways; and
	3
	D. IEICES.
	D. fences; (d) the ULDMP shall also include the following planting and maintenance details:
	 (d) the ULDMP shall also include the following planting and maintenance details: (i) planting design details including:

	T		
			A. identification of existing trees and vegetation that will be retained
			with reference to the EMP (Condition 28). 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 EMP (Condition
			28);
			E. integration of any planting required by conditions of any resource
			consents for the project; and
			F. re-instatement planting of construction and site compound areas as
			appropriate.
		(ii)	a planting programme including the staging of planting in relation to the
			construction programme which shall, as far as practicable, include
			provision for planting within each planting season following completion of
			each Stage of Work; and
		(iii)	detailed specifications relating to the following:
			A. weed control and clearance;
			 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.
• •			
Construe	ction c	onditio	ons
19.	Cons	structio	on Environmental Management Plan (CEMP)
	(a)	A CEI	MP shall be prepared prior to the Start of Construction for a Stage of Work.
		The o	bjective of the CEMP is to set out the management procedures and
			ruction methods to be undertaken to avoid, remedy or mitigate any adverse
			s associated with Construction Works as far as practicable.
	(b)		hieve the objective, the CEMP shall include:
		(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
		(1.)	proposed hours of work;
		(iv)	details of the proposed construction yards, avoiding hilltops and ridgelines
		(1)	where practicable, including temporary screening when adjacent to
			where practicable, including temporary screening when adjacent to residential areas;
		(v)	where practicable, including temporary screening when adjacent to residential areas; details of the proposed construction lighting;
			where practicable, including temporary screening when adjacent to residential areas; details of the proposed construction lighting; methods for controlling dust and the removal of debris and demolition of
		(v) (vi)	where practicable, including temporary screening when adjacent to residential areas; details of the proposed construction lighting; methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;
		(v) (vi) (vii)	where practicable, including temporary screening when adjacent to residential areas; details of the proposed construction lighting; methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; methods for providing for the health and safety of the general public;
		(v) (vi)	where practicable, including temporary screening when adjacent to residential areas; details of the proposed construction lighting; methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; methods for providing for the health and safety of the general public; measures to mitigate flood hazard effects such as siting stockpiles out of
		(v) (vi) (vii)	where practicable, including temporary screening when adjacent to residential areas; details of the proposed construction lighting; methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; methods for providing for the health and safety of the general public;
		(v) (vi) (vii)	where practicable, including temporary screening when adjacent to residential areas; details of the proposed construction lighting; methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; methods for providing for the health and safety of the general public; measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to
		(v) (vi) (vii) (viii)	where practicable, including temporary screening when adjacent to residential areas; details of the proposed construction lighting; methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; methods for providing for the health and safety of the general public; 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;
		(v) (vi) (vii) (viii) (ix) (x)	where practicable, including temporary screening when adjacent to residential areas; details of the proposed construction lighting; methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; methods for providing for the health and safety of the general public; 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; procedures for incident management; location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses;
		(v) (vi) (vii) (viii) (ix)	where practicable, including temporary screening when adjacent to residential areas; details of the proposed construction lighting; methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; methods for providing for the health and safety of the general public; 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; procedures for incident management; location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; measures to address the storage of fuels, lubricants, hazardous and/or
		(v) (vi) (vii) (viii) (ix) (x)	where practicable, including temporary screening when adjacent to residential areas; details of the proposed construction lighting; methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; methods for providing for the health and safety of the general public; 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; procedures for incident management; location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address
		(v) (vi) (vii) (viii) (ix) (x) (xi)	where practicable, including temporary screening when adjacent to residential areas; details of the proposed construction lighting; methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; methods for providing for the health and safety of the general public; 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; procedures for incident management; location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; 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;
		(v) (vi) (vii) (viii) (ix) (x)	where practicable, including temporary screening when adjacent to residential areas; details of the proposed construction lighting; methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; methods for providing for the health and safety of the general public; 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; procedures for incident management; location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address

20.	Complaints Process
	 (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: (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. (b) A copy of the complaints record required by this condition shall be made available to the Manager upon request as soon as practicable after the request is
04	made.
21.	Cultural Monitoring Plan (CMP)
	(a) Prior to the Start of Construction, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural offacts during Construction Works.
	with management of any cultural effects during Construction Works.(b) To achieve the objective, the CMP shall include:
	 (i) requirements for formal dedication or cultural interpretation to be undertaken prior to Start of Construction in areas identified as having significance to Mana Whenua; (ii) requirements and protocols for cultural inductions for contractors and subcontractors; (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol. (c) If Enabling Works involving soil disturbance are undertaken prior to the Start of Construction, an Enabling Works CMP shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works CMP or be included in the main
	Construction Works CMP.
	Advice note:
	Where appropriate, the CMP shall align with the requirements of other conditions of the designation and resource consents for the project which require monitoring during Construction Works.

22.	Cons	struction Traffic Management Plan (CTMP)
	(a)	A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.
	(b)	To achieve this objective, the CTMP shall include:
		 (i) methods to manage the effects of temporary traffic management activities on traffic;
		(ii) measures to ensure the safety of all transport users;
		(iii) the estimated numbers, frequencies, routes and timing of traffic
		movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near Education Facilities or to manage traffic congestion;
		(iv) site access routes and access points for heavy vehicles, the size and
		location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;
		(v) identification of detour routes and other methods to ensure the safe
		management and maintenance of traffic flows, including public transport, pedestrians and cyclists;
		 (vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods;
		 (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);
		 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 (ix) being exceeded.
	(c)	Auditing, monitoring and reporting requirements relating to traffic management
		activities shall be undertaken in accordance with the New Zealand Guide to
		Temporary Traffic Management (April 2023) or any subsequent version.

	standards set out in the following table as far as practicable: Table 23-1 Construction Noise Standards									
	Day of week Time period LAeq(15min) LAFmax									
	Occupied activity s	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	0630h - 0730h	45 dB	75 dB						
	Holidays	0730h - 1800h	55 dB	85 dB						
		1800h - 2000h	45 dB	75 dB						
		2000h - 0630h	45 dB	75 dB						
	Other occupied bui	-								
	All	0730h – 1800h	70 dB							
		1800h – 0730h	75 dB							
	. ,	iance with the noise ne methodology in (t in Table 23-1 is not apply.						
4.	Construction Vibra	ation 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**									
	Receiver	Details								
	Receiver Occupied activities sensitive to noise	Details Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv						
	Occupied activities	Night-time 2000h -	0.3mm/s ppv 2mm/s ppv	2mm/s ppv 5mm/s ppv						
	Occupied activities	Night-time 2000h - 0630h Daytime 0630h -	0.3mm/s ppv							

25.	Const	ructio	on Noise and Vibration Management Plan (CNVMP)
		Work. relate devel mana const	VMP shall be prepared prior to the Start of Construction for a Stage of A CNVMP shall be implemented during the Stage of Work to which it is. The objective of the CNVMP is to provide a framework for the opment and implementation of the Best Practicable Option for the gement of construction noise and vibration effects to achieve the ruction noise and vibration standards set out in Conditions 23 and 24 to the t practicable.
	(b)	To ac Anne: Const follow (i)	hieve the objective, the CNVMP shall be prepared in accordance with x E2 of the New Zealand Standard NZS6803:1999 'Acoustics – truction Noise' (NZS6803:1999) and shall as a minimum, address the ring: description of the works and anticipated equipment/processes;
		(ii)	hours of operation, including times and days when construction activities would occur;
		(iii) (iv) (v)	the construction noise and vibration standards for the project; identification of receivers where noise and vibration standards apply; a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundary and public believe as for as practicable:
		(vi)	including Sundays and public holidays as far as practicable; 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.

26.	Sche	hedule to a CNVMP		
	(a)	A Schedule to the CNVMP (Schedule) shall be prepared prior to the Start of Construction of an activity to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:		
		 (i) construction noise is either predicted or measured to exceed the noise standards in Condition 23, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed: 		
		 A. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months; or 		
		 B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days; (ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 24. 		
	(b)	The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP.		
	(c)	To achieve the objective, the Schedule shall include details such as: (i) construction activity location, start and finish dates; (ii) the nearest neighbours to the construction activity;		
		 (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance; 		
		 (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; 		
		 (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) the consultation undertaken with owners and occupiers of sites subject to 		
		the Schedule, and how consultation has and has not been taken into account; and		
		(vii) location, times and types of monitoring.		
	(d)	The Schedule shall be submitted to the Manager for Certification at least five		
		working days (except in unforeseen circumstances) in advance of Construction		
		Works that are covered by the scope of the Schedule and shall form part of the CNVMP.		
	(e)	The CNVMP Schedule shall be deemed certified five working days from the		
	(0)	submission of the CNVMP Schedule where no written confirmation of		
		Certification has been received.		
	(f)	Where material changes are made to a Schedule required by this condition, the		
		Requiring Authority shall consult the owners and/or occupiers of sites subject to		
		the Schedule prior to submitting the amended Schedule to the Manager for		
		Certification in accordance with (d) above. The amended Schedule shall		
		document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.		

27.	Pre-0	Pre-Construction Ecological Survey			
	(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: (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). The level of effect shall be determined in accordance with Table 10 of the EIANZ Guidelines (or subsequent updated version of that table) as included in Schedule 4 to these 			
	(b)	conditions. 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).			
28.	Ecole	ogical Management Plan (EMP)			
	(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.			
	(b)	 To achieve the objective, the EMP shall set out the methods which may include: (i) If an EMP is required in accordance with Condition 27 for the presence of long tail bats: 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); E. details of hwe previously been identified and implemented. (ii) If an EMP is required in accordance with the Condition 27 for the presence of Threatened or At-Risk birds (excluding wetland birds): A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and B. where works are required within the area identified in the Confirmed Biodiversity Area (identified in Schedule 3: Identified Biodiversity Areas) during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds. 			
		 Threatened or At-Risk wetland birds: A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; 			

		B.	where works are required within the Confirmed Biodiversity Area
			(identified in Schedule 3: Identified Biodiversity Areas) during the
			bird season, methods to minimise adverse effects on Threatened or
		•	At-Risk wetland birds;
		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;
		D.	what protection and buffer measures will be provided where nesting
		Δ.	Threatened or At-Risk wetland birds are identified within 50m of any
			construction area (including laydown areas). Measures could
			include:
			a. a 20m buffer area around the nest location and retaining
			vegetation. The buffer areas should be demarcated where
			necessary to protect birds from encroachment. This might
			include the use of marker poles, tape and signage;
			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;
			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;
			d. adopting a 10m setback where practicable, between the edge
			of Wetlands and construction areas (along the edge of the
			stockpile/laydown area); and
		T I. F	e. minimising light spill from construction areas into wetlands.
	(iv)		MP shall be consistent with any ecological management measures
			undertaken in compliance with conditions of any regional resource
			ents granted for the project.
	Advice no		
			potential effects of the project, the regional consents for the project
			llowing monitoring and management plans: d/or wetland restoration plans;
			restoration plans; and
			nagement plans (e.g. avifauna, herpetofauna, bats).
29.	. ,		anagement Plan (NUMP)
		-	all be prepared prior to the Start of Construction for a Stage of Work.
			e of the NUMP is to set out a framework for protecting, relocating
			in proximity to existing network utilities.
	(b) Toa		the objective, the NUMP shall include methods to:
	(i)		de access for maintenance at all reasonable times, or emergency
			at all times during construction activities;
	(ii)		ct and where necessary, relocate existing network utilities;
	(iii)		ge the effects of dust and any other material potentially resulting from
			ruction activities and able to cause material damage, beyond normal and tear to overhead transmission lines in the project area;
	(iv)		instrate compliance with relevant standards and Codes of Practice
	(17)		ling, where relevant, the NZECP 34:2001 New Zealand Electrical
			of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012
			rical hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines –
		Gas a	and Liquid Petroleum.
			shall be prepared in consultation with the relevant Network Utility
	Оре	rator(s)	who have existing assets that are directly affected by the project.

	(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.
	(e)	The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.
	(f)	Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.
	(g)	Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
Operatio	onal co	nditions
30.	Low	Noise Road Surface
	(a)	Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.
31.	Futu	re Resurfacing Work
	(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: (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.
	(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.
	Traff	ic Noise
	For th	he purposes of Conditions 32 to 43:
	(a) (b) (c)	Building-Modification Mitigation – has the same meaning as in NZS 6806; Design year has the same meaning as in NZS 6806; 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 5: Identified PPFs Noise Criteria Categories;
	(f)	Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road- traffic noise – New and altered roads; Noise Criteria Categories – means the groups of preference for sound levels
	(g)	established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (e.g. Categories A, B and C); NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-
	(h) (i)	traffic noise – New and altered roads; Protected Premises and Facilities (PPFs) – means only the premises and
	(j)	facilities identified in Schedule 5: Identified PPFs Noise Criteria Categories; 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
	(k)	accordance with Condition 30; and Structural Mitigation – has the same meaning as in NZS 6806.

32.	The Noise Criteria Categories identified in Schedule 5: Identified 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).
	The Noise Criteria Categories do not need to be complied with at a PPF where:
	(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.
	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.
33.	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 5: Identified PPFs
	Noise Criteria Categories.
	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).
34.	Prior to the Start of Construction of the project, a Suitably Qualified Person shall
	develop the Detailed Mitigation Options for the PPFs identified in Schedule 5: Identified PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
05	If the Detailed Mitigation Options would result in the Identified Noise Criteria Category
35.	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
20	to achieve 40 dB L _{Aeq(24h)} inside Habitable Spaces ('Category C Buildings'). Prior to the Start of Construction in the vicinity of each Category C Building, the
38.	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 L_{Aeq(24h)} inside habitable spaces; and
	(b) the options available for Building-Modification Mitigation to the building, if required; and
	(c) that the owner has three months to decide whether to accept Building- Modification Mitigation to the building and to advise which option for Building- Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
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.	 Subject to Condition 39, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 41 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 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.	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable.

Attachments – Drury West Arterial

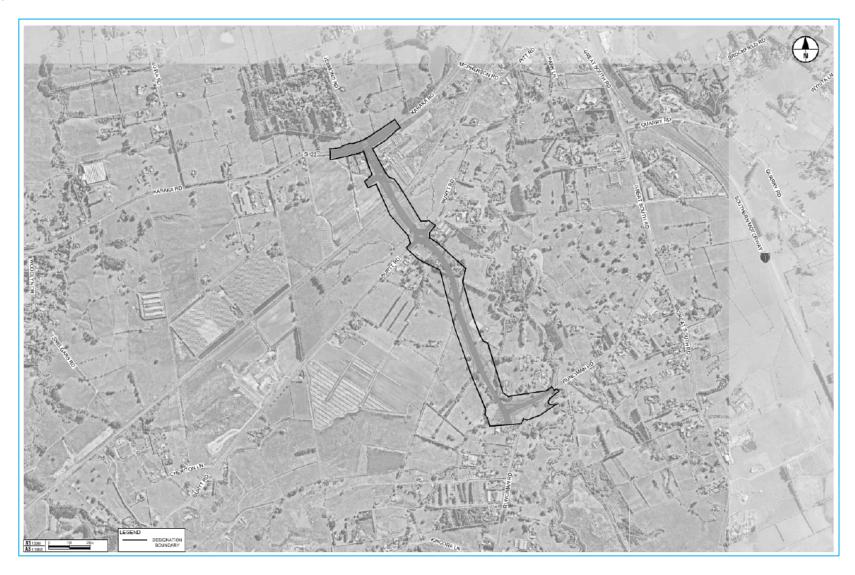
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is for the construction, operation and maintenance of a transport corridor between SH22 and Jesmond Road to the edge of the Future Urban Zone near Runciman Road, Drury including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) a new transport corridor to provide for public transport, general traffic lanes, and active mode facilities;
- (b) associated works including intersections, bridges, embankments, retaining walls, culverts, stormwater management systems;
- (c) changes to local roads, where the proposed work intersects with local roads; and
- (d) construction activities including construction areas, construction traffic management and the re-grading of driveways

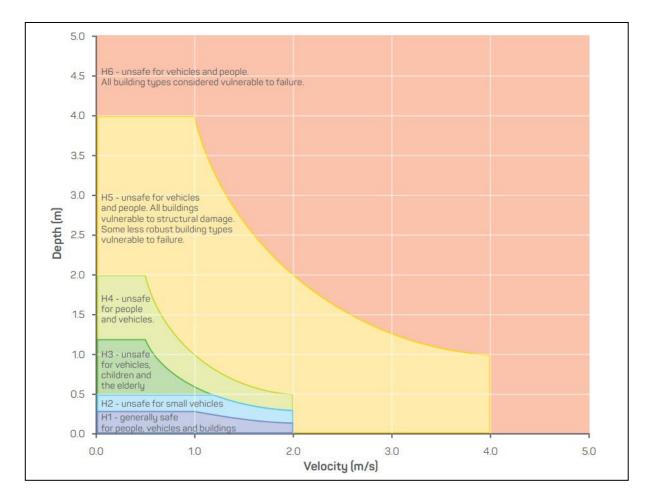
Concept Plan



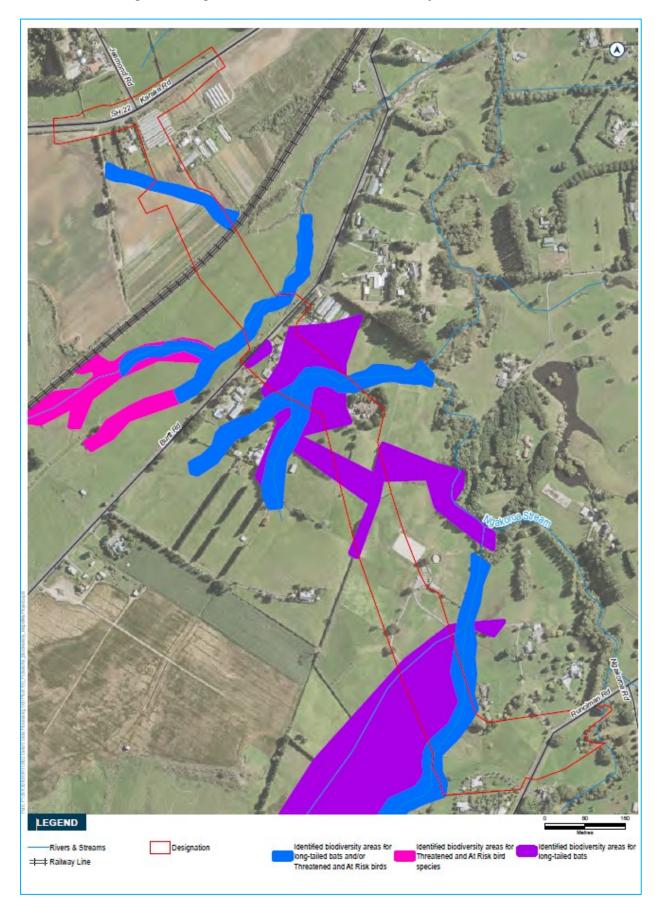
Schedule 2: Flood Hazard Class

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: Ecological Management Plan – Identified Biodiversity Areas

Schedule 4: Table 10 of the 2018 EIANZ Guidelines

Ecological Value →	Very high	High	Moderate	Low	Negligible
Magnitude ↓					
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain

Criteria for describing level of effects (Adapted from Regini (2000) and Boffa Miskell (2011))

Schedule 5: Identified PPFs Noise Criteria Categories

PPFs assessed against the Altered Road criteria

PPF Address	Noise Criteria Category
598 Burtt Road, Runciman	А
775 Runciman Road, Runciman	А
801 Runciman Road, Runciman	А
588 Burtt Road, Runciman	А
813 Runciman Road, Runciman	А
815 Runciman Road, Runciman	А
110 Karaka Road, Karaka	А
160 Karaka Road, Karaka	А
612 Burtt Road, Runciman	А
834 Runciman Road, Runciman	А
826 Runciman Road, Runciman	А
5 Ngakoroa Road, Runciman	А
576 Burtt Road, Runciman	А

PPF Location Maps









Appendix B – Auckland Transport's Modifications to NoR 3 -Paerata Connections conditions (clean)

[#- Council to allocate] - Paerata Connections

Designation Number	[XXXX]
Requiring Authority	Auckland Transport
Location	Between the two extents of Sim Road, Paerata across the North Island Main Trunk Rail Line and between Paerata Rail Station and Sim Road, Paerata.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.

Purpose

The construction, operation, and maintenance of transport corridors.

Conditions

Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary Education Facility, classroom in an Education Facility and healthcare facility with an overnight stay facility
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans	 Confirmation from the Manager that a material change to a management plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from the Manager that the material change to the management plan is certified; or (b) 10 working days from the submission of the material change to the management plan where no written confirmation of certification has been received
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the project (or part of the project) is complete, and it is available for use
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
Education Facility	 Facility used for education to secondary level. Includes: schools and outdoor education facilities; and accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above. Excludes: 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	 Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; and (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Identified Biodiversity Area	Means an area or areas of features of ecological value where the project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ Guidelines
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be, but not limited to, the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the project: (a) Ngaati Te Ata Waiohua (b) Ngāti Tamaoho (c) Te Ākitai Waiohua (d) Ngāti Whanaunga Note: other iwi not identified above may have an interest in the project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NoR	Notice of Requirement
NUMP	Network Utilities Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the project's Construction Works to be the main point of contact for persons wanting information about the project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: <i>Acoustics – Road-traffic noise – New and</i> <i>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) Education 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
ULDMP	Urban and Landscape Design Management Plan

General	eneral conditions				
1.	Activity in General Accordance with Plans and Information				
	 (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: 				
	 (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 management plans under the conditions of the designation, the management plans under the conditions of the designation. 				
0	requirements of the management plans shall prevail.				
2.	Project Information				
	 (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: (i) the status of the project; (ii) anticipated construction timeframes; 				
	 (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice; (v) a subscription service to enable receipt of project updates by email; and 				
	 (vi) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA. 				
	(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.				
3.	Land use Integration Process				
	 (a) The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose: (i) the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to be established by Condition 2(b)(iii); and (ii) the nominated contact shall be the main point of contact for a Developer or 				
	 Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation. (b) At any time prior to the Start of Construction, the nominated contact will be available to engage with a Developer or Development Agency for the purpose of: (i) responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and (ii) receiving information from a Development details that could assist with land use integration. 				
	 (c) Information requested or provided under Condition 3(b) above may include but not be limited to the following matters: (i) design details including but not limited to: A. boundary treatment (e.g. the use of retaining walls or batter slopes); B. the horizontal and vertical alignment of the road (levels); C. potential locations for mid-block crossings; D. integration of stormwater infrastructure; and E. traffic noise modelling contours. 				

		(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 that is within the designation
		under section 176(1)(b) of the RMA.
	(d)	Where information is requested from the Requiring Authority and is available, the
		nominated contact shall provide the information unless there are reasonable
		grounds for not providing it.
	(e)	The nominated contact shall maintain a record of the engagement between the
		Requiring Authority and Developers and Development Agencies for the period
		following the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include:
		(i) a list of all Developers and Development Agencies who have indicated
		through the NoR 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
	(5)	appropriate, with Development Agencies and Network Utility Operators.
	(f)	The record shall be submitted to Council for information 10 working days prior to
-		the Start of Construction for a Stage of Work.
4.		eholder Communication and Engagement Design
	(a)	At least six months prior to the start of detailed design for a Stage of Work, the
		Requiring Authority shall identify: (i) a list of Stakeholders;
		 (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority
		does not own or have occupation rights to; and
		(iii) methods to engage with Stakeholders and the owners and occupiers of
		properties identified in (a)(i) – (ii) above.
	(b)	A record of (a) shall be submitted to the Manager for information with an Outline
		Plan for the relevant Stage of Work.
5.	Desi	gnation Review
		oon as reasonably practicable following Completion of Construction, the Requiring
		ority shall:
	(a)	review the extent of the designation to identify any areas of designated land that
		it no longer requires for the on-going operation, maintenance or mitigation of
		effects of the project; and
	(b)	give notice to the Manager in accordance with section 182 of the RMA for the
	1.	removal of those parts of the designation identified above.
6.	Laps	
		cordance with section $184(1)(c)$ of the RMA, this designation shall lapse if not
	-	n effect to within 20 years from the date on which it is included in the AUP.
7.		vork Utility Operators (Section 176 Approval)
	(a)	Prior to the start of Construction Works, Network Utility Operators with existing
		infrastructure 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 necessary for the on-
		going provision or security of supply of network utility operations;
		(iii) minor works such as new service connections; and
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		(iv) the upgrade and replacement of existing network utilities in the same	
		location with the same or similar effects on the works authorised by the	
	(๒)	designation as the existing utility.	
	(b)	To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.	
8.	Section 176 Approval Exemption		
	(a)	Prior to the start of the formal acquisition process under the Public Works Act 1981 for a property, or submission of the Outline Plan to the Requiring Authority, persons on properties zoned Rural or Future Urban will not require written consent under section 176 of the RMA for the following activities: (i) internal alterations;	
		 (ii) one extension to an existing structure as at 2023, up to 30m²; (iii) temporary or relocatable structures, provided they are removed from the site and the land is reinstated (including closing and capping any associated services) at the landowner's expense prior to the start of Construction Works. The landowner shall be responsible for any resource consent required for the structures, their removal or relocation; 	
		 (iv) one above ground rainwater tank up to 50,000 litres and any associated mobile farming irrigation system; (v) one single storey farming accessory building under 30m² such as a 	
		farming shed or building to house animals; and	
	(b)	 (vi) animal pens, post and wire and post and rail farming fences. To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval. 	
Pre-cons	truc	tion conditions	
9.		line Plan	
9.		An Outline Plan (or Plans) shall be prepared in accordance with section 176A of	
	(a)	the RMA.	
	(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. (c) Outline Plans shall include any management plan or plans that are relevent the management of effects of those activities or Stage of Work, which minclude: 		
		(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; 	
		 (v) Ecological Management Plan; and (vii) Network Utilities Management Plan. 	
	Flood Hazard		
	For	the purpose of Condition 10:	
		AEP – means Annual Exceedance Probability;	
	• •	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	
	(c)	entrance hall, passageway or garage; Flood Prone Area – means potential ponding areas that may flood in a 1% AEP event and commonly comprise of topographical depression areas. The areas can	
		occur naturally or as a result of constructed features. Identification of a potential Flood Prone Area would be by an assessment of residual flood risk in a 1% AEP event (e.g. from blockage of the project stormwater network) on land outside and adjacent to the designation following the application of Conditions $10(a)(i) - (v)$;	
	(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.	Flood Hazard		
	(a) The project shall be designed to achieve the following flood risk outcomes beyond		
	the boundary of the designation: (i) no increase in flood levels in a 1% AEP event for Existing Authorised		
	Habitable Floors that are already subject to flooding or have a freeboard less than 500mm;		
	(ii) no increase in flood levels in a 1% AEP event for authorised community,		
	commercial, industrial and network utility building floors existing at the time		
	the Outline Plan is submitted that are already subject to flooding or have a freeboard less than 300mm;		
	(iii) maximum of 50mm increase in flood levels in a 1% AEP event outside and		
	adjacent to the designation boundary between the Pre-Project		
	Development and Post-Project Development scenarios;		
	 (iv) no increase of Flood Hazard Class for the main access to authorised habitable dwellings existing at the 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; and		
	(v) no new Flood Prone Areas.(b) Compliance with this condition shall be demonstrated in the Outline Plan, which		
	shall include flood modelling of the Pre-Project Development and Post-Project		
	Development 1% AEP flood levels (for Maximum Probable Development land use		
	with allowances for climate change). (c) Where:		
	(i) the flood risk outcomes in (a) can be achieved through alternative		
	measures outside of the designation such as flood stop banks, flood walls, raising Existing Authorised Habitable Floor level and new overland flow paths; or		
	 the outcomes are varied at specific location(s) through agreement with the relevant landowner, 		
	confirmation shall be provided to the Manager that any necessary landowner		
	agreement and statutory approvals have been obtained for that alternative measure or varied outcome.		
11.	Existing property access		
	Prior to submission of the Outline Plan, consultation shall be undertaken with		
	landowners and occupiers whose vehicle access to their property will be altered by the		
	project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided, unless otherwise agreed with the affected landowner.		
12.	Management Plans		
	(a) Any management plan shall:		
	(i) be prepared and implemented in accordance with the relevant management plan condition;		
	(ii) be prepared by a Suitably Qualified Person(s);		
	(iii) include sufficient detail relating to the management of effects associated		
	with the relevant activities and/or Stage of Work to which it relates;		
	 (iv) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and 		
	(v) once finalised, uploaded to the project website or equivalent virtual		
	information source.		
	(b) Any management plan developed in accordance with Condition 12 may:		

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		(i) be submitted in parts or in stages to address particular activities (e.g.
		design or construction aspects), a Stage of Work of the project, or to address specific activities authorised by the designation;
		(ii) except for material changes, be amended to reflect any changes in design,
		construction methods or management of effects without further process;
	(c)	Information shall be submitted with the management plan (or revised plan as
	(0)	referred to in (d) below) which summarises outcomes of consultation and any
		input received from Mana Whenua and Stakeholders as required by the relevant
		management plan condition. The summary shall note how this input has been
		incorporated or reflected in the management plan, or if not, the reasons why;
	(d)	If there is a material change required to a management plan which has been
		submitted with an Outline Plan, the revised part of the plan shall be submitted to
		the Manager as an update to the Outline Plan or for Certification as soon as
		practicable following identification of the need for a revision; and
	(e)	Any material changes to the SCEMP(s) are to be submitted to the Manager for information.
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13.		eholder Communication and Engagement Management Plan (SCEMP)
	(a)	A SCEMP shall be prepared in consultation with relevant Stakeholders prior to
		the Start of Construction. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works.
	(b)	To achieve the objective, the SCEMP shall include:
	(5)	(i) a list of Stakeholders;
		(ii) the contact details for the Project Liaison Person. These details shall be on
		the project website, or equivalent virtual information source, and
		prominently displayed at the main entrance(s) to the site(s);
		(iii) methods for engaging with Mana Whenua, to be developed in consultation
		with Mana Whenua;
		(iv) methods and timing to engage with owners and occupiers whose access is
		directly affected;
		(v) methods to communicate key project milestones and the proposed hours
		of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (b)(i) above; and
		(vi) linkages and cross-references to communication and engagement
		methods set out in other conditions and management plans where
		relevant.
	(c)	Any SCEMP prepared for a Stage of Work shall be submitted to the Manager for
		information a minimum of 10 working days prior to the Start of Construction for a
		Stage of Work.
14.	Cult	ural Advisory Report
	(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)
	(h)	affected by the project, to inform their management and protection. To achieve the objective, the Requiring Authority shall invite Mana Whenua to
	(b)	prepare a Cultural Advisory Report that:
		(i) identifies the cultural sites, landscapes and values that have the potential
		to be affected by the construction and operation of the project;
		(ii) sets out the desired outcomes for management of potential effects on
		cultural sites, landscapes and values;
		(iii) identifies traditional cultural practices within the area that may be impacted
		by the project;
		(iv) identifies opportunities for restoration and enhancement of identified
		cultural sites, landscapes and values within the project area;
		(v) taking into account the outcomes of (i) to (iv) above, identify cultural
		matters and principles that should be considered in the development of the
		ULDMP (Conditions 16 - 18), and the CMP (Condition 21); and

		 (vi) identifies and (if possible) nominates traditional names along the project alignment. Noting there may be formal statutory processes outside the project required in any decision-making.
	(c)	The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant
		management plans where practicable; and
	(d)	Conditions 14(b) and (c) will cease to apply if: (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.	Netv	vork Integration Management Plan (NIMP)
10.	(a)	At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall prepare, in collaboration with other relevant transport
	(b)	authorities, a Network Integration Management Plan (NIMP). The objective of the NIMP is to identify how the project will integrate with the
		planned transport network in the Pukekohe, Paerata and Drury West growth areas to achieve an effective, efficient and safe land transport system. To
		achieve the objective, the NIMP shall include details of the:
		(i) project implementation approach and any staging of the project, including both design, management and operational matters; and
		 sequencing of the project with the planned transport network, including both design, management and operational matters.
	Urba	an and Landscape Design Management Plan (ULDMP)
16.	(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: (i) enable integration of the project's permanent works into the surrounding
		landscape and urban context; and
		 ensure that the project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment.
	(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 Cultural Advisory Report (Condition 14) may be reflected in the ULDMP.
	(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.
17.	(a)	To achieve the objective set out in Condition 16, the ULDMP(s) shall provide details of how the project:
		 (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (e.g. centres and density of built form), natural environment (e.g. minimise effects on streams where practicable), 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);(iv) promotes a sense of personal safety by aligning with best practice
		guidelines, such as: 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); and

	(1) <u>-</u>	
	. ,	ULDMP shall be prepared in general accordance with:
	(i)	Auckland Transport's Urban Roads and Streets Design Guide <u>;</u>
	(ii)	New Zealand Transport Agency Urban Design Guidelines: Bridging the
	()	Gap (2013) or any subsequent updated version;
	(iii)	New Zealand Transport Agency Landscape Guidelines (2018) or any
	(5.4)	subsequent updated version; New Zealand Transport Agency P30 Standard Specification for Highway.
	(iv)	New Zealand Transport Agency P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and
	60	Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated
	(v)	version.
18.		P(s) shall include:
10.		ncept plan – which depicts the overall landscape and urban design concept,
		explain the rationale for the landscape and urban design proposals;
		eloped design concepts, including principles for walking and cycling facilities
		public transport;
		scape and urban design details – that cover the following:
	(i)	road design - elements such as intersection form, carriageway gradient
		and associated earthworks contouring including cut and fill batters and the
		interface with adjacent land uses and existing roads (including slip lanes),
		benching, spoil disposal sites, median width and treatment, roadside width
		and treatment;
	(ii)	roadside elements – such as lighting, fencing, wayfinding and signage;
	(iii)	architectural and landscape treatment of all major structures, including
	(:)	bridges and retaining walls;
	(iv)	architectural and landscape treatment of noise barriers;
	(v)	landscape treatment and planting of permanent stormwater control wetlands and swales;
	(vi)	integration of passenger transport;
	(vi) (vii)	pedestrian and cycle facilities including paths, road crossings and
		dedicated pedestrian/cycle bridges or underpasses;
	(viii)	
	(ix)	features disturbed during construction and intended to be reinstated such
	(/	as:
		A. boundary features;
		B. driveways;
		C. accessways; and
		D. Fences;
		JLDMP shall also include the following planting and maintenance details:
	(i)	planting design details including:
		A. identification of existing trees and vegetation that will be retained
		with reference to the EMP (Condition 28) 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,
		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 EMP (Condition
		28);
		E. integration of any planting required by conditions of any resource
		consents for the project; and
		F. re-instatement planting of construction and site compound areas as
		appropriate.
	(ii)	a planting programme including the staging of planting in relation to the
		construction programme which shall, as far as practicable, include
		provision for planting within each planting season following completion of
		each Stage of Work; and
	(iii)	detailed specifications relating to the following:
		A. weed control and clearance;
		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 use of eco-sourced species.	g, and					
Constru	tion conditions						
19.	 Construction Environmental Management Plan (CEMP) (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. 						
	 (b) To achieve the objective, the CEMP shall include: (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 proposed hours of work; (iv) details of the proposed construction yards, avoiding hilltops and ridge where practicable, including temporary screening when adjacent to residential areas; (v) details of the proposed construction lighting; 	the					
	 (vi) methods for controlling dust and the removal of debris and demolition 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 or floodplains, minimising obstruction to flood flows, actions to respond warnings of heavy rain; 	ut of					
	 (ix) procedures for incident management; (x) location and procedures for the refuelling and maintenance of plant a equipment to avoid discharges of fuels or lubricants to watercourses; (xi) measures to address the storage of fuels, lubricants, hazardous and/dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xii) procedures for responding to complaints about Construction Works; a (xiii) methods for amending and updating the CEMP as required. 	/or					
20.	Complaints Process						
	 (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include (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, faccidents or unusually dusty conditions generally. 	e e					
	 (b) A copy of the complaints record required by this condition shall be made available to the Manager upon request as soon as practicable after the required. 	uest is					
21.	Cultural Monitoring Plan (CMP)						
	 (a) Prior to the Start of Construction, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The obje of the CMP is to identify methods for undertaking cultural monitoring to assi with management of any cultural effects during Construction Works. (b) To achieve the objective, the CMP shall include: (i) requirements for formal dedication or cultural interpretation to be undertaken prior to Start of Construction in areas identified as having 	ist					

	1						
		(ii)	requirements and protocols for cultural inductions for contractors and subcontractors;				
		(iii)	identification of activities, sites and areas where cultural monitoring is				
		()	required during particular Construction Works;				
		(iv)	identification of personnel to undertake cultural monitoring, including any				
			geographic definition of their responsibilities; and				
		(v)	details of personnel to assist with management of any cultural effects				
			identified during cultural monitoring, including implementation of the				
	Accidental Discovery Protocol. (c) If Enabling Works involving soil disturbance are undertaken prior to the Sta						
	Construction, an Enabling Works CMP shall be prepared by a Suitably (
			on identified in collaboration with Mana Whenua. This plan may be				
	prepared as a standalone Enabling Works CMP or be included in the main						
		Cons	truction Works CMP.				
	Advi	ce not	e:				
			opriate, the CMP shall align with the requirements of other conditions of the				
			and resource consents for the project which require monitoring during				
			n Works.				
22.			on Traffic Management Plan (CTMP)				
	(a)		MP shall be prepared prior to the Start of Construction for a Stage of Work. objective of the CTMP is to avoid, remedy or mitigate, as far as practicable,				
			rse construction traffic effects.				
	(b)		chieve this objective, the CTMP shall include:				
		(i)	methods to manage the effects of temporary traffic management activities				
		<i>(</i> 1)	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 Education 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				
		(\cdot, \cdot)	of workers and visitors;				
		(v)	identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including public transport,				
			pedestrians and cyclists;				
		(vi)	methods to maintain access to and within property and/or private roads				
		()	where practicable, or to provide alternative arrangements when it will not				
			be, including details of how access is managed for loading and unloading				
		(, .::)	of goods;				
		(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 /				
		<i></i> .	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 (ix) being exceeded.				
	(c)		ing, monitoring and reporting requirements relating to traffic management				
			ties shall be undertaken in accordance with the New Zealand Guide to				
		Temp	porary Traffic Management (April 2023) or any subsequent version.				

	nstruction Noise Standar	ds							
Day of week									
	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 F	Public 0630h - 0730h	45 dB	75 dB						
Holidays	0730h - 1800h	55 dB	85 dB						
	1800h - 2000h	45 dB	75 dB						
	2000h - 0630h	45 dB	75 dB						
Other occupi	•								
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.								
(a) Constru Mechar	N Vibration Standards uction vibration shall be nical vibration and shock asurement of vibrations	k – Vibration of fixed and evaluation of th	d structures – Guideline						
shall co practica									
shall co practica	able.		Category B**						
shall cc practica Table 24-1 Cor	able. nstruction Vibration Stan Details vities Night-time 2000h	ndards Category A*							
shall co practica Table 24-1 Con Receiver Occupied acti	able. nstruction Vibration Stan Details vities Night-time 2000h	ndards Category A*	Category B**						
shall co practica Table 24-1 Con Receiver Occupied acti	able. nstruction Vibration Stan Vities Vities Night-time 2000h 0630h Daytime 0630h - 2000h	Adards Category A* - 0.3mm/s ppv	Category B** 2mm/s ppv						

25.	Constructi	ion Noise and Vibration Management Plan (CNVMP)
	Work relate deve mana cons	NVMP shall be prepared prior to the Start of Construction for a Stage of K. A CNVMP shall be implemented during the Stage of Work to which it es. The objective of the CNVMP is to provide a framework for the elopment and implementation of the Best Practicable Option for the agement of construction noise and vibration effects to achieve the truction noise and vibration standards set out in Conditions 23 and 24 to the ht practicable.
	(b) To a Anne	chieve the objective, the CNVMP shall be prepared in accordance with ex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – struction Noise' (NZS6803:1999) and shall as a minimum, address the
	(ii)	hours of operation, including times and days when construction activities would occur;
	(iii) (iv) (v)	the construction noise and vibration standards for the project; identification of receivers where noise and vibration standards apply; 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.

26.	Sche	edule to a CNVMP
	(a)	A Schedule to the CNVMP (Schedule) shall be prepared prior to the Start of Construction of an activity to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:
		 (i) construction noise is either predicted or measured to exceed the noise standards in Condition 23, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed:
		 A. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months; or
		 B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days; (ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 24.
	(b)	The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP.
	(c)	To achieve the objective, the Schedule shall include details such as: (i) construction activity location, start and finish dates;
		 (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance;
		 (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime;
		 (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) the consultation undertaken with owners and occupiers of sites subject to
		the Schedule, and how consultation has and has not been taken into account; and
	(I)	(vii) location, times and types of monitoring.
	(d)	The Schedule shall be submitted to the Manager for Certification at least five working days (except in unforeseen circumstances) in advance of Construction
		Works that are covered by the scope of the Schedule and shall form part of the CNVMP.
	(e)	The CNVMP Schedule shall be deemed certified five working days from the submission of the CNVMP Schedule where no written confirmation of Certification has been received.
	(f)	Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for Certification in accordance with (d) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and
		how consultation outcomes have and have not been taken into account.

27.	Pre-Construction Ecological Survey			
	(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:			
	 (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). The level of effect shall be determined in accordance with Table 10 of the EIANZ Guidelines (or subsequent updated version of that table) as included in Schedule 4 to these conditions. 			
	(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).			
28.	Ecological Management Plan (EMP)			
	 (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.(b) To achieve the objective, the EMP shall set out the methods which may include:			
	 (i) If an EMP is required in accordance with Condition 27(b) for the presence of long tail bats: 			
	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); 			
	 E. details of measures to minimise operational disturbance from light spill; and 			
	planting have previously been identified and implemented.			
	(II) 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.			
	Advice note:			
	Depending on the potential effects of the project, the regional consents for the project may include the following monitoring and management plans: (i) stream and/or wetland restoration plans:			
	(ii) vegetation restoration plans; and			
	 spill; and F. details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented. (ii) 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. Advice note: Depending on the potential effects of the project, the regional consents for the project may include the following monitoring and management plans: (i) stream and/or wetland restoration plans; 			

29.	Netw	Network Utility Management Plan (NUMP)			
	(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.			
	(b)	To achieve the objective, the NUMP shall include methods to:			
		(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.			
	(c)	The NUMP shall be prepared in consultation with the relevant Network Utility			
	(0)	Operator(s) who have existing assets that are directly affected by the project.			
	(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.			
	(e)	The NUMP shall describe how any comments from the Network Utility Operator			
		in relation to its assets have been addressed.			
	(f)	Any comments received from the Network Utility Operator shall be considered			
		when finalising the NUMP.			
	(g)	Any amendments to the NUMP related to the assets of a Network Utility Operator			
		shall be prepared in consultation with that asset owner.			
Operatio					
30.		Noise Road Surface			
	(a)	Asphaltic concrete surfacing (or equivalent low noise road surface) shall be			
		implemented within 12 months of Completion of Construction of the project.			
31.	Futu	re Resurfacing Work			
	(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:			
		(i) the volume of traffic exceeds 10,000 vehicles per day; or			
		 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.			
	(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.			

	Traffic Noise			
	For the purposes of Conditions 32 to 43:			
	(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 5: 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			
	(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 (e.g. 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 5: Identified 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.	The Noise Criteria Categories identified in Schedule 5: Identified 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).			
	The Naise Criteria Categories do not need to be complied with at a DDE where:			
	The Noise Criteria Categories do not need to be complied with at a PPF where: (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.			
	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.			
33.	As part of the detailed design of the project, a Suitably Qualified Person shall determine			
	the Selected Mitigation Options for the PPFs identified Schedule 5: Identified PPFs			
	Noise Criteria Categories.			
	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).			
34.	Prior to the Start of Construction of the project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 5: Identified			
	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			
35.	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 L _{Aeq(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.	Subject to Condition 39, where Building-Modification Mitigation is required, the						
	Requiring Authority is deemed to have complied with Condition 41 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 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.	The Detailed Mitigation Options shall be maintained so they retain their noise reduction						
	performance as far as practicable.						

Attachments – Paerata Connections

Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is for the construction, operation and maintenance of two new transport connections including active transport facilities and associated infrastructure. One transport corridor is located between the two extents of Sim Road, Paerata across the North Island Main Trunk Rail Line and the second connection is between Paerata Rail Station and Sim Road, Paerata. The proposed work is shown in the following Concept Plan and includes:

- (a) construction of new transport corridors including active mode facilities;
- (b) associated works including intersections, bridges, embankments, retaining walls, culverts, stormwater management systems;
- (c) changes to local roads, where the proposed work intersects with local roads; and
- (d) construction activities including, construction areas and the re-grading of driveways.

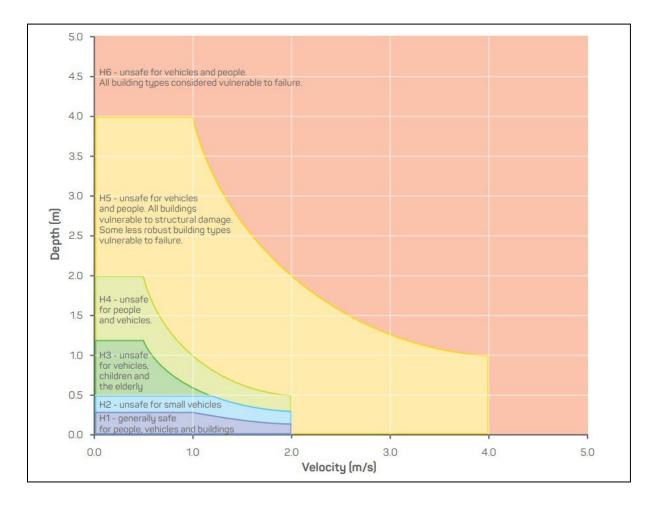
Concept Plan



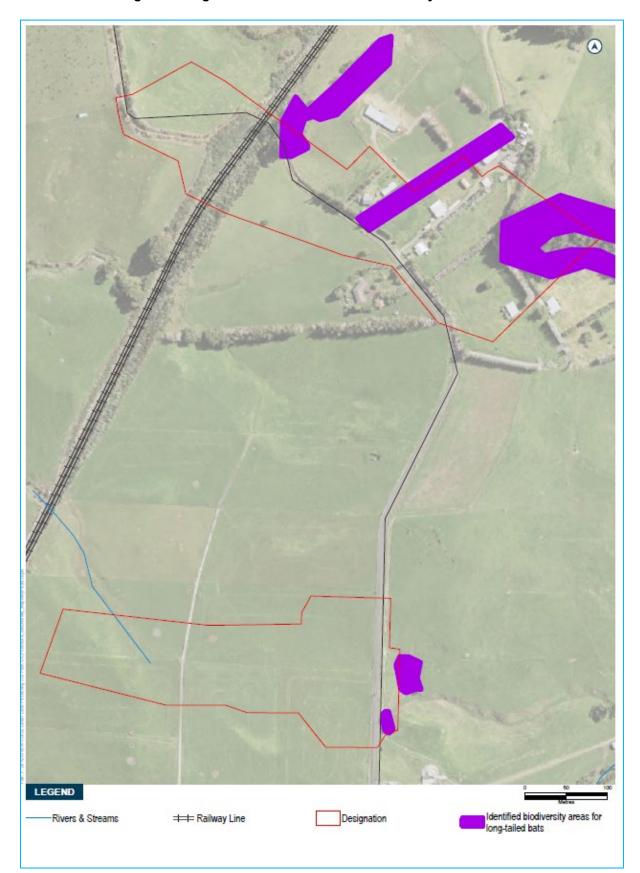
Schedule 2: Flood Hazard Class

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: Ecological Management Plan – Identified Biodiversity Areas

Schedule 4: Table 10 of the 2018 EIANZ Guidelines

Criteria for describing level of effects (Adapted from Regini (2000) and Boffa Miskell (2011))

Ecological Value →	Very high	High	Moderate	Low	Negligible
Magnitude ↓					
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain

Schedule 5: Identified PPFs Noise Criteria Categories

PPFs assessed against the New Road criteria

PPF Address	Noise Criteria Category
328 Sim Road, Paerata	А
393 Sim Road, Paerata	А

PPF Location Maps







Appendix C – Auckland Transport's Modifications to NoR 4 -Pukekohe North East Arterial conditions (clean)

[# – Council to allocate] - Pukekohe North East Arterial

Designation Number	[XXXX]
Requiring Authority	Auckland Transport
Location	Between State Highway 22 and Pukekohe East Road.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.

Purpose

The construction, operation, and maintenance of a new 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 the Manager that the material change to the management plan is certified; or (b) 10 working days from the submission of the material change to the management plan where no written confirmation of certification has been received
СМР	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 28
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

Enabling Works Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; and (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting). HHMP Historic Heritage 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 ELANZ Guidelines Mana Whenua Mana Whenua as referred to in the conditions are considered to be, but not limited to, the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the project: (a) Ngaati Te Ata Waiohua (b) Ngäti Tamaoho (c) <t< th=""><th></th><th></th></t<>		
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altered roads	Facilities (PPF)	
		altered roads

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) Education 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
ULDMP	Urban and Landscape Design Management Plan

General conditions			
1.	Activity in General Accordance with Plans and Information		
	 (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: 		
	(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.	Project Information		
	(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: (i) the status of the project; 		
	(ii) anticipated construction timeframes;		
	 (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice; 		
	 (v) a subscription service to enable receipt of project updates by email; and (vi) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA. 		
	(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.		
3.	Land use Integration Process		
0.	 (a) The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose: (i) the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to 		
	 be established by Condition 2(b)(iii); and (ii) the nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation. 		
	 (b) At any time prior to the Start of Construction, the nominated contact will be available to engage with a Developer or Development Agency for the purpose of: (i) responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and (ii) receiving information from a Developer or Development Agency regarding master planning or land development details that could assist with land use integration. 		
	 (c) Information requested or provided under Condition 3(b) above may include but not be limited to the following matters: (i) design details including but not limited to: A. boundary treatment (e.g. the use of retaining walls or batter slopes); B. the horizontal and vertical alignment of the road (levels); C. potential locations for mid-block crossings; D. integration of stormwater infrastructure; and E. traffic noise modelling contours. 		

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		 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
	(details of how to apply for written consent from the Requiring Authority for any development proposal that relates to land that is within the designation under section 176(1)(b) of the RMA.
	r	Where information is requested from the Requiring Authority and is available, the nominated contact shall provide the information unless there are reasonable grounds for not providing it.
	(e) T F	The nominated contact shall maintain a record of the engagement between the Requiring Authority and Developers and Development Agencies for the period ollowing the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include: i) a list of all Developers and Development Agencies who have indicated
		through the NoR process that they intend to master plan or develop sites along the project alignment that may require specific integration with the designation;
	(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
	(f) T	 details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators. The record shall be submitted to Council for information 10 working days prior to he Start of Construction for a Stage of Work.
4.		older Communication and Engagement Design
	(a) A F (At least six months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall identify: a list of Stakeholders; a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; and
	(b) A	 iii) methods to engage with Stakeholders and the owners and occupiers of properties identified in (a)(i) – (ii) above. A record of (a) shall be submitted to the Manager for information with an Outline
	F	Plan for the relevant Stage of Work.
5.	-	ation Review
		n as reasonably practicable following Completion of Construction, the Requiring ty shall:
	(a) r	eview the extent of the designation to identify any areas of designated land that it to longer requires for the on-going operation, maintenance or mitigation of effects of the project; and
	(b) g	pive notice to the Manager in accordance with section 182 of the RMA for the emoval of those parts of the designation identified above.
6.	Lapse	
		rdance with section 184(1)(c) of the RMA, this designation shall lapse if not given o within 20 years from the date on which it is included in the AUP.
7.		rk Utility Operators (Section 176 Approval)
	ii s	Prior to the start of Construction Works, Network Utility Operators with existing nfrastructure 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 necessary for the on-going provision or security of supply of network utility operations; iii) minor works such as new service connections; and

		(iv) the upgrade and replacement of existing network utilities in the same
		location with the same or similar effects on the works authorised by the
	(h)	designation as the existing utility. To the extent that a record of written approval is required for the activities listed
	(b)	above, this condition shall constitute written approval.
8.	Section 176 Approval Exemption	
	(a)	 Prior to the start of the formal acquisition process under the Public Works Act 1981 for a property, or submission of the Outline Plan to the Requiring Authority, persons on properties zoned Rural or Future Urban will not require written consent under section 176 of the RMA for the following activities: (i) internal alterations; (ii) one extension to an existing structure as at 2023, up to 30m²; (iii) temporary or relocatable structures, provided they are removed from the site and the land is reinstated (including closing and capping any associated services) at the landowner's expense prior to the start of Construction Works. The landowner shall be responsible for any resource consent required for the structures, their removal or relocation;
		(iv) one above ground rainwater tank up to 50,000 litres and any associated
		 mobile farming irrigation system; (v) one single storey farming accessory building under 30m² such as a farming shed or building to house animals; and
		(vi) animal pens, post and wire and post and rail farming fences.
	(b)	To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.
Pre-cons	structio	on conditions
9.		ne Plan
	(a)	An Outline Plan (or Plans) shall be prepared in accordance with section 176A of
	(b)	the RMA. Outline Plans (or Plan) may be submitted in parts or in stages to address particular
	(c)	 activities (e.g. design or construction aspects), or a Stage of Work of the project. 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: (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) Ecological Management Plan;
		(vii) Network Utilities Management Plan; and
	Floo	(viii) Historic Heritage Management Plan d Hazard
		ne purpose of Condition 10:
	(a)	AEP – means Annual Exceedance Probability;
	(b)	Existing Authorised Habitable Floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage;
	(c)	Flood Prone Area – means potential ponding areas that may flood in a 1% AEP event and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features. Identification of a potential Flood Prone Area would be by an assessment of residual flood risk in a 1% AEP event (e.g. from blockage of the project stormwater network) on land outside and
	(d)	adjacent to the designation following the application of Conditions $10(a)(i) - (v)$; 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.	Flood Hazard
10.	(a) The project shall be designed to achieve the following flood risk outcomes beyond
	the boundary of the designation:
	(i) no increase in flood levels in a 1% AEP event for Existing Authorised
	Habitable Floors that are already subject to flooding or have a freeboard
	less than 500mm;
	(ii) no increase in flood levels in a 1% AEP event for authorised community,
	commercial, industrial and network utility building floors existing at the time
	the Outline Plan is submitted that are already subject to flooding or have a freeboard less than 300mm;
	(iii) maximum of 50mm increase in flood levels in a 1% AEP event outside and
	adjacent to the designation boundary between the Pre-Project Development
	and Post-Project Development scenarios;
	(iv) no increase of Flood Hazard Class for the main access to authorised
	habitable dwellings existing at the 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; and
	(v) no new Flood Prone Areas.(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall
	include flood modelling of the Pre-Project Development and Post-Project
	Development 1% AEP flood levels (for Maximum Probable Development land use
	with allowances for climate change).
	(c) Where:
	(i) the flood risk outcomes in (a) can be achieved through alternative measures
	outside of the designation such as flood stop banks, flood walls, raising Existing Authorised Habitable Floor level and new overland flow paths; or
	(ii) the outcomes are varied at specific location(s) through agreement with the
	relevant landowner,
	confirmation shall be provided to the Manager that any necessary landowner
	agreement and statutory approvals have been obtained for that alternative
	measure or varied outcome.
11.	Existing property access
	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
40	provided, unless otherwise agreed with the affected landowner.
12.	Management Plans
	(a) Any management plan shall: (i) be prepared and implemented in accordance with the relevant management
	 be prepared and implemented in accordance with the relevant management plan condition;
	(ii) be prepared by a Suitably Qualified Person(s);
	(iii) include sufficient detail relating to the management of effects associated
	with the relevant activities and/or Stage of Work to which it relates;
	(iv) be submitted as part of an Outline Plan pursuant to section 176A of the
	RMA, with the exception of SCEMPs and CNVMP Schedules; and
	(v) once finalised, uploaded to the project website or equivalent virtual
	information source.
	 (b) Any management plan developed in accordance with Condition 12 may: (i) be submitted in parts or in stages to address particular activities (e.g. design)
	 be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), a Stage of Work of the project, or to address
	specific activities authorised by the designation;
	(ii) except for material changes, be amended to reflect any changes in design,
	construction methods or management of effects without further process;

	 (c) Information shall be submitted with the management plan (or revised plan as referred to in (d) below) which summarises outcomes of consultation and any input received from Mana Whenua and Stakeholders as required by the relevant management plan condition. The summary shall note how this input has been incorporated or reflected in the management plan, or if not, the reasons why; (d) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Manager as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision; and (e) Any material changes to the SCEMP(s) are to be submitted to the Manager for information.
13.	Stakeholder Communication and Engagement Management Plan (SCEMP)
	 (a) A SCEMP shall be prepared in consultation with relevant Stakeholders prior to the Start of Construction. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works. (b) To achieve the objective, the SCEMP shall include:
	 (i) a list of Stakeholders; (ii) the contact details for the Project Liaison Person. These details shall be on the project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;
	 (iv) methods and timing to engage with owners and occupiers whose access is directly affected; (v) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (b)(i) above; and (vi) linkages and cross-references to communication and engagement methods
	 set out in other conditions and management plans where relevant. (c) Any SCEMP prepared for a Stage of Work shall be submitted to the Manager for information a minimum of 10 working days prior to the Start of Construction for a Stage of Work.
14.	Cultural Advisory Report
	 (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. (b) To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that: (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 reinciples that should be considered in the development of the JU DMP
	 and principles that should be considered in the development of the ULDMP (Conditions 16 - 18), the CMP in Condition 21 and the HHMP (Condition 27), and; and (vi) identifies and (if possible) nominates traditional names along the project alignment. Noting there may be formal statutory processes outside the project required in any decision-making. (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable; and

	(d)	Conditions 14(b) and (c) will cease to apply if:
		(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
		 Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.
15.	Netw	vork Integration Management Plan (NIMP)
	(a)	At least six months prior to the start of detailed design for a Stage of Work, the
		Requiring Authority shall prepare, in collaboration with other relevant transport
		authorities, a Network Integration Management Plan (NIMP).
	(b)	The objective of the NIMP is to identify how the project will integrate with the
		planned transport network in the Pukekohe, Paerata and Drury West growth areas
		to achieve an effective, efficient and safe land transport system. To achieve the objective, the NIMP shall include details of the:
		(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.
	Urba	an and Landscape Design Management Plan (ULDMP)
16.	(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:
		(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.
	(b)	Mana Whenua shall be invited to participate in the development of the ULDMP(s)
	(0)	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 Cultural Advisory Report
		(Condition 14) may be reflected in the ULDMP.
	(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.
17.	(a)	To achieve the objective set out in Condition 16, the ULDMP(s) shall provide
		details of how the project: (i) is designed to integrate with the adjacent urban (or proposed urban) and
		landscape context, including the surrounding existing or proposed
		topography, urban environment (e.g. centres and density of built form),
		natural environment (e.g. minimise effects on streams where practicable),
		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);
		(iv) promotes a sense of personal safety by aligning with best practice
		guidelines, such as:
		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
	(b)	Process (Condition 3); and The ULDMP shall be prepared in general accordance with:
	(0)	(i) Auckland Transport's Urban Roads and Streets Design Guide;
		(ii) New Zealand Transport Agency Urban Design Guidelines: Bridging the Gap
		(2013) or any subsequent updated version;
		(iii) New Zealand Transport Agency Landscape Guidelines (2018) or any
		subsequent updated version;
		(iv) New Zealand Transport Agency P39 Standard Specification for Highway
		Landscape Treatments (2013) or any subsequent updated version; and
		 Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version
		version.

18. The ULDMP(s) shall include:
(a) a concept plan – which depicts the overall landscape and urban design concept, and
explain the rationale for the landscape and urban design proposals;
(b) developed design concepts, including principles for walking and cycling facilities and
public transport;
(c) landscape and urban design details – that cover the following:
(i) road design – elements such as intersection form, carriageway gradient and
associated earthworks contouring including cut and fill batters and the
interface with adjacent land uses and existing roads (including slip lanes),
benching, spoil disposal sites, median width and treatment, roadside width
and treatment;
(ii) roadside elements – such as lighting, fencing, wayfinding and signage;
(iii) architectural and landscape treatment of all major structures, including
bridges and retaining walls;
(iv) architectural and landscape treatment of noise barriers;
(v) landscape treatment and planting of permanent stormwater control wetlands
and swales;
(vi) integration of passenger transport;
(vii) pedestrian and cycle facilities including paths, road crossings and dedicated
pedestrian/cycle bridges or underpasses;
(viii) historic heritage places with reference to the HHMP (Condition 27);
(ix) re-instatement of construction and site compound areas; and
(x) features disturbed during construction and intended to be reinstated such
as:
A. boundary features;
B. driveways;
C. accessways; and
D. fences;
(d) the ULDMP shall also include the following planting and maintenance details:
(i) planting design details including:
A. identification of existing trees and vegetation that will be retained with
reference to the EMP (Condition 29). 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 EMP (Condition
29);
E. integration of any planting required by conditions of any resource
consents for the project; and
F. re-instatement planting of construction and site compound areas as
appropriate.
(ii) a planting programme including the staging of planting in relation to the
construction programme which shall, as far as practicable, include provision
for planting within each planting season following completion of each Stage
of Work; and
(iii) detailed specifications relating to the following:
A. weed control and clearance;
 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.
Construction conditions

19.	Construction Environmental Management Plan (CEMP)		
	(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	
	<i>(</i> ,)	effects associated with Construction Works as far as practicable.	
	(b)	To achieve the objective, the CEMP shall include:	
		(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, avoiding hilltops and ridgelines	
		where practicable, including temporary screening when adjacent to	
		residential areas;	
		(v) details of the proposed construction lighting;	
		(vi) methods for controlling dust and the removal of debris and demolition of	
		construction materials from public roads or places;	
		(vii) methods for providing for the health and safety of the general public;	
		(viii) measures to mitigate flood hazard effects such as siting stockpiles out of	
		floodplains, minimising obstruction to flood flows, actions to respond to	
		warnings of heavy rain;	
		(ix) procedures for incident management;	
		(x) location and procedures for the refuelling and maintenance of plant and	
		equipment to avoid discharges of fuels or lubricants to watercourses;	
		(xi) measures to address the storage of fuels, lubricants, hazardous and/or	
		dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;	
		(xii) procedures for responding to complaints about Construction Works; and	
		(xiii) methods for amending and updating the CEMP as required.	
20.	Com	plaints Process	
	(a)	At all times during Construction Works, a record of any complaints received about	
	(4)	the Construction Works shall be maintained. The record shall include:	
		(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.	
	(b)	A copy of the complaints record required by this condition shall be made available	
	()	to the Manager upon request as soon as practicable after the request is made.	
21.	Cultu	Iral Monitoring Plan (CMP)	
	(a)	Prior to the Start of Construction, a CMP shall be prepared by a Suitably Qualified	
	· · /	Person(s) identified in collaboration with Mana Whenua. The objective of the CMP	
		is to identify methods for undertaking cultural monitoring to assist with	
		management of any cultural effects during Construction Works.	
	(b)	To achieve the objective, the CMP shall include:	
		(i) requirements for formal dedication or cultural interpretation to be undertaken	
		prior to Start of Construction 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	

	·	
	(c)	 (v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol. If Enabling Works involving soil disturbance are undertaken prior to the Start of Construction, an Enabling Works CMP shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works CMP or be included in the main Construction Works CMP.
		ce note:
	desig	e appropriate, the CMP shall align with the requirements of other conditions of the nation and resource consents for the project which require monitoring during truction Works.
22.	Cons	truction Traffic Management Plan (CTMP)
	(a)	A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.
	(b)	 To achieve this objective, the CTMP shall include: (i) methods to manage the effects of temporary traffic management activities on traffic;
		(ii) measures to ensure the safety of all transport users;
		(iii) the estimated numbers, frequencies, routes and timing of traffic movements,
		including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near Education Facilities or to manage traffic congestion;
		 (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;
		 (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including public transport, pedestrians and cyclists;
		 (vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods;
		 (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);
		 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 (ix) being exceeded.
	(c)	Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to
	<u> </u>	Temporary Traffic Management (April 2023) or any subsequent version.

		NZS6803:1999 Acoustics – Construction Noise and shall comply with the no standards set out in the following table as far as practicable:					
		Table 23-1 Construction Noise Standards Day of week Time period LAeq(15min) LAFmax					
	Day of week	LAeq(15min)	LAFmax				
	Occupied activity s						
	Weekday	0630h - 0730h	55 dB	75 dB			
		0730h - 1800h	70 dB	85 dB			
		1800h - 2000h	65 dB	80 dB			
	Ostundau	2000h - 0630h	45 dB	75 dB			
	Saturday	0630h - 0730h	45 dB	75 dB			
		0730h - 1800h	70 dB	85 dB			
		1800h - 2000h 2000h - 0630h	45 dB 45 dB	75 dB 75 dB			
	Sunday and Dublic	2000h - 0630h 0630h - 0730h	45 dB 45 dB	75 dB			
	Sunday and Public Holidays	0630h - 0730h 0730h - 1800h	45 dB 55 dB	75 dB 85 dB			
	Tondays	1800h - 2000h	45 dB	75 dB			
		2000h - 0630h	45 dB	75 dB			
	Other occupied bui	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.						
	Construction Vibra						
	 (a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for measurement of vibrations and evaluation of their effects on structures and sh comply with the vibration standards set out in the following table as far as practicable. 						
	Table 24-1 Construct Receiver	tion Vibration Standa	ards 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		f DIN4150-3:1999			
			5.6.30.1 of the AUP	·			

25.	Construct	ion Noise and Vibration Management Plan (CNVMP)
	A CN obje imple noise	NVMP shall be prepared prior to the Start of Construction for a Stage of Work. NVMP shall be implemented during the Stage of Work to which it relates. The ctive of the CNVMP is to provide a framework for the development and ementation of the Best Practicable Option for the management of construction e and vibration effects to achieve the construction noise and vibration dards set out in Conditions 23 and 24 to the extent practicable.
	(b) Toa E2o	chieve the objective, the CNVMP shall be prepared in accordance with Annex f the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' S6803:1999) and shall as a minimum, address the following: description of the works and anticipated equipment/processes; hours of operation, including times and days when construction activities would occur;
	(iii)	the construction noise and vibration standards for the project;
	(iv) (v)	identification of receivers where noise and vibration standards apply; 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)	
	(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)	•
	(xiv)	

26.	Schedule to a CNVMP			
	 (a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the Start of Construction of an activity to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when: (i) construction noise is either predicted or measured to exceed the noise standards in Condition 23, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed: A. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months; 			
	or B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days; (ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 24.			
	 (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. 			
	 (c) To achieve the objective, the Schedule shall include details such as: (i) construction activity location, start and finish dates; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance; 			
	 (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into 			
	account; and (vii) location, times and types of monitoring.			
	 (d) The Schedule shall be submitted to the Manager for Certification at least five working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. 			
	(e) The CNVMP Schedule shall be deemed certified five working days from the submission of the CNVMP Schedule where no written confirmation of Certification has been received.			
	(f) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for Certification in accordance with (d) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.			

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 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:		
	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).		
	Advice note:		
	Accidental Discoveries		
	The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP.		

28.	Pre-Construction Ecological Survey		
	shall be under	detailed design for a Stage of Work, an updated ecological survey aken by a Suitably Qualified Person. The purpose of the survey is to cal management by:	
	(i) confirmi	ng whether the species of value within the Identified Biodiversity corded in the Identified Biodiversity Area Schedule 3 are still	
	 (ii) confirmi of ecolo impact r accorda version (b) If the ecologica 	ng whether the project will or may have a moderate or greater level gical effect on ecological species of value (prior to implementation of nanagement measures). The level of effect shall be determined in nce with Table 10 of the EIANZ Guidelines (or subsequent updated of that table) as included in Schedule 4 to these conditions. al survey confirms the presence of ecological species of value in th Condition 28(a)(i) and that effects are likely in accordance with	
	Condition 28(a)(ii) then an Ecological Management Plan (or Plans) shall be cordance with Condition 29 for these areas (Confirmed Biodiversity	
29.	Ecological Manager	nent Plan (EMP)	
	(a) An EMP shall through Condi objective of the	be prepared for any Confirmed Biodiversity Areas (confirmed ion 28) prior to the Start of Construction for a Stage of Work. The EMP is to minimise effects of the project on the ecological features infirmed Biodiversity Areas as far as practicable.	
	(b) To achieve the	objective, the EMP shall set out the methods which may include: P is required in accordance with Condition 28(b) for the presence of	
	A. m cc rc B. hc lo (t C. da fc D. da ff D. da E. da sp F. da pl (ii) If an EM presenc A. ha of B. w B. w	easures to minimise as far as practicable, disturbance from onstruction activities within the vicinity of any active long tail bat oosts (including maternity) that are discovered through survey until uch roosts are confirmed to be vacant of bats. ow the timing of any construction work in the vicinity of any maternity ing tail bat roosts will be limited to outside the bat maternity period etween December and March) where reasonably practicable; etails of areas where vegetation is to be retained where practicable r the purposes of the connectivity of long tail bats; etails of how bat connectivity will be provided and maintained (e.g. rough the presence of suitable indigenous or exotic trees or artificial ternatives); etails of measures to minimise operational disturbance from light bill; and etails of where opportunities for advance restoration / mitigation anting have previously been identified and implemented. P is required in accordance with the Condition 28(b) for the e of Threatened or At-Risk birds (excluding wetland birds): by the timing of any Construction Works shall be undertaken outside the bird breeding season (September to February) where facticable; and here works are required within the area identified in the Confirmed odiversity Area (identified in Schedule 3: Identified Biodiversity reas) during the bird breeding season, methods to minimise adverse fects on Threatened or At-Risk birds.	
	(iii) If an EM Threate A. he of pi B. w	P is required in accordance with Condition 28(b) for the presence of ned or At-Risk wetland birds: by the timing of any Construction Works shall be undertaken outside the bird breeding season (September to February) where acticable; here works are required within the Confirmed Biodiversity Area	
	Se	dentified in Schedule 3: Identified Biodiversity Areas) during the bird eason, methods to minimise adverse effects on Threatened or At- isk wetland birds;	

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;
be	 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: a. a 20m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage; 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; 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; d. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and e. EMP shall be consistent with any ecological management measures to undertaken in compliance with conditions of any regional resource isents granted for the project.
Advice note:	
may include the (i) stream	ne potential effects of the project, the regional consents for the project following monitoring and management plans: and/or wetland restoration plans;
	on restoration plans; and anagement plans (e.g. avifauna, herpetofauna, bats).

30.	Network Utility Management Plan (NUMP)			
	(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.		
	(b)	To achieve the objective, the NUMP shall include methods to:		
		(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.		
	(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.		
	(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.		
	(e)	The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.		
	(f)	Any comments received from the Network Utility Operator shall be considered		
	(1)	when finalising the NUMP.		
	(g)	Any amendments to the NUMP related to the assets of a Network Utility Operator		
		shall be prepared in consultation with that asset owner.		
Operatio	nal co	nditions		
31.		Noise Road Surface		
	(a)	Asphaltic concrete surfacing (or equivalent low noise road surface) shall be		
		implemented within 12 months of Completion of Construction of the project.		
32.	Futu	re Resurfacing Work		
	(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:		
		(i) the volume of traffic exceeds 10,000 vehicles per day; or		
		 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.		
	(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.		

	Traffic Noise		
	For the purposes of Conditions 33 to 44:		
	(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 5: 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 (e.g. Categories A, B and C); 		
	 (h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road- traffic noise – New and altered roads; 		
	 Protected Premises and Facilities (PPFs) – means only the premises and facilities identified Schedule 5: Identified PPFs Noise Criteria Categories; 		
	 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.	The Noise Criteria Categories identified in Schedule 5: Identified 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).		
	 The Noise Criteria Categories do not need to be complied with at a PPF where: (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. 		
	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.		
34.	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 5: Identified PPFs Noise Criteria Categories. 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).		
35.	Prior to the Start of Construction of the project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 5: Identified PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.		
36.	 Noise Criteria Categories, taking into account the Selected Mitigation Options. 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 L _{Aeq(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 – Pukekohe North East Arterial

Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is for the construction, operation and maintenance of a new transport corridor between State Highway 22 and Pukekohe East Road including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) a transport corridor including active mode facilities;
- (b) associated works including intersections, bridges, embankments, retaining walls, culverts, stormwater management systems;
- (c) changes to local roads, where the proposed work intersects with local roads; and
- (d) construction activities including construction areas and the re-grading of driveways.

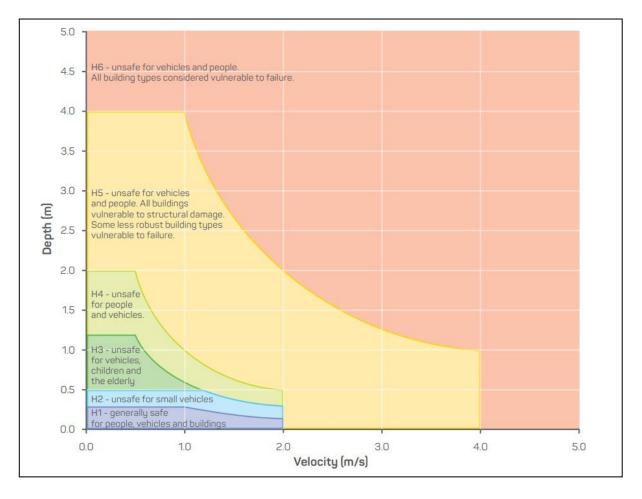
Concept Plan



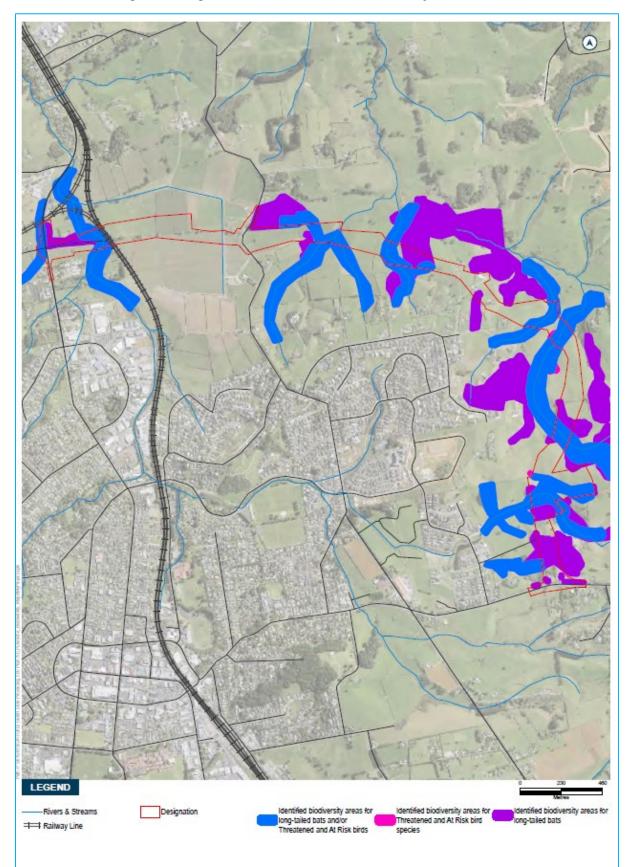
Schedule 2: Flood Hazard Class

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: Ecological Management Plan – Identified Biodiversity Areas

Schedule 4: Table 10 of the 2018 EIANZ Guidelines

Ecological Value →	Very high	High	Moderate	Low	Negligible
Magnitude ↓					
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain

Criteria for describing level of effects (Adapted from Regini (2000) and Boffa Miskell (2011))

Schedule 5: Identified PPFs Noise Criteria Categories

PPFs assessed against the Altered Road criteria

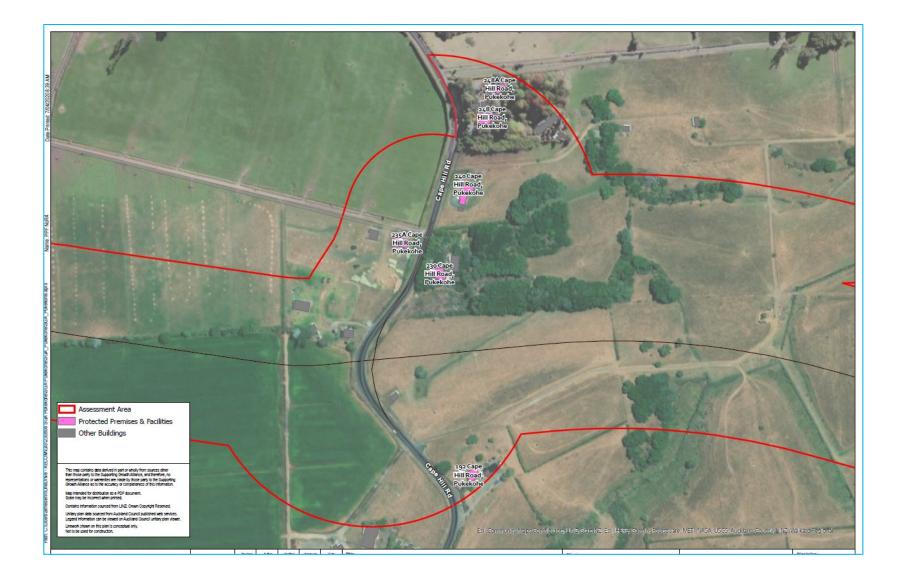
PPF Address	Noise Criteria Category
240 Cape Hill Road, Pukekohe	A
133 Pukekohe East Road, Pukekohe	A
248 Cape Hill Road, Pukekohe	A
230 Cape Hill Road, Pukekohe	A
107 Pukekohe East Road, Pukekohe	A
192 Cape Hill Road, Pukekohe	A
235A Cape Hill Road, Pukekohe	A
248A Cape Hill Road, Pukekohe	A
100 Pukekohe East Road, Pukekohe	A
112A Pukekohe East Road, Pukekohe	A
10 Butcher Road, Pukekohe	A
98B Pukekohe East Road, Pukekohe	A
98A Pukekohe East Road, Pukekohe	A
106 Pukekohe East Road, Pukekohe	A
10 Stockmans Lane, Pukekohe	A
129 Pukekohe East Road, Pukekohe	A
1213 Paerata Road, Pukekohe	A
1210 Paerata Road, Pukekohe	A
1214 Paerata Road, Pukekohe	A
1217 Paerata Road, Pukekohe	A
1223 Paerata Road, Pukekohe	A

PPFs assessed against the New Road criteria

PPF Address	Category
39 Grace James Road, Pukekohe	A
43 Grace James Road, Pukekohe	А

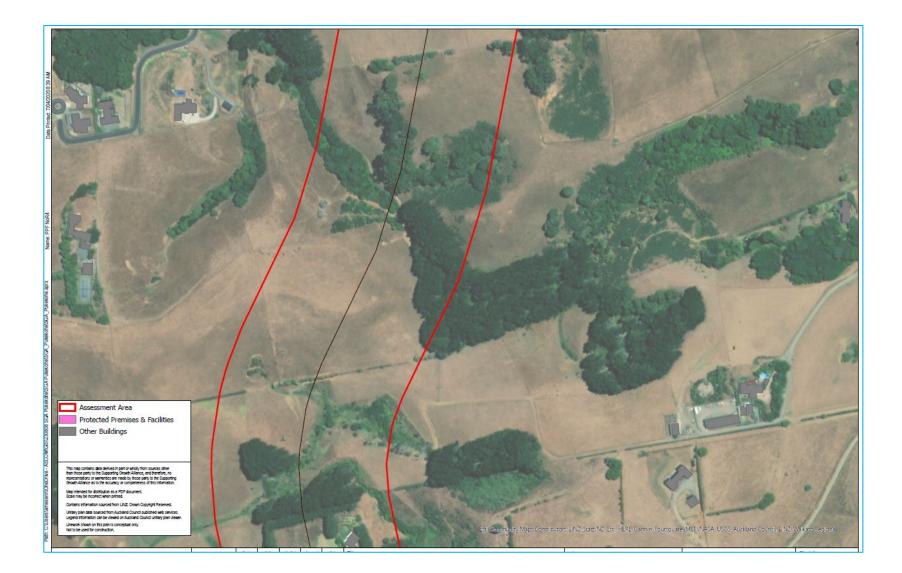
PPF Location Maps















Appendix D – Auckland Transport's Modifications to NoR 5 -Pukekohe South East Arterial conditions (clean)

[# - Council to allocate] - Pukekohe South East Arterial

Designation Number	[XXXX]
Requiring Authority	Auckland Transport
Location	Part of Pukekohe East Road, Golding Road, Station Road and a new connection from Golding Road to Svendsen Road, Pukekohe across the North Island Main Trunk Rail Line.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 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 the Manager that the material change to the management plan is certified; or (b) 10 working days from the submission of the material change to the management plan where no written confirmation of certification has been received
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the project (or part of the project) is complete, and it is available for use
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
СТМР	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
Education Facility	 Facility used for education to secondary level. Includes: schools and outdoor education facilities; and accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above. Excludes: 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	 Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; and (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Identified Biodiversity Area	Means an area or areas of features of ecological value where the project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ Guidelines
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be <u>.</u> but not limited to, the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the project: (a) Ngaati Te Ata Waiohua (b) Ngāti Tamaoho (c) Te Ākitai Waiohua (d) Ngāti Whanaunga Note: other iwi not identified above may have an interest in the project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NoR	Notice of Requirement
NUMP	Network Utilities Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the project's Construction Works to be the main point of contact for persons wanting information about the project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: <i>Acoustics – Road-traffic noise – New and</i> <i>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) Education 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.	Activity in General Accordance with Plans and Information			
	(a) (b)	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. Where there is inconsistency between:		
		 (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.	Proie	ect Information		
	(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: (i) the status of the project;		
		(ii) anticipated construction timeframes;		
		 (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive 		
		additional advice;		
		 (v) a subscription service to enable receipt of project updates by email; and (vi) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA. 		
	(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.		
3.	Land use Integration Process			
0.	(a)	The Requiring Authority shall set up a Land use Integration Process for the		
	()	period between confirmation of the designation and the Start of Construction.		
		The purpose of this process is to encourage and facilitate the integration of		
		master planning and land use development activity on land directly affected or		
		adjacent to the designation. To achieve this purpose: (i) the Requiring Authority shall include the contact details of a nominated		
		contact on the project website (or equivalent information source) required to be established by Condition 2(b)(iii); and		
		 (ii) the nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation. 		
	(b)	At any time prior to the Start of Construction, the nominated contact will be		
		available to engage with a Developer or Development Agency for the purpose of:		
		(i) responding to requests made to the Requiring Authority for information		
		 regarding design details that could assist with land use integration; and (ii) receiving information from a Developer or Development Agency regarding 		
		master planning or land development details that could assist with land		
		use integration.		
	(c)	Information requested or provided under Condition 3(b) above may include but		
		not be limited to the following matters:		
		 design details including but not limited to: A. boundary treatment (e.g. the use of retaining walls or batter slopes); 		
		B. the horizontal and vertical alignment of the road (levels);		
		C. potential locations for mid-block crossings;		
		D. integration of stormwater infrastructure; and		
		E. traffic noise modelling contours.		

		(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 that is within the designation
		under section 176(1)(b) of the RMA.
	(d)	Where information is requested from the Requiring Authority and is available, the
		nominated contact shall provide the information unless there are reasonable
		grounds for not providing it.
	(e)	The nominated contact shall maintain a record of the engagement between the
		Requiring Authority and Developers and Development Agencies for the period
		following the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include:
		(i) a list of all Developers and Development Agencies who have indicated
		through the NoR 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
	(5)	appropriate, with Development Agencies and Network Utility Operators.
	(f)	The record shall be submitted to Council for information 10 working days prior to
-		the Start of Construction for a Stage of Work.
4.		eholder Communication and Engagement Design
	(a)	At least six months prior to the start of detailed design for a Stage of Work, the
		Requiring Authority shall identify: (i) a list of Stakeholders;
		 (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority
		does not own or have occupation rights to; and
		(iii) methods to engage with Stakeholders and the owners and occupiers of
		properties identified in (a)(i) – (ii) above.
	(b)	A record of (a) shall be submitted to the Manager for information with an Outline
		Plan for the relevant Stage of Work.
5.	Designation Review	
	As soon as reasonably practicable following Completion of Construction, the Requir	
		ority shall:
	(a)	review the extent of the designation to identify any areas of designated land that
		it no longer requires for the on-going operation, maintenance or mitigation of
		effects of the project; and
	(b)	give notice to the Manager in accordance with section 182 of the RMA for the
	1.	removal of those parts of the designation identified above.
6.	Laps	
		cordance with section $184(1)(c)$ of the RMA, this designation shall lapse if not
	-	n effect to within 20 years from the date on which it is included in the AUP.
7.		vork Utility Operators (Section 176 Approval)
	(a)	Prior to the start of Construction Works, Network Utility Operators with existing
		infrastructure 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 necessary for the on-
		going provision or security of supply of network utility operations;
		(iii) minor works such as new service connections; and
L	1	

	(b)	 (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the works authorised by the designation as the existing utility. To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval. 	
8.	Secti	ection 176 Approval Exemption	
	(a)	 Prior to the start of the formal acquisition process under the Public Works Act 1981 for a property, or submission of the Outline Plan to the Requiring Authority, persons on properties zoned Rural or Future Urban will not require written consent under section 176 of the RMA for the following activities: (i) internal alterations; (ii) one extension to an existing structure as at 2023, up to 30m²; (iii) temporary or relocatable structures, provided they are removed from the 	
		 site and the land is reinstated (including closing and capping any associated services) at the landowner's expense prior to the start of Construction Works. The landowner shall be responsible for any resource consent required for the structures, their removal or relocation; (iv) one above ground rainwater tank up to 50,000 litres and any associated mobile farming irrigation system; 	
		 (v) one single storey farming accessory building under 30m² such as a farming shed or building to house animals; and 	
	(b)	 (vi) animal pens, post and wire and post and rail farming fences. To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval. 	
Pre-cons	structio	on conditions	
9.		ne Plan	
-	(a)	An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.	
	(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.	
	(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:	
		(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) Ecological Management Plan; (vii) Network Utilities Management Plan; and (viii) Tree Management Plan. 	
		-	

	Flood Hazard
	For the purpose of Condition 10:
	(a) AEP – means Annual Exceedance Probability;
	(b) Existing Authorised Habitable Floor – means the floor level of any room (floor) in a
	residential building which is authorised and exists at the time the outline plan is
	submitted, excluding a laundry, bathroom, toilet or any room used solely as an
	entrance hall, passageway or garage;
	(c) Flood Prone Area – means potential ponding areas that may flood in a 1% AEP
	event and commonly comprise of topographical depression areas. The areas can
	occur naturally or as a result of constructed features. Identification of a potential
	Flood Prone Area would be by an assessment of residual flood risk in a 1% AEP event (e.g. from blockage of the project stormwater network) on land outside and
	adjacent to the designation following the application of Conditions $10(a)(i) - (v)$;
	(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
	(f) Post-Project Development – means site condition after the project has been completed (including existing and new buildings and roadways).
10.	Flood Hazard
10.	
	(a) The project shall be designed to achieve the following flood risk outcomes beyond the boundary of the designation:
	(i) no increase in flood levels in a 1% AEP event for Existing Authorised
	Habitable Floors that are already subject to flooding or have a freeboard
	less than 500mm;
	(ii) no increase in flood levels in a 1% AEP event for authorised community,
	commercial, industrial and network utility building floors existing at the time
	the Outline Plan is submitted that are already subject to flooding or have a
	freeboard less than 300mm; (iii) maximum of 50mm increase in flood levels in a 1% AEP event outside and
	 (iii) maximum of 50mm increase in flood levels in a 1% AEP event outside and adjacent to the designation boundary between the Pre-Project
	Development and Post-Project Development scenarios;
	(iv) no increase of Flood Hazard Class for the main access to authorised
	habitable dwellings existing at the 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; and (v) no new Flood Prone Areas.
	(v) no new Flood Prone Areas.(b) Compliance with this condition shall be demonstrated in the Outline Plan, which
	shall include flood modelling of the Pre-Project Development and Post-Project
	Development 1% AEP flood levels (for Maximum Probable Development land use
	with allowances for climate change).
	(c) Where:
	(i) the flood risk outcomes in (a) can be achieved through alternative
	confirmation shall be provided to the Manager that any necessary landowner
	agreement and statutory approvals have been obtained for that alternative
	measure or varied outcome.
	 (c) Where: (i) the flood risk outcomes in (a) can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising Existing Authorised Habitable Floor level and new overland flow paths; or (ii) the outcomes are varied at specific location(s) through agreement with the relevant landowner, confirmation shall be provided to the Manager that any necessary landowner agreement and statutory approvals have been obtained for that alternative

11. Existing property access			
Prior to submission of the	Existing property access 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		
	shall demonstrate how safe reconfigured or alternate access		
will be provided, unless of	will be provided, unless otherwise agreed with the affected landowner.		
12. Management Plans			
(a) Any management p	an shall:		
	ind implemented in accordance with the relevant		
J J J J J J J J J J J J J J J J J J J	plan condition;		
	y a Suitably Qualified Person(s);		
	ent detail relating to the management of effects associated		
	ant activities and/or Stage of Work to which it relates;		
	as part of an Outline Plan pursuant to section 176A of the exception of SCEMPs and CNVMP Schedules; and		
	, uploaded to the project website or equivalent virtual		
information se			
	an developed in accordance with Condition 12 may:		
	in parts or in stages to address particular activities (e.g.		
	struction aspects), a Stage of Work of the project, or to		
	ific activities authorised by the designation;		
	terial changes, be amended to reflect any changes in design, nethods or management of effects without further process;		
	submitted with the management plan (or revised plan as		
	ow) which summarises outcomes of consultation and any		
input received from	Mana Whenua and Stakeholders as required by the relevant		
	ondition. The summary shall note how this input has been		
	cted in the management plan, or if not, the reasons why;		
	change required to a management plan which has been utline Plan, the revised part of the plan shall be submitted to		
	update to the Outline Plan or for Certification as soon as		
	identification of the need for a revision; and		
	es to the SCEMP(s) are to be submitted to the Manager for		
information.	··· ·		
13. Stakeholder Communica	tion and Engagement Management Plan (SCEMP)		
	repared in consultation with relevant Stakeholders prior to		
	ction. The objective of the SCEMP is to identify how the		
public and Stakehol	ders will be engaged with throughout Construction Works.		
(b) To achieve the obje (i) a list of Stake	ctive, the SCEMP shall include:		
	etails for the Project Liaison Person. These details shall be on		
	bsite, or equivalent virtual information source, and		
	isplayed at the main entrance(s) to the site(s);		
	ngaging with Mana Whenua, to be developed in consultation		
with Mana W			
(iv) methods and directly affect	timing to engage with owners and occupiers whose access is ed;		
	ommunicate key project milestones and the proposed hours		
	n activities including outside of normal working hours and on		
	d public holidays, to the parties identified in (b)(i) above; and		
	cross-references to communication and engagement out in other conditions and management plans where		
relevant.	A THE CONTINUES AND MANAGEMENT PLANS WHELE		
	ed for a Stage of Work shall be submitted to the Manager for		
	um of 10 working days prior to the Start of Construction for a		
Stage of Work.			

14.	Cultural Advisory Report		
	(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.	
	(b)	To achieve the objective, the Requiring Authority shall invite Mana Whenua to	
	()	prepare a Cultural Advisory Report that:	
		(i) identifies the cultural sites, landscapes and values that have the potential	
		to be affected by the construction and operation of the project;	
		(ii) sets out the desired outcomes for management of potential effects on	
		cultural sites, landscapes and values;	
		(iii) identifies traditional cultural practices within the area that may be impacted	
		by the project;	
		(iv) identifies opportunities for restoration and enhancement of identified	
		cultural sites, landscapes and values within the project area;	
		(v) taking into account the outcomes of (i) to (iv) above, identify cultural	
		matters and principles that should be considered in the development of the	
		ULDMP (Conditions 16 - 18), and the CMP referred to in Condition 21; and	
		(vi) identifies and (if possible) nominates traditional names along the project	
		alignment. Noting there may be formal statutory processes outside the	
		project required in any decision-making.	
	(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	
	<u>()</u>	management plans where practicable; and	
	(d)	Conditions 14(b) and (c) will cease to apply if:	
		(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	
		 Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works. 	
45	Notw	ork Integration Management Plan (NIMP)	
15.	(a)	At least six months prior to the start of detailed design for a Stage of Work, the	
	(a)	Requiring Authority shall prepare, in collaboration with other relevant transport	
		authorities, a Network Integration Management Plan (NIMP).	
	(b)	The objective of the NIMP is to identify how the project will integrate with the	
	()	planned transport network in the Pukekohe, Paerata and Drury West growth	
		areas to achieve an effective, efficient and safe land transport system. To	
		achieve the objective, the NIMP shall include details of the:	
		(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.	
	Urba	n and Landscape Design Management Plan (ULDMP)	
16.	(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:	
		(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.	
	(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 Cultural	
		Advisory Report (Condition 14) may be reflected in the ULDMP.	
	(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.	

17.	(a)	 To achieve the objective set out in Condition 16, the ULDMP(s) shall provide details of how the project: (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (e.g. centres and density of built form), natural environment (e.g. minimise effects on streams where practicable), 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); (iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: 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); and
	(b)	The ULDMP shall be prepared in general accordance with:
		(i) Auckland Transport's Urban Roads and Streets Design Guide;
		 (ii) New Zealand Transport Agency Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;
		 (iii) New Zealand Transport Agency Landscape Guidelines (2018) or any subsequent updated version;
		 (iv) New Zealand Transport Agency P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and
		 (v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version, and version.

18.	The ULDMP(s) shall include:
	(a) a concept plan – which depicts the overall landscape and urban design concept,
	and explain the rationale for the landscape and urban design proposals;
	(b) developed design concepts, including principles for walking and cycling facilities
	and public transport;
	(c) landscape and urban design details – that cover the following:
	(i) road design – elements such as intersection form, carriageway gradient
	and associated earthworks contouring including cut and fill batters and the
	interface with adjacent land uses and existing roads (including slip lanes),
	benching, spoil disposal sites, median width and treatment, roadside width
	and treatment;
	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) re-instatement of construction and site compound areas; and
	(ix) features disturbed during construction and intended to be reinstated such
	as:
	A. boundary features;
	B. driveways;
	C. accessways; and
	D. fences; (d) the LIL DMP shall also include the following planting and maintenance details:
	 (d) the ULDMP shall also include the following planting and maintenance details: (i) planting design details including:
	A. identification of existing trees and vegetation that will be retained
	with reference to the EMP (Condition 28) and TMP (Condition 29).
	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 EMP (Condition
	28) and TMP (Condition 29);
	E. integration of any planting required by conditions of any resource
	consents for the project; and
	F. re-instatement planting of construction and site compound areas as
	appropriate.
	(ii) a planting programme including the staging of planting in relation to the
	construction programme which shall, as far as practicable, include
	provision for planting within each planting season following completion of
	each Stage of Work; and
	(iii) detailed specifications relating to the following:
	A. weed control and clearance;
	 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.
ļ	
Construe	ction conditions

19.	Cons	struction Environmental Management Plan (CEMP)
	(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
	(h)	effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:
	(b)	(i) the roles and responsibilities of staff and contractors;
		 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;
		 details of the proposed construction yards, avoiding hilltops and ridgelines where practicable, including temporary screening when adjacent to residential areas;
		(v) details of the proposed construction lighting;
		 (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;
		(vii) methods for providing for the health and safety of the general public;
		(viii) measures to mitigate flood hazard effects such as siting stockpiles out of
		floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain;
		(ix) procedures for incident management;
		(x) location and procedures for the refuelling and maintenance of plant and
		equipment to avoid discharges of fuels or lubricants to watercourses;
		 (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address
		emergency spill response(s) and clean up;
		(xii) procedures for responding to complaints about Construction Works; and
		(xiii) methods for amending and updating the CEMP as required.
20.	Com	plaints Process
	(a)	At all times during Construction Works, a record of any complaints received
		about the Construction Works shall be maintained. The record shall include:
		 the date, time and nature of the complaint; the name, phone number and address of the complainant (unless the
		 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.
	(b)	A copy of the complaints record required by this condition shall be made
		available to the Manager upon request as soon as practicable after the request is made.
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21.	Cultural Monitoring Plan (CMP)
	(a) Prior to the Start of Construction, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works.
	(b) To achieve the objective, the CMP shall include:
	 requirements for formal dedication or cultural interpretation to be undertaken prior to Start of Construction 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
	 details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol.
	(c) If Enabling Works involving soil disturbance are undertaken prior to the Start of Construction, an Enabling Works CMP shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works CMP or be included in the main Construction Works CMP.
	Advice note:
	Where appropriate, the CMP shall align with the requirements of other conditions of the designation and resource consents for the project which require monitoring during Construction Works.

22.	Cons	struction Traffic Management Plan (CTMP)
	(a)	A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.
	(b)	To achieve this objective, the CTMP shall include:
		 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 Education Facilities or to manage traffic congestion;
		 (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;
		 (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including public transport, pedestrians and cyclists;
		 (vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods;
		 (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);
		 details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and
		 details of any measures proposed to be implemented in the event of thresholds identified in (ix) being exceeded.
	(c)	Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management (April 2023) or any subsequent version.

	Table 23-1 Construction Noise Standards						
Day of week	Time period	LAeq(15min)	LAFmax				
Occupied activity sensitive to noise							
Weekday	0630h - 0730h	55 dB	75 dB				
	0730h - 1800h	70 dB	85 dB				
	1800h - 2000h	65 dB	80 dB				
	2000h - 0630h	45 dB	75 dB				
Saturday	0630h - 0730h	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	0630h - 0730h	45 dB	75 dB				
Holidays	0730h - 1800h	55 dB	85 dB				
	1800h - 2000h	45 dB	75 dB				
	2000h - 0630h	45 dB	75 dB				
Other occupied bui							
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.						
Construction Vibra	ation 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 al shall comply with the vibration standards set out in the following table as far a 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				
		a 1	Energy la mark				
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv				

25.	Constru	uction Noise and Vibration Management Plan (CNVMP)
	V re d m c	CNVMP shall be prepared prior to the Start of Construction for a Stage of Vork. A CNVMP shall be implemented during the Stage of Work to which it elates. The objective of the CNVMP is to provide a framework for the evelopment and implementation of the Best Practicable Option for the nanagement of construction noise and vibration effects to achieve the onstruction noise and vibration standards set out in Conditions 23 and 24 to the xtent practicable.
	(b) T A C	o achieve the objective, the CNVMP shall be prepared in accordance with nnex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the blowing:
	(i (i	 description of the works and anticipated equipment/processes; hours of operation, including times and days when construction activities would occur;
	(i	 ii) the construction noise and vibration standards for the project; v) 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 bolidays as for as practicable;
	(\	 including Sundays and public holidays as far as practicable; 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;
	(i	 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;
	()	 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;
	()	 identification of trigger levels for undertaking building condition surveys, which shall be Category B day time levels;
	()	 kii) 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;
	()	 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
	()	kiv) requirements for review and update of the CNVMP.

26.	Sche	dule to a CNVMP
	(a)	A Schedule to the CNVMP (Schedule) shall be prepared prior to the Start of Construction of an activity to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:
		 (i) construction noise is either predicted or measured to exceed the noise standards in Condition 23, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed:
		 A. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months; or
		 B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days; (ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 24.
	(b)	The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP.
	(c)	To achieve the objective, the Schedule shall include details such as: (i) construction activity location, start and finish dates;
		 (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance;
		 (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime;
		 (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) the consultation undertaken with owners and occupiers of sites subject to
		the Schedule, and how consultation has and has not been taken into account; and
	(d)	 (vii) location, times and types of monitoring. The Schedule shall be submitted to the Manager for Certification at least five
		working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP.
	(e)	The CNVMP Schedule shall be deemed certified five working days from the submission of the CNVMP Schedule where no written confirmation of Certification has been received.
	(f)	Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for Certification in accordance with (d) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

27. Pre	Pre-Construction Ecological Survey				
(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: (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). The level of effect shall be determined in accordance with Table 10 of the EIANZ Guidelines (or subsequent 				
(b)	updated version of that table) as included in Schedule 4 to these conditions. 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).				
28. Ec	ological Management Plan (EMP)				
(a) (b)	 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. To achieve the objective, the EMP shall set out the methods which may include: (i) If an EMP is required in accordance with Condition 27(b) for the presence 				
	 of long tail bats: 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); E. details of measures to minimise operational disturbance from light spill; and F. details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented. (ii) If an EMP is required in accordance with the Condition 27(b) for the presence of the bird breeding season (September to February) where practicable; and B. where works are required within the area identified in the Confirmed Biodiversity Areas) during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds. (iii) If an EMP is required in accordance with Condition 27(b) for the presence of Threatened or At-Risk birds. (iii) If an EMP is required in accordance with Condition 27(b) for the presence of the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds. (iii) If an EMP is required in accordance with Condition 27(b) for the presence of Threatened or At-Risk wetland birds: A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season, September to February) where practicable; and 				

	B. where works are required within the Confirmed Biodiversity Area
	(identified in Schedule 3: Identified Biodiversity Areas) during the
	bird season, methods to minimise adverse effects on Threatened or
	At-Risk wetland birds;
	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;
	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:
	a. a 20m buffer area around the nest location and retaining
	vegetation. The buffer areas should be demarcated where
	necessary to protect birds from encroachment. This might
	include the use of marker poles, tape and signage;
	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;
	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;
	d. adopting a 10m setback where practicable, between the edge of
	Wetlands and construction areas (along the edge of the
	stockpile/laydown area); and
	e. minimising light spill from construction areas into wetlands.
	(iv) 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.
	Advice note:
	Depending on the potential effects of the project, the regional consents for the project
	may include the following monitoring and management plans: (i) stream and/or wetland restoration plans;
	(ii) vegetation restoration plans; and
	(iii) fauna management plans (e.g. avifauna, herpetofauna, bats).
29.	Tree Management Plan (TMP)
	(a) Prior to the Start of Construction for a Stage of Work, a TMP shall be prepared.
	The objective of the TMP is to avoid, remedy or mitigate effects of construction
	activities on trees identified in Schedule 5.
	(b) To achieve the objective, the TMP shall:
	(i) confirm that the trees listed in Schedule 5 still exist; and
	demonstrate how the design and location of project works has avoided,
	remedied or mitigated any effects on any tree listed in Schedule 5. This
	may include:
	A. planting to replace trees that require removal (with reference to the
	ULDMP planting design details in Condition 18);
	 B. tree protection zones and tree protection measures such as
	protective fencing, ground protection and physical protection of
	roots, trunks and branches; and
	C. methods for work within the rootzone of trees that are to be retained
	in line with accepted arboricultural standards;
	(iii) demonstrate how the tree management measures (outlined in A – C
	above) are consistent with any relevant conditions of resource consents
	granted for the project.

30.	Netw	ork Utility Management Plan (NUMP)
	(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.
	(b)	To achieve the objective, the NUMP shall include methods to:
		(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
		 (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.
	(c)	The NUMP shall be prepared in consultation with the relevant Network Utility
	<i>(</i>)	Operator(s) who have existing assets that are directly affected by the project.
	(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.
	(e)	The NUMP shall describe how any comments from the Network Utility Operator
	(0)	in relation to its assets have been addressed.
	(f)	Any comments received from the Network Utility Operator shall be considered
	(.)	when finalising the NUMP.
	(g)	Any amendments to the NUMP related to the assets of a Network Utility Operator
		shall be prepared in consultation with that asset owner.
Operatio	nal co	nditions
31.	Low	Noise Road Surface
	(a)	Asphaltic concrete surfacing (or equivalent low noise road surface) shall be
		implemented within 12 months of Completion of Construction of the project.
32.	Futu	re Resurfacing Work
	(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:
		(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.
	(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.

	Traffic Noise			
	For the purposes of Conditions 33 to 44:			
	(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; 			
	 (d) Habitable Space – has the same meaning as in NZS 6806; (e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF 			
	identified in Schedule 6: Identified PPFs Noise Criteria Categories;			
	 (f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road- 			
	traffic noise – New and altered roads;			
	(g) Noise Criteria Categories – means the groups of preference for sound levels			
	established in accordance with NZS 6806 when determining the Best Practicable			
	Option for noise mitigation (e.g. Categories A, B and C);			
	(h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-			
	traffic noise – New and altered roads;			
	(i) Protected Premises and Facilities (PPFs) – means only the premises and			
	facilities identified in Schedule 6: Identified 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.	The Noise Criteria Categories identified in Schedule 6: Identified PPFs Noise Criteria			
33.	Categories at each of the PPFs shall be achieved where practicable and subject to			
	Conditions 33 to 44 (all traffic noise conditions).			
	The Noise Criteria Categories do not need to be complied with at a PPF where:			
	(a) the PPF no longer exists; or			
	(b) agreement of the landowner has been obtained confirming that the Noise Crite			
	Category does not need to be met.			
	Achievement of the Naise Oritoria Octobergias for DDEs shall be by reference to a traffic			
	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.			
	As part of the detailed design of the project, a Suitably Qualified Person shall determine			
34.	the Selected Mitigation Options for the PPFs identified on Schedule 6: Identified PPFs			
	Noise Criteria Categories.			
	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).			
35.	Prior to the Start of Construction of the project, a Suitably Qualified Person shall			
	develop the Detailed Mitigation Options for the PPFs identified in Schedule 6: Identified			
	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.			
20	Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs			
38.	which, following implementation of all the Detailed Mitigation Options, will not be Noise			
	Criteria Categories A or B and where Building-Modification Mitigation might be required			
	to achieve 40 dB $L_{Aeq(24h)}$ inside Habitable Spaces ('Category C Buildings').			
L				

ction in the vicinity of each Category C Building, the ite 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				
ing Authority shall instruct a Suitably Qualified Person to				
the noise reduction performance of the existing building				
an identifie de Alex De maining Authorite de angel de la sur				
ng identified, the Requiring Authority is deemed to have above if:				
ty's Suitably Qualified Person has visited the building and				
eduction performance of the building envelope; or				
reed to entry, but the Requiring Authority could not gain				
such as entry denied by a tenant); or				
not agree to entry within three months of the date of the				
letter sent in accordance with Condition 39 above (including				
not respond within that period); or				
nnot, after reasonable enquiry, be found prior to Completion project.				
If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not				
ing-Modification Mitigation to that building.				
Subject to Condition 40 above, within six months of the assessment undertaken in				
39, the Requiring Authority shall write to the owner of each				
g: n Mitigation is required to achieve 40 dB LAeq(24h) inside				
1 Miligation is required to achieve 40 dB LAeq(241) inside				
for Building-Modification Mitigation to the building, if				
ree months to decide whether to accept Building-				
n to the building and to advise which option for Building-				
n the owner prefers, if the Requiring Authority has advised				
otion is available.				
ding-Modification Mitigation is reached between 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.				
ere Building-Modification Mitigation is required, the				
ed to have complied with Condition 42 if:				
ty has completed Building Modification Mitigation to the				
,				
nent for mitigation is reached between the Requiring				
ding owner; or				
project. ons shall be maintained so they retain their noise reduction				
icable.				
d not accept the Requiring Authority's offer to implement Mitigation within three months of the date of the Requiring in accordance with Condition 40 (including where the d within that period); or nnot, after reasonable enquiry, be found prior to Completion				
(

Attachments – Pukekohe South East Arterial

Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is for the construction, operation and maintenance of a transport corridor including active transport facilities and associated infrastructure between Pukekohe East Road, Pukekohe in the north east and Svendsen Road, Pukekohe in the south west. The proposed work is shown in the following Concept Plan and includes:

- (a) a transport corridor including active mode facilities;
- (b) associated works including intersections, bridges, embankments, retaining walls, culverts, stormwater management systems;
- (c) changes to local roads, where the proposed work intersects with local roads; and
- (d) construction activities including construction areas and the re-grading of driveways.

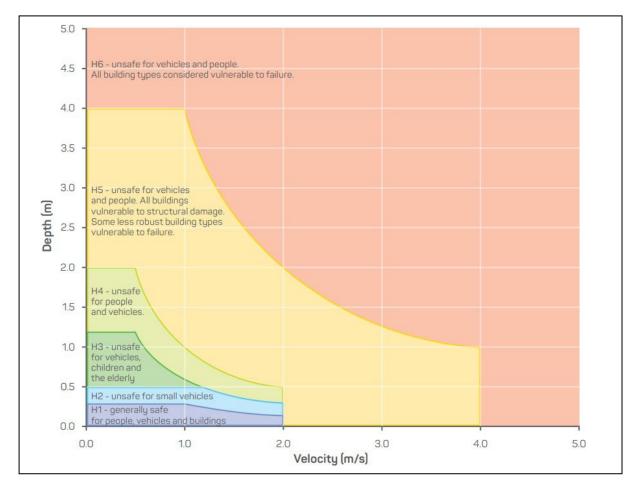
Concept Plan



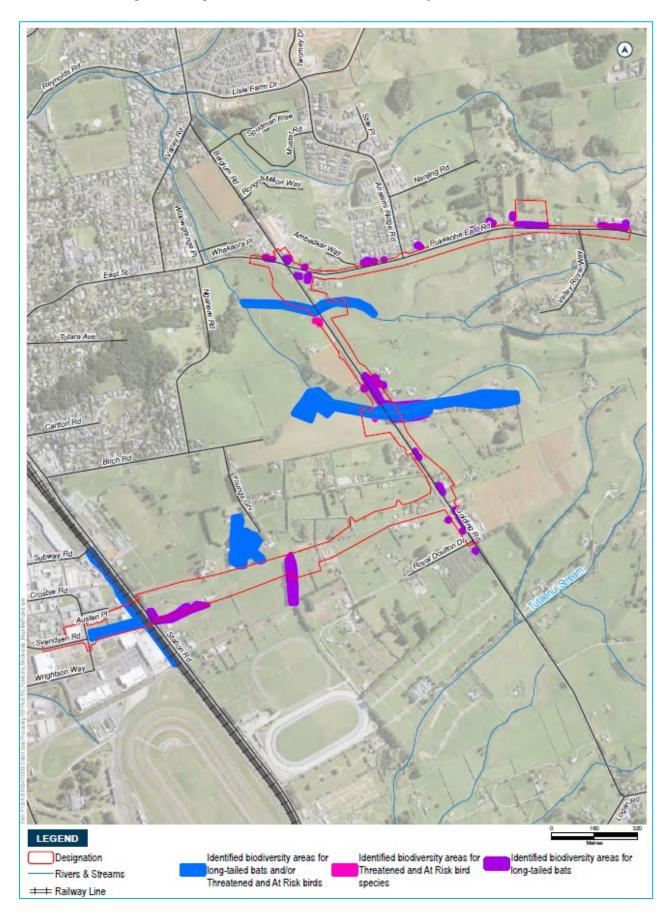
Schedule 2: Flood Hazard Class

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: Ecological Management Plan – Identified Biodiversity Areas

Schedule 4: Table 10 of the 2018 EIANZ Guidelines

Ecological Value \rightarrow	Very high	High	Moderate	Low	Negligible
Magnitude ↓					
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain

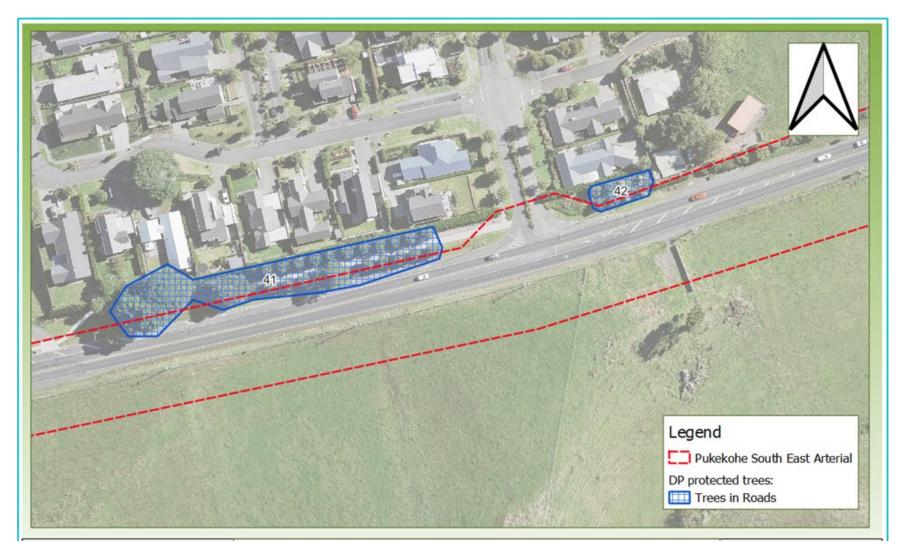
Criteria for describing level of effects (Adapted from Regini (2000) and Boffa Miskell (2011))

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

Tree schedule

Tree Number	Tree or Group	Number of trees	Species List	Location (refer to Tree Location Plan)	Reason for protection in the AUP (District Plan rules) as at October 2023 when the Notice of Requirement was lodged
41	pohutukawa, puriri	24 trees in group between road and residential properties	Metrosideros excelsa, Vitex lucens	From Ambedkar Way to 3 Ridge View Crescent on Pukekohe East Road (northern side)	Trees in Roads
42	pohutukawa, totara	8 trees in group between road and residential properties	Metrosideros excelsa, Podocarpus totara,	4 Stockmans Lane on Pukekohe East Road (northern side)	Trees in Roads

Tree Location Plan – Pukekohe South East Arterial



Schedule 6: Identified PPFs Noise Criteria Categories

PPFs assessed against the Altered Road criteria

PPF Address	Noise Criteria Category
1 Ambedkar Way, Pukekohe	А
7 Ambedkar Way, Pukekohe	A
12 Pukekohe East Road, Pukekohe	A
18 Pukekohe East Road, Pukekohe	A
3 Pukekohe East Road, Pukekohe	A
16 Pukekohe East Road, Pukekohe	А
6A Belgium Road, Pukekohe	А
4B Belgium Road, Pukekohe	A
12 Belgium Road, Pukekohe	A
50 Pukekohe East Road, Pukekohe	А
7A Pukekohe East Road, Pukekohe	A
84 Golding Road, Pukekohe	A
78 Golding Road, Pukekohe	A
4 Belgium Road, Pukekohe	A
9 Ambedkar Way, Pukekohe	A
5 Ambedkar Way, Pukekohe	A
103 Golding Road, Pukekohe	A
107 Golding Road, Pukekohe	A
8 Belgium Road, Pukekohe	A
52 Golding Road, Pukekohe	А
12 Ambedkar Way, Pukekohe	A
6 Ambedkar Way, Pukekohe	A
49 Golding Road, Pukekohe	А
26 Golding Road, Pukekohe	А
8 Ambedkar Way, Pukekohe	A
10 Belgium Road, Pukekohe	A
47 Golding Road, Pukekohe	A
10 Ambedkar Way, Pukekohe	A
14 Ambedkar Way, Pukekohe	A

Schedule: PPFs assessed against the New Road criteria

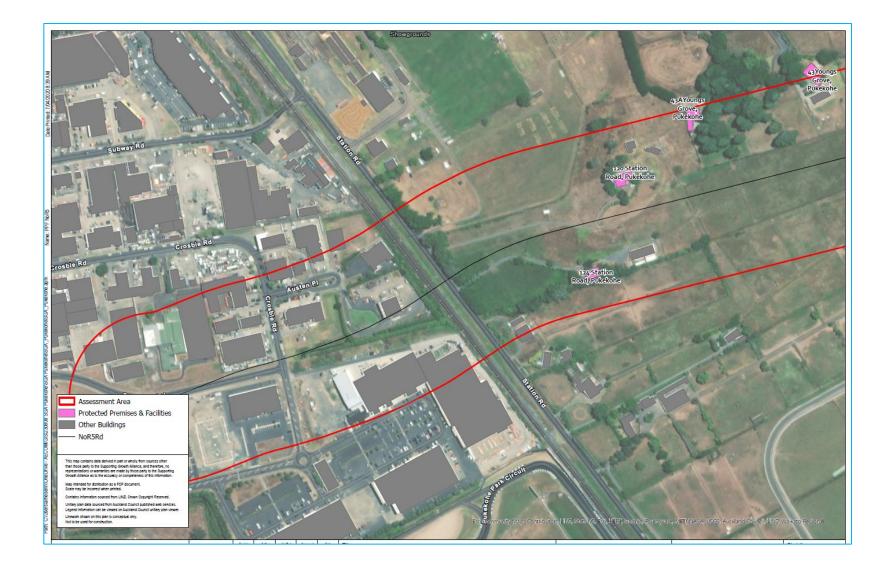
PPF Address	
124 Station Road, Pukekohe	А
120 Station Road, Pukekohe	А
43A Youngs Grove, Pukekohe	А
43 Youngs Grove, Pukekohe	А
27C Royal Doulton Drive, Pukekohe	А
110 Golding Road, Pukekohe	А
108A Golding Road, Pukekohe	A

PPF Location Maps











Appendix E – Auckland Transport's Modifications to NoR 6 -Pukekohe South West Upgrade conditions (clean)

[# – Council to allocate] - Pukekohe South West Upgrade

Designation Number	[XXXX]
Requiring Authority	Auckland Transport
Location	Between Helvetia Road and Svendsen Road
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.

Purpose

The construction, operation, and maintenance of an existing 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 the Manager that the material change to the management plan is certified; or (b) 10 working days from the submission of the material change to the management plan where no written confirmation of certification has been received
СМР	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
Education Facility	 Facility used for education to secondary level. Includes: schools and outdoor education facilities; and

Enabling Works	 accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above. Excludes: care centres; and tertiary education facilities. Includes, but is not limited to, the following and similar activities:
	 (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; and (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be, but not limited to, the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the project: (a) Ngaati Te Ata Waiohua (b) Ngāti Tamaoho (c) Te Ākitai Waiohua (d) Ngāti Whanaunga Note: other iwi not identified above may have an interest in the project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NoR	Notice of Requirement
NUMP	Network Utilities Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the project's Construction Works to be the main point of contact for persons wanting information about the project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: <i>Acoustics – Road-traffic noise – New and</i> <i>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) Education 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
ULDMP	Urban and Landscape Design Management Plan

General conditions				
1.	Activity in General Accordance with Plans and Information			
	 (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: 			
	 (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 requirement plans under the conditions of the designation, the management plans under the conditions of the designation. 			
0	requirements of the management plans shall prevail.			
2.	Project Information			
	 (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: (i) the status of the project; (ii) anticipated construction timeframes; 			
	 (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice; (v) a subscription service to enable receipt of project updates by email; and 			
	 (vi) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA. 			
	(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.			
3.	Land use Integration Process			
	 (a) The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose: (i) the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to be established by Condition 2(b)(iii); and (ii) the nominated contact shall be the main point of contact for a Developer or 			
	 Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation. (b) At any time prior to the Start of Construction, the nominated contact will be available to engage with a Developer or Development Agency for the purpose of: (i) responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and (ii) receiving information from a Development details that could assist with land use integration. 			
	 (c) Information requested or provided under Condition 3(b) above may include but not be limited to the following matters: (i) design details including but not limited to: A. boundary treatment (e.g. the use of retaining walls or batter slopes); B. the horizontal and vertical alignment of the road (levels); C. potential locations for mid-block crossings; D. integration of stormwater infrastructure; and E. traffic noise modelling contours. 			

		(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 that is within the designation
		under section 176(1)(b) of the RMA.
	(d)	Where information is requested from the Requiring Authority and is available, the
		nominated contact shall provide the information unless there are reasonable
		grounds for not providing it.
	(e)	The nominated contact shall maintain a record of the engagement between the
		Requiring Authority and Developers and Development Agencies for the period
		following the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include:
		(i) a list of all Developers and Development Agencies who have indicated
		through the NoR 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
	(5)	appropriate, with Development Agencies and Network Utility Operators.
	(f)	The record shall be submitted to Council for information 10 working days prior to the Start of Construction for a Stage of Work.
4.	Stak	eholder Communication and Engagement Design
	(a)	At least six months prior to the start of detailed design for a Stage of Work, the
	(a)	Requiring Authority shall identify:
		(i) a list of Stakeholders;
		(ii) a list of properties within the designation which the Requiring Authority
		does not own or have occupation rights to; and
		(iii) methods to engage with Stakeholders and the owners and occupiers of
		properties identified in (a)(i) – (ii) above.
	(b)	A record of (a) shall be submitted to the Manager for information with an Outline
		Plan for the relevant Stage of Work.
5.	Designation Review	
	As so	oon as reasonably practicable following Completion of Construction, the Requiring
		ority shall:
	(a)	review the extent of the designation to identify any areas of designated land that
		it no longer requires for the on-going operation, maintenance or mitigation of
	(h)	effects of the project; and give notice to the Manager in accordance with section 182 of the RMA for the
	(b)	give notice to the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
6.	Laps	
0.	-	cordance with section 184(1)(c) of the RMA, this designation shall lapse if not
		reffect to within 20 years from the date on which it is included in the AUP.
7.	-	vork Utility Operators (Section 176 Approval)
''	(a)	Prior to the start of Construction Works, Network Utility Operators with existing
	(a)	infrastructure 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 necessary for the on-
		going provision or security of supply of network utility operations;
	1	(iii) minor works such as new service connections; and

	· · · · ·	
		(iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the works authorised by the designation as the existing utility.
	(b)	To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.
8.	Section 176 Approval Exemption	
	(a)	Prior to the start of the formal acquisition process under the Public Works Act 1981 for a property, or submission of the Outline Plan to the Requiring Authority, persons on properties zoned Rural or Future Urban will not require written consent under section 176 of the RMA for the following activities: (i) internal alterations;
		 (ii) one extension to an existing structure as at 2023, up to 30m²; (iii) temporary or relocatable structures, provided they are removed from the site and the land is reinstated (including closing and capping any associated services) at the landowner's expense prior to the start of Construction Works. The landowner shall be responsible for any resource consent required for the structures, their removal or relocation;
		 (iv) one above ground rainwater tank up to 50,000 litres and any associated mobile farming irrigation system; (v) one single storey farming accessory building under 30m² such as a
		farming shed or building to house animals; and
	(b)	 (vi) animal pens, post and wire and post and rail farming fences. To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.
Pre-cons	struc	tion conditions
9.	Out	tline Plan
	(a)	An Outline Plan (or Plans) shall be prepared in accordance with section 176A of
	(b)	the RMA. 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
	(c)	the project. 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:
		 (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) Network Utilities Management Plan; and
	FIO	(vii) Historic Heritage Management Plan. od Hazard
		the purpose of Condition 10:
		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
	(c)	entrance hall, passageway or garage; Flood Prone Area – means potential ponding areas that may flood in a 1% AEP event and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features. Identification of a potential Flood Prone Area would be by an assessment of residual flood risk in a 1% AEP event (a g frem blockage of the project stormwater natural) and event
	(d)	event (e.g. from blockage of the project stormwater network) on land outside and adjacent to the designation following the application of Conditions $10(a)(i) - (v)$; 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.	Flood Hazard	
	(a) The project shall be designed to achieve the following flood risk outcomes beyond	
	the boundary of the designation: (i) no increase in flood levels in a 1% AEP event for Existing Authorised	
	Habitable Floors that are already subject to flooding or have a freeboard less than 500mm;	
	(ii) no increase in flood levels in a 1% AEP event for authorised community,	
	commercial, industrial and network utility building floors existing at the time	
	the Outline Plan is submitted that are already subject to flooding or have a	
	freeboard less than 300mm; (iii) maximum of 50mm increase in flood levels in a 1% AEP event outside and	
	adjacent to the designation boundary between the Pre-Project	
	Development and Post-Project Development scenarios;	
	(iv) no increase of Flood Hazard Class for the main access to authorised	
	habitable dwellings existing at the 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; and	
	(v) no new Flood Prone Areas.	
	(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the Pre-Project Development and Post-Project	
	Development 1% AEP flood levels (for Maximum Probable Development land use	
	with allowances for climate change). (c) Where:	
	(i) the flood risk outcomes in (a) can be achieved through alternative	
	measures outside of the designation such as flood stop banks, flood walls,	
	raising Existing Authorised Habitable Floor level and new overland flow paths; or	
	(ii) the outcomes are varied at specific location(s) through agreement with the	
	relevant landowner,	
	confirmation shall be provided to the Manager that any necessary landowner	
	agreement and statutory approvals have been obtained for that alternative measure or varied outcome.	
11.	Existing property access	
	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	
12.	will be provided, unless otherwise agreed with the affected landowner.	
12.	Management Plans (a) Any management plan shall:	
	(i) be prepared and implemented in accordance with the relevant	
	management plan condition;	
	(ii) be prepared by a Suitably Qualified Person(s);	
	 (iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; 	
	(iv) be submitted as part of an Outline Plan pursuant to section 176A of the	
	RMA, with the exception of SCEMPs and CNVMP Schedules; and	
	(v) once finalised, uploaded to the project website or equivalent virtual	
	information source.	
	(b) Any management plan developed in accordance with Condition 12 may:	

	 (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), a Stage of Work of the project, or to address specific activities authorised by the designation; (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; (c) Information shall be submitted with the management plan (or revised plan as referred to in (d) below) which summarises outcomes of consultation and any input received from Mana Whenua and Stakeholders as required by the relevant management plan condition. The summary shall note how this input has been incorporated or reflected in the management plan, or if not, the reasons why; (d) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Manager as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision; and (e) Any material changes to the SCEMP(s) are to be submitted to the Manager for information.
13.	
13.	 Stakeholder Communication and Engagement Management Plan (SCEMP) (a) A SCEMP shall be prepared in consultation with relevant Stakeholders prior to the Start of Construction. The objective of the SCEMP is to identify how the public and Stakeholders will be engaged with throughout Construction Works.
	 (b) To achieve the objective, the SCEMP shall include: (i) a list of Stakeholders; (ii) the contact details for the Project Liaison Person. These details shall be on the project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (iv) methods and timing to engage with owners and occupiers whose access is directly affected; (v) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (b)(i) above; and (vi) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. (c) Any SCEMP prepared for a Stage of Work shall be submitted to the Manager for information a minimum of 10 working days prior to the Start of Construction for a
	information a minimum of 10 working days prior to the Start of Construction for a Stage of Work.
14.	Cultural Advisory Report
14.	 (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. (b) To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that: (i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the project; (ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) identifies traditional cultural practices within the area that may be impacted by the project; (iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the project area; (v) taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the ULDMP (Conditions 16 - 18), CMP (Condition 21) and the HHMP (Condition 27); and

		 (vi) identifies and (if possible) nominates traditional names along the project alignment. Noting there may be formal statutory processes outside the project required in any decision-making.
	(c)	The desired outcomes for management of potential effects on cultural sites,
	(-)	landscapes and values identified in the Cultural Advisory Report shall be
		discussed with Mana Whenua and those outcomes reflected in the relevant
		management plans where practicable; and
	(d)	Conditions 14(b) and (c) will cease to apply if:
	(4)	(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.	Netv	vork Integration Management Plan (NIMP)
	(a)	At least six months prior to the start of detailed design for a Stage of Work, the
		Requiring Authority shall prepare, in collaboration with other relevant transport
		authorities, a Network Integration Management Plan (NIMP).
	(b)	The objective of the NIMP is to identify how the project will integrate with the
		planned transport network in the Pukekohe, Paerata and Drury West growth
		areas to achieve an effective, efficient and safe land transport system. To
		achieve the objective, the NIMP shall include details of the:
		(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.
	Urba	an and Landscape Design Management Plan (ULDMP)
16.	(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:
		(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.
	(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 Cultural
		Advisory Report (Condition 14) may be reflected in the ULDMP.
	(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.

17.	(a) To achieve the objective set out in Condition 16, the ULDMP(s) shall provide
	details of how the project:
	(i) is designed to integrate with the adjacent urban (or proposed urban) and
	landscape context, including the surrounding existing or proposed
	topography, urban environment (e.g. centres and density of built form),
	natural environment (e.g. minimise effects on streams where practicable),
	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);
	(iv) promotes a sense of personal safety by aligning with best practice
	guidelines, such as:
	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); and
	(b) The ULDMP shall be prepared in general accordance with:
	(i) Auckland Transport's Urban Roads and Streets Design Guide <u>;</u>
	(ii) New Zealand Transport Agency Urban Design Guidelines: Bridging the
	Gap (2013) or any subsequent updated version;
	(iii) New Zealand Transport Agency Landscape Guidelines (2018) or any
	subsequent updated version;
	(iv) New Zealand Transport Agency P39 Standard Specification for Highway
	Landscape Treatments (2013) or any subsequent updated version; and
	(v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated
	version.
18.	The ULDMP(s) shall include:
	(a) a concept plan – which depicts the overall landscape and urban design concept,
	and explain the rationale for the landscape and urban design proposals;
	(b) developed design concepts, including principles for walking and cycling facilities
	and public transport;
	(c) landscape and urban design details – that cover the following:
	(i) road design – elements such as intersection form, carriageway gradient
	and associated earthworks contouring including cut and fill batters and the
	interface with adjacent land uses and existing roads (including slip lanes),
	benching, spoil disposal sites, median width and treatment, roadside width
	and treatment;
	(ii) roadside elements – such as lighting, fencing, wayfinding and signage;
	(iii) architectural and landscape treatment of all major structures, including
	bridges and retaining walls;
	(iv) architectural and landscape treatment of noise barriers;
	(v) landscape treatment and planting of permanent stormwater control
	wetlands and swales;
	(vi) integration of passenger transport;
	(vii) pedestrian and cycle facilities including paths, road crossings and
	dedicated pedestrian/cycle bridges or underpasses;
	(viii) historic heritage places with reference to the HHMP (Condition 27);
	(ix) re-instatement of construction and site compound areas; and
	(x) features disturbed during construction and intended to be reinstated such
	as:
	A. boundary features;
	B. driveways;
	C. accessways; and
	D. fences;
	(d) the ULDMP shall also include the following planting and maintenance details:
	(d) the OLDMP shall also include the following planting and maintenance details.
	(i) planting design details including:

		A. the identification of mature trees and native vegetation that can be
		practicably 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. integration of any planting required by conditions of any resource
		consents for the project; and
		 E. re-instatement planting of construction and site compound areas as appropriate.
		(ii) a planting programme including the staging of planting in relation to the
		construction programme which shall, as far as practicable, include
		provision for planting within each planting season following completion of
		each Stage of Work; and
		(iii) detailed specifications relating to the following:
		A. weed control and clearance;
		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.
Construc	ction con	ditions
19.	Constru	ction Environmental Management Plan (CEMP)
	(a) A	CEMP shall be prepared prior to the Start of Construction for a Stage of Work.
		ne objective of the CEMP is to set out the management procedures and
		onstruction methods to be undertaken to avoid, remedy or mitigate any adverse
		fects associated with Construction Works as far as practicable.
		o achieve the objective, the CEMP shall include:
	(i)	
	(ii)	
	/;;;	including their contact details (phone and email address);the Construction Works programmes and the staging approach, and the
	(iii	proposed hours of work;
	(iv	
	(where practicable, including temporary screening when adjacent to
		residential areas;
	(v) details of the proposed construction lighting;
	(v	i) methods for controlling dust and the removal of debris and demolition of
		construction materials from public roads or places;
	(v	
	(v	iii) measures to mitigate flood hazard effects such as siting stockpiles out of
		floodplains, minimising obstruction to flood flows, actions to respond to
	1.	warnings of heavy rain;
	(ix	
	(x	
	1	equipment to avoid discharges of fuels or lubricants to watercourses; i) measures to address the storage of fuels, lubricants, hazardous and/or
	(x	dangerous materials, along with contingency procedures to address
		emergency spill response(s) and clean up;
	(x	
		iii) methods for amending and updating the CEMP as required.

20.	Complaints Process		
	 (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: (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. (b) A copy of the complaints record required by this condition shall be made available to the Manager upon request as soon as practicable after the request is 		
04	made.		
21.	Cultural Monitoring Plan (CMP)		
	(a) Prior to the Start of Construction, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural offacts during Construction Works.		
	with management of any cultural effects during Construction Works.(b) To achieve the objective, the CMP shall include:		
	 (i) requirements for formal dedication or cultural interpretation to be undertaken prior to Start of Construction in areas identified as having significance to Mana Whenua; (ii) requirements and protocols for cultural inductions for contractors and subcontractors; (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol. (c) If Enabling Works involving soil disturbance are undertaken prior to the Start of Construction, an Enabling Works CMP shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works CMP or be included in the main 		
	Construction Works CMP.		
	Advice note:		
	Where appropriate, the CMP shall align with the requirements of other conditions of the designation and resource consents for the project which require monitoring during Construction Works.		

22.	Cons	Construction Traffic Management Plan (CTMP)	
	(a)	A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.	
	(b)	To achieve this objective, the CTMP shall include:	
		(i) methods to manage the effects of temporary traffic management activities on traffic;	
		(ii) measures to ensure the safety of all transport users;	
		(iii) the estimated numbers, frequencies, routes and timing of traffic	
		movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near Education Facilities or to manage traffic congestion;	
		(iv) site access routes and access points for heavy vehicles, the size and	
		location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;	
		(v) identification of detour routes and other methods to ensure the safe	
		management and maintenance of traffic flows, including public transport, pedestrians and cyclists;	
		 (vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods; 	
		 (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); 	
		 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 (ix) being exceeded. 	
	(c)	Auditing, monitoring and reporting requirements relating to traffic management	
		activities shall be undertaken in accordance with the New Zealand Guide to	
		Temporary Traffic Management (April 2023) or any subsequent version.	

	standards set out in the following table as far as practicable: Table 23-1 Construction Noise Standards						
	Day of week						
	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	0630h - 0730h	45 dB	75 dB			
	Holidays	0730h - 1800h	55 dB	85 dB			
		1800h - 2000h	45 dB	75 dB			
		2000h - 0630h	45 dB	75 dB			
	Other occupied bui	-	1 = 2 - 2				
	All	0730h – 1800h	70 dB				
		1800h – 0730h	75 dB				
		iance with the noise ne methodology in (it in Table 23-1 is not apply.			
24.	Construction Vibra	ation 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 Construc	tion Vibration Stand	ards Category A*	Category B**	٦		
	Occupied activities	Night-time 2000h -	0.3mm/s ppv	2mm/s ppv	_		
	sensitive to noise	0630h Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv			
		Daytime 0630h -	2mm/s ppv	5mm/s ppv			
	Other occupied buildings	2000h					
			Tables 1 and 3 of	DIN4150-3:1999	_		

25.	Constructi	ion Noise and Vibration Management Plan (CNVMP)
	Work relate deve mana cons	NVMP shall be prepared prior to the Start of Construction for a Stage of A CNVMP shall be implemented during the Stage of Work to which it es. The objective of the CNVMP is to provide a framework for the elopment and implementation of the Best Practicable Option for the agement of construction noise and vibration effects to achieve the truction noise and vibration standards set out in Conditions 23 and 24 to the ht practicable.
	(b) To a Anne	chieve the objective, the CNVMP shall be prepared in accordance with ex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – struction Noise' (NZS6803:1999) and shall as a minimum, address the
	(ii)	hours of operation, including times and days when construction activities would occur;
	(iii) (iv) (v)	the construction noise and vibration standards for the project; identification of receivers where noise and vibration standards apply; 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.

26.	Sche	Schedule to a CNVMP		
	(a)	A Schedule to the CNVMP (Schedule) shall be prepared prior to the Start of Construction of an activity to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:		
		 (i) construction noise is either predicted or measured to exceed the noise standards in Condition 23, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed: 		
		 A. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months; or 		
		 B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days; (ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 24. 		
	(b)	The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP.		
	(c)	To achieve the objective, the Schedule shall include details such as: (i) construction activity location, start and finish dates; (ii) the nearest neighbours to the construction activity;		
		 (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance; 		
		 (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; 		
		 (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) the consultation undertaken with owners and occupiers of sites subject to 		
		the Schedule, and how consultation has and has not been taken into account; and		
		(vii) location, times and types of monitoring.		
	(d)	The Schedule shall be submitted to the Manager for Certification at least five		
		working days (except in unforeseen circumstances) in advance of Construction		
		Works that are covered by the scope of the Schedule and shall form part of the CNVMP.		
	(e)	The CNVMP Schedule shall be deemed certified five working days from the		
	(0)	submission of the CNVMP Schedule where no written confirmation of		
		Certification has been received.		
	(f)	Where material changes are made to a Schedule required by this condition, the		
		Requiring Authority shall consult the owners and/or occupiers of sites subject to		
		the Schedule prior to submitting the amended Schedule to the Manager for		
		Certification in accordance with (d) above. The amended Schedule shall		
		document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.		

27.	Historic H	eritage Management Plan (HHMP)
	Whe the I	HMP shall be prepared in consultation with Council, HNZPT and Mana enua prior to the Start of Construction for a Stage of Work. The objective of HMMP is to protect historic heritage and to remedy and mitigate any residual cts as far as practicable.
		ichieve the objective, the HHMP shall identify:
	(i) (i)	any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects,
	(ii)	including a tabulated summary of these effects and measures; 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: 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).
	(x)	methods to protect or minimise damage to the Nehru Hall (AUP Scheduled Site 14.1 #02235) and its Extent of Place during project works as far as practicable. This shall include a method to relocate the formal brick pillar gateway should this require relocation.
	Advice no	
		l Discoveries
L		

		requirements for accidental discoveries of heritage items are set out in Rule 6.1 of the AUP.
28.	Netv	vork Utility Management Plan (NUMP)
	(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.
	(b)	 To achieve the objective, the NUMP shall include methods to: (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.
	(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.
	(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.
	(e)	The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.
	(f)	Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.
	(g)	Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.

Attachments – Pukekohe South West Upgrade

Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is for the construction, operation and maintenance of a transport corridor between Helvetia Road and Svendsen Road, Pukekohe including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) an upgraded transport corridor to accommodate active mode facilities;
- (b) associated works including embankments, retaining walls, stormwater management systems;
- (c) construction activities including construction areas and the re-grading of driveways.

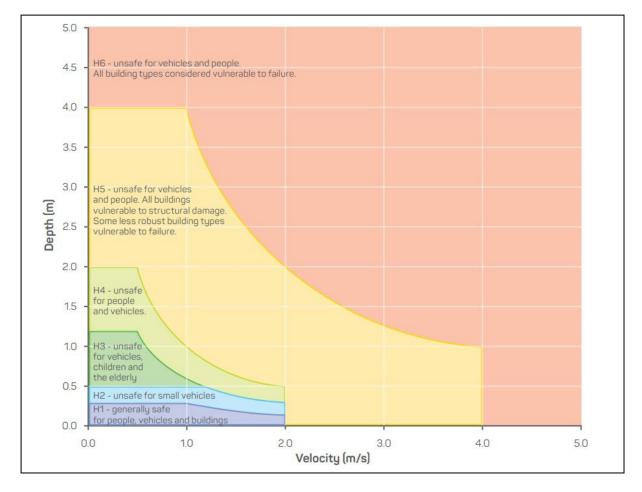
Concept Plan



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



Appendix F – Auckland Transport's Modifications to NoR 7 -Pukekohe North West Arterial conditions (clean)

[# – Council to allocate] - Pukekohe North West Arterial

Designation Number	[XXXX]
Requiring Authority	Auckland Transport
Location	Between Helvetia Road and State Highway 22.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.

Purpose

The construction, operation, and maintenance of a new 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 the Manager that the material change to the management plan is certified; or
	 (b) 10 working days from the submission of the material change to the management plan where no written confirmation of certification has been received
СМР	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
Education Facility	Facility used for education to secondary level.
	Includes:
	 schools and outdoor education facilities; and accommodation, administrative, cultural, religious, health, retail
	and communal facilities accessory to the above.
	Excludes:
	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	Includes, but is not limited to, the following and similar activities:
	 (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations;
	(c) formation of access for geotechnical investigations;
	 (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads;
	(f) demolition or removal of buildings and structures;
	(g) relocation of services; and
	(h) establishment of mitigation measures (such as erosion and
	sediment control measures, temporary noise walls, earth bunds and planting).
	Means an area or areas of features of ecological value where the
Identified Biodiversity Area	project ecologist has identified that the project will potentially have a
	moderate or greater level of ecological effect, prior to implementation
	of impact management measures, as determined in accordance with
	the EIANZ Guidelines
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be <u>,</u> but not limited to, the following (in no particular order), who at the
	time of Notice of Requirement expressed a desire to be involved in
	the project:
	(a) Ngaati Te Ata Waiohua
	(b) Ngāti Tamaoho (c) Te Ākitai Waiohua
	(d) Ngāti Whanaunga
	Note: other iwi not identified above may have an interest in the
	project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NoR	Notice of Requirement
NUMP	Network Utilities Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the project's Construction Works to be the main point of contact for persons
	wanting information about the project or affected by the Construction
	Works
Protected Premises and	Protected Premises and Facilities as defined in New Zealand
Facilities (PPF)	Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and
	altered roads
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this designation is 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) Education 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
ULDMP	Urban and Landscape Design Management Plan

General	conditions
1.	Activity in General Accordance with Plans and Information
	 (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:
	(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.	Project Information
	(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: (i) the status of the project;
	(ii) anticipated construction timeframes;
	 (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice;
	 (v) a subscription service to enable receipt of project updates by email; and (vi) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA.
	(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.
3.	Land use Integration Process
0.	 (a) The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose: (i) the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to be established by Condition 2(b)(iii); and
	 (ii) the nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation.
	 (b) At any time prior to the Start of Construction, the nominated contact will be available to engage with a Developer or Development Agency for the purpose of: (i) responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and (ii) receiving information from a Developer or Development Agency regarding master planning or land development details that could assist with land use integration.
	 (c) Information requested or provided under Condition 3(b) above may include but not be limited to the following matters: (i) design details including but not limited to: A. boundary treatment (e.g. the use of retaining walls or batter slopes); B. the horizontal and vertical alignment of the road (levels); C. potential locations for mid-block crossings; D. integration of stormwater infrastructure; and E. traffic noise modelling contours.

	(ii)	potential modifications to the extent of the designation in response to information received through Condition 3(b)(ii);
	(iii)	
	()	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)	
		any development proposal that relates to land that is within the designation
		under section 176(1)(b) of the RMA.
		ere information is requested from the Requiring Authority and is available, the
	nor	ninated contact shall provide the information unless there are reasonable
		unds for not providing it.
		e nominated contact shall maintain a record of the engagement between the
		quiring Authority and Developers and Development Agencies for the period
		owing the date in which this designation is included in the AUP through to the
		art of Construction for a Stage of Work. The record shall include:
	(i)	a list of all Developers and Development Agencies who have indicated
		through the NoR 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)	
	(11)	appropriate, with Development Agencies and Network Utility Operators.
	(f) Th	e record shall be submitted to Council for information 10 working days prior to
		Start of Construction for a Stage of Work.
4.		der Communication and Engagement Design
		least six months prior to the start of detailed design for a Stage of Work, the
		quiring Authority shall identify:
	(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)	
		properties identified in (a)(i) – (ii) above.
		ecord of (a) shall be submitted to the Manager for information with an Outline
	Pla	n for the relevant Stage of Work.
5.	Designat	ion Review
		as reasonably practicable following Completion of Construction, the Requiring
	Authority	
		iew the extent of the designation to identify any areas of designated land that it
		longer requires for the on-going operation, maintenance or mitigation of effects
		he project; and
		e notice to the Manager in accordance with section 182 of the RMA for the
6.		noval of those parts of the designation identified above.
0.	Lapse	analy with continuum $194/(1)(a)$ of the DMA, this designation shall leave if not since
		ance with section 184(1)(c) of the RMA, this designation shall lapse if not given
		vithin 20 years from the date on which it is included in the AUP.

7.	Network Utility Operators (Section 176 Approval)	
	 (a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure 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; 	
	 (i) operation, maintenance and repair works, (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and 	
	 (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects on the works authorised by the designation as the existing utility. 	
	(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.	
8.	Section 176 Approval Exemption	
	 (a) Prior to the start of the formal acquisition process under the Public Works Act 1981 for a property, or submission of the Outline Plan to the Requiring Authority, persons on properties zoned Rural or Future Urban will not require written consent under section 176 of the RMA for the following activities: (i) internal alterations; (ii) one extension to an existing structure as at 2023, up to 30m²; 	
	 (ii) one extension to an existing structure as at 2020, up to comm, (iii) temporary or relocatable structures, provided they are removed from the site and the land is reinstated (including closing and capping any associated services) at the landowner's expense prior to the start of Construction Works. The landowner shall be responsible for any resource consent required for the structures, their removal or relocation; (iv) one above ground rainwater tank up to 50,000 litres and any associated mobile farming irrigation system; 	
	 (v) one single storey farming accessory building under 30m² such as a farming shed or building to house animals; and 	
	 (vi) animal pens, post and wire and post and rail farming fences. (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval. 	
Pre-cons	truction conditions	
9.	Outline Plan	
	(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of	
	 the RMA. (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. 	
	 (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: (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;	
	(v) Ecological Management Plan; and	
	(vii) Network Utilities Management Plan.	

	Flood Hazard
	For the purpose of Condition 10:
	 (a) AEP – means Annual Exceedance Probability; (b) Existing Authorised Habitable Floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage; (c) Flood Prone Area – means potential ponding areas that may flood in a 1% AEP
	 event and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features. Identification of a potential Flood Prone Area would be by an assessment of residual flood risk in a 1% AEP event (e.g. from blockage of the project stormwater network) on land outside and adjacent to the designation following the application of Conditions 10(a)(i) – (v); (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.	Flood Hazard
	 (a) The project shall be designed to achieve the following flood risk outcomes beyond the boundary of the designation: (i) no increase in flood levels in a 1% AEP event for Existing Authorised Habitable Floors that are already subject to flooding or have a freeboard less than 500mm; (ii) no increase in flood levels in a 1% AEP event for authorised community, commercial, industrial and network utility building floors existing at the time the Outline Plan is submitted that are already subject to flooding or have a freeboard less than 300mm; (iii) maximum of 50mm increase in flood levels in a 1% AEP event outside and adjacent to the designation boundary between the Pre-Project Development and Post-Project Development scenarios; (iv) no increase of Flood Hazard Class for the main access to authorised habitable dwellings existing at the 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; and (v) no new Flood Prone Areas. (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the Pre-Project Development and Post-Project Development 1% AEP flood levels (for Maximum Probable Development land use with allowances for climate change).
	 (c) Where: (i) the flood risk outcomes in (a) can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising Existing Authorised Habitable Floor level and new overland flow paths; or (ii) the outcomes are varied at specific location(s) through agreement with the relevant landowner, confirmation shall be provided to the Manager that any necessary landowner agreement and statutory approvals have been obtained for that alternative measure or varied outcome.
11.	Existing property access Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided, unless otherwise agreed with the affected landowner.

12.	Management Plans	
	(a)	Any management plan shall:
		(i) be prepared and implemented in accordance with the relevant management
		plan condition;
		be prepared by a Suitably Qualified Person(s);
		(iii) include sufficient detail relating to the management of effects associated
		with the relevant activities and/or Stage of Work to which it relates;
		(iv) be submitted as part of an Outline Plan pursuant to section 176A of the
		RMA, with the exception of SCEMPs and CNVMP Schedules; and
		(v) once finalised, uploaded to the project website or equivalent virtual
	4.5	information source.
	(b)	Any management plan developed in accordance with Condition 12 may:
		(i) be submitted in parts or in stages to address particular activities (e.g. design
		or construction aspects), a Stage of Work of the project, or to address
		specific activities authorised by the designation;(ii) except for material changes, be amended to reflect any changes in design,
		 except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process;
	(c)	Information shall be submitted with the management plan (or revised plan as
	(0)	referred to in (d) below) which summarises outcomes of consultation and any input
		received from Mana Whenua and Stakeholders as required by the relevant
		management plan condition. The summary shall note how this input has been
		incorporated or reflected in the management plan, or if not, the reasons why;
	(d)	If there is a material change required to a management plan which has been
		submitted with an Outline Plan, the revised part of the plan shall be submitted to
		the Manager as an update to the Outline Plan or for Certification as soon as
		practicable following identification of the need for a revision; and
	(e)	Any material changes to the SCEMP(s) are to be submitted to the Manager for
10	<u> </u>	information.
13.		eholder Communication and Engagement Management Plan (SCEMP)
	(a)	A SCEMP shall be prepared in consultation with relevant Stakeholders prior to the
		Start of Construction. The objective of the SCEMP is to identify how the public and
	(h)	Stakeholders will be engaged with throughout Construction Works. To achieve the objective, the SCEMP shall include:
	(b)	(i) a list of Stakeholders;
		 (ii) the contact details for the Project Liaison Person. These details shall be on
		the project website, or equivalent virtual information source, and prominently
		displayed at the main entrance(s) to the site(s);
		(iii) methods for engaging with Mana Whenua, to be developed in consultation
		with Mana Whenua;
		(iv) methods and timing to engage with owners and occupiers whose access is
		directly affected;
		(v) methods to communicate key project milestones and the proposed hours of
		construction activities including outside of normal working hours and on
		weekends and public holidays, to the parties identified in (b)(i) above; and
		(vi) linkages and cross-references to communication and engagement methods
	(a)	set out in other conditions and management plans where relevant.
	(c)	Any SCEMP prepared for a Stage of Work shall be submitted to the Manager for information a minimum of 10 working days prior to the Start of Construction for a
		information a minimum of 10 working days prior to the Start of Construction for a Stage of Work.

14.	Cultural Advisory Report		
	(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	
	(b)	by the project, to inform their management and protection. To achieve the objective, the Requiring Authority shall invite Mana Whenua to	
	. ,	 prepare a Cultural Advisory Report that: (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 ULDMP (Conditions 16 - 18), and the CMP referred to in Condition 21; and 	
		 (vi) identifies and (if possible) nominates traditional names along the project alignment. Noting there may be formal statutory processes outside the project required in any decision-making. 	
	(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	
	(d)	 management plans where practicable; and Conditions 14(b) and (c) will cease to apply if: (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a 	
		 (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works. 	
15.	Netw	ork Integration Management Plan (NIMP)	
	(a)	At least six months prior to the start of detailed design for a Stage of Work, the	
		Requiring Authority shall prepare, in collaboration with other relevant transport	
	(b)	authorities, a Network Integration Management Plan (NIMP). The objective of the NIMP is to identify how the project will integrate with the	
	(0)	planned transport network in the Pukekohe, Paerata and Drury West growth areas	
		to achieve an effective, efficient and safe land transport system. To achieve the	
		objective, the NIMP shall include details of the:	
		 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.	
	Urba	n and Landscape Design Management Plan (ULDMP)	
16.	(a)	A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work.	
		(ii) ensure that the project manages potential adverse landscape and visual	
		effects as far as practicable and contributes to a quality urban environment.	
	(b)		
		(Condition 14) may be reflected in the ULDMP.	
	(c)		
16.	(a) (b)	 n and Landscape Design Management Plan (ULDMP) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the ULDMP(s) is to: (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. 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 Cultural Advisory Report 	

(-	(a) To apply the philoting act with Condition 40 the ULDMD/-) -b-II movid
17.	 (a) To achieve the objective set out in Condition 16, the ULDMP(s) shall provide details of how the project;
	details of how the project: (i) is designed to integrate with the adjacent urban (or proposed urban) and
	(i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed
	topography, urban environment (e.g. centres and density of built form),
	natural environment (e.g. minimise effects on streams where practicable),
	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);
	(iv) promotes a sense of personal safety by aligning with best practice
	guidelines, such as:
	Ă. 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); and
	(b) The ULDMP shall be prepared in general accordance with:
	(i) Auckland Transport's Urban Roads and Streets Design Guide;
	(ii) New Zealand Transport Agency Urban Design Guidelines: Bridging the Gap
	(2013) or any subsequent updated version;
	(iii) New Zealand Transport Agency Landscape Guidelines (2018) or any
	subsequent updated version; (iv) New Zealand Transport Agency P39 Standard Specification for Highway
	 (iv) New Zealand Transport Agency P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and
	(v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated
	version.
18.	The ULDMP(s) shall include:
	(a) a concept plan – which depicts the overall landscape and urban design concept, and
	explain the rationale for the landscape and urban design proposals;
	(b) developed design concepts, including principles for walking and cycling facilities and
	public transport;
	(c) landscape and urban design details – that cover the following:
	(i) road design – elements such as intersection form, carriageway gradient and
	associated earthworks contouring including cut and fill batters and the interface with adjacent land uses and existing reads (including slip lanes)
	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) re-instatement of construction and site compound areas; and
	(ix) features disturbed during construction and intended to be reinstated such
	as: A boundary factures:
	A. boundary features;
	B. driveways; C. accessways; and
	C. accessways; and D. fences;
1	
	(d) the ULDMP shall also include the following planting and maintenance details:
	 (d) the ULDMP shall also include the following planting and maintenance details: (i) planting design details including:

 A. identification of existing trees and vegetation that will be retained with reference to the EMP (Condition 28). 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 EMP (Condition 28);
 E. integration of any planting required by conditions of any resource consents for the project; and
F. re-instatement planting of construction and site compound areas as appropriate.
 (ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of each Stage of Work; and
(iii) detailed specifications relating to the following:
A. weed control and clearance;
 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.

Constru	ction co	nditions	
19.	Construction Environmental Management Plan (CEMP)		
	-	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.	
		To achieve the objective, the CEMP shall include:	
	• •	(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;	
	(details of the proposed construction yards, avoiding hilltops and ridgelines where practicable, including temporary screening when adjacent to residential areas; 	
		 (v) details of the proposed construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; 	
	((vii) methods for providing for the health and safety of the general public;	
	((viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; 	
		(ix) procedures for incident management;	
		 (x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address 	
		emergency spill response(s) and clean up; (xii) procedures for responding to complaints about Construction Works; and	
		(xiii) methods for amending and updating the CEMP as required.	
20.	Compl	laints Process	
	t	At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: (i) the date, time and nature of the complaint;	
	(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. 	
		A copy of the complaints record required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.	

21.	Cultural Monitoring Plan (CMP)	
	(a)	Prior to the Start of Construction, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works.
	(b)	To achieve the objective, the CMP shall include:
		 requirements for formal dedication or cultural interpretation to be undertaken prior to Start of Construction 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
		 details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol.
	(c)	If Enabling Works involving soil disturbance are undertaken prior to the Start of
		Construction, an Enabling Works CMP shall be prepared by a Suitably Qualified
		Person identified in collaboration with Mana Whenua. This plan may be prepared
		as a standalone Enabling Works CMP or be included in the main Construction Works CMP.
	Advi	ce note:
	desig	re appropriate, the CMP shall align with the requirements of other conditions of the nation and resource consents for the project which require monitoring during struction Works.
4		

22.	Construction Traffic Management Plan (CTMP)			
	(a)	A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.		
		The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable,		
		adverse construction traffic effects.		
	(b)	To achieve this objective, the CTMP shall include:		
		 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 Education Facilities or to manage traffic congestion;		
		(iv) site access routes and access points for heavy vehicles, the size and		
		location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;		
		(v) identification of detour routes and other methods to ensure the safe		
		management and maintenance of traffic flows, including public transport, pedestrians and cyclists;		
		 (vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods; 		
		(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 (ix) being exceeded.		
	(c)	Auditing, monitoring and reporting requirements relating to traffic management		
	. ,	activities shall be undertaken in accordance with the New Zealand Guide to		
		Temporary Traffic Management (April 2023) or any subsequent version.		

Standards Ser	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 s	ensitive 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	0630h - 0730h	45 dB	75 dB				
Holidays	0730h - 1800h	55 dB	85 dB				
	1800h - 2000h	45 dB	75 dB				
Other second division	2000h - 0630h	45 dB	75 dB				
Other occupied bui	0730h – 1800h						
All	1800h – 1730h	70 dB 75 dB					
(b) Where compl			t in Table 22 1 is not				
(b) Where compliance with the noise standards set out in Table 23-1 is not practicable, the methodology in Condition 26 shall apply.							
Construction Vibra	ation Standards						
(a) Construction	vibration shall be m	easured in accord	dance with ISO 4866:20				
Mechanical vibration and shock – Vibration of fixed structures – Guidelines for th							
measurement of vibrations and evaluation of their effects on structures and sha							
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				
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv				
Other occupied buildings		All other buildings At all other times Tables 1 and 3 of DIN4150-3:1999					
buildings All other buildings	At all other times						

25.	Construct	ion Noise and Vibration Management Plan (CNVMP)
	A CN obje imple noise	NVMP shall be prepared prior to the Start of Construction for a Stage of Work. NVMP shall be implemented during the Stage of Work to which it relates. The ctive of the CNVMP is to provide a framework for the development and ementation of the Best Practicable Option for the management of construction e and vibration effects to achieve the construction noise and vibration dards set out in Conditions 23 and 24 to the extent practicable.
	(b) Toa E2o	chieve the objective, the CNVMP shall be prepared in accordance with Annex f the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' S6803:1999) and shall as a minimum, address the following: description of the works and anticipated equipment/processes; hours of operation, including times and days when construction activities would occur;
	(iii)	the construction noise and vibration standards for the project;
	(iv) (v)	identification of receivers where noise and vibration standards apply; 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)	
	(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)	•
	(xiv)	

26.	Schedule to a CNVMP			
	Construct consultati (i) cor sta	 Ile to the CNVMP (Schedule) shall be prepared prior to the Start of tion of an activity to which it relates by a Suitably Qualified Person, in on with the owners and occupiers of sites subject to the Schedule, when: instruction noise is either predicted or measured to exceed the noise ndards in Condition 23, except where the exceedance of the L_{Aeq} criteria to greater than 5 decibels and does not exceed: 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months; or 		
	• •	2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days; nstruction vibration is either predicted or measured to exceed the tegory B standard at the receivers in Condition 24.		
	(b) The object to manag	ctive of the Schedule is to set out the Best Practicable Option measures e noise and/or vibration effects of the construction activity beyond those s set out in the CNVMP.		
	(c) To achiev (i) cor (ii) the (iii) the are dur (iv) for pro car (v) the	we the objective, the Schedule shall include details such as: instruction activity location, start and finish dates; nearest neighbours to the construction activity; predicted noise and/or vibration level for all receivers where the levels appreciated or measured to exceed the applicable standards and predicted ration of the exceedance; works proposed between 2000h and 0630h, the reasons why the posed works must be undertaken during these hours and why they not be practicably undertaken during the daytime; proposed mitigation options that have been selected, and the options t have been discounted as being impracticable and the reasons why;		
	(vi) the the acc	consultation undertaken with owners and occupiers of sites subject to Schedule, and how consultation has and has not been taken into count; and		
	(d) The Sche working d	ation, times and types of monitoring. Edule shall be submitted to the Manager for Certification at least five lays (except in unforeseen circumstances) in advance of Construction at are covered by the scope of the Schedule and shall form part of the		
	submissio	MP Schedule shall be deemed certified five working days from the on of the CNVMP Schedule where no written confirmation of Certification received.		
	Requiring the Scheo Certificati the consu	aterial changes are made to a Schedule required by this condition, the Authority shall consult the owners and/or occupiers of sites subject to dule prior to submitting the amended Schedule to the Manager for on in accordance with (d) above. The amended Schedule shall document Itation undertaken with those owners and occupiers, and how on outcomes have and have not been taken into account.		

 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); E. details of measures to minimise operational disturbance from light spill; and F. details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented. (ii) If an EMP is required in accordance with the Condition 27(b) for the presence of Threatened or At-Risk birds (excluding wetland birds): A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and B. where works are required within the area identified in the Confirmed Biodiversity Area (identified in Schedule 3: Identified Biodiversity Areas) during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds. (iii) If an EMP is required in accordance with Condition 27(b) for the presence of Threatened or At-Risk birds. (iii) If an EMP is required in accordance with Condition 27(b) for the presence of Threatened or At-Risk birds. (iii) If an EMP is required in accordance with Condition 27(b) for the presence of Threatened or At-Risk birds. (iii) If an EMP is required in accordance with Condition 27(b) for the presence of Threatened or At-Risk wetland birds: A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; 	27.	Pre-Construction Ecological Survey		
 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 on impact management measures). The level of effect shall be determined in accordance with Table 10 of the EIANZ Guidelines (or subsequent updated version of that table) as included in Schedule 4 to these conditions. (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)(i) and that effects are likely in accordance with Condition 27(a)(i) and that effects are likely in accordance with Condition 27(a)(i) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 27(a)(i) and that effects are likely in accordance with Condition 27(a)(i) for 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. (b) To achieve the objective, the EMP shall set out the methods which may include: (i) If an EMP is required in accordance with Condition 27(b) for the presence of long tail bats: A. measures to minimise as far as practicable, disturbance from construction activities within the vicinity of any active long tail bat roosts (including matemity) 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 (including matemity) that are discovered and maintained (e.g., through the presence of suitable indigenous or exotic trees or artificial alternatives); E. detalis of how bat connectivity will be provided and maintained (e		shall be ur inform eco	ndertaken by a Suitably Qualified Person. The purpose of the survey is to logical management by:	
 (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 or impact management measures). The level of effect shall be determined in accordance with Table 10 of the EIANZ Guidelines (or subsequent updated version of that table) as included in Schedule 4 to these conditions. (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). 28. Ecological Management Plan (EMP) (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. (b) To achieve the objective, the EMP shall set out the methods which may include:		Area	as recorded in the Identified Biodiversity Area Schedule 3 are still	
 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). 28. Ecological Management Plan (EMP) (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. (b) To achieve the objective, the EMP shall set out the methods which may include:		(ii) cont of e impa acco vers	irming whether the project will or may have a moderate or greater level cological effect on ecological species of value (prior to implementation of act management measures). The level of effect shall be determined in ordance with Table 10 of the EIANZ Guidelines (or subsequent updated ion of that table) as included in Schedule 4 to these conditions.	
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 (b) To achieve the objective, the EMP shall set out the methods which may include: (i) If an EMP is required in accordance with Condition 27(b) for the presence of long tail bats: 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 neasures to minimise operational disturbance from light spill; and F. details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented. (ii) If an EMP is required in accordance with the Condition 27(b) for the presence of the bird breeding season (September to February) where practicable; and B. where works are required within the area identified in the Confirmed Biodiversity Area (identified in Schedule 3: Identified Biodiversity Areas) during the bird breeding season. (September to February) where effects on Threatened or At-Risk birds. (iii) If an EMP is required in accordance with Condition 27(b) for the presence of threatened or At-Risk wetland birds. 		through Co objective c	ondition 27) prior to the Start of Construction for a Stage of Work. The of the EMP is to minimise effects of the project on the ecological features	
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(identified in Schedule 3: Identified Biodiversity Areas) during the bird season, methods to minimise adverse effects on Threatened or At- Risk wetland birds;		Thre	EMP is required in accordance with Condition 27(b) for the presence of eatened or At-Risk wetland birds: how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; where works are required within the Confirmed Biodiversity Area (identified in Schedule 3: Identified Biodiversity Areas) during the bird season, methods to minimise adverse effects on Threatened or At-	

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	be un conse Advice note: Depending on the	 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; 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: a. a 20m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage; 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; 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; d. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and e. minimising light spill from construction areas into wetlands. MP shall be consistent with any ecological management measures to dertaken in compliance with conditions of any regional resource ents granted for the project, the regional consents for the project
		llowing monitoring and management plans: d/or wetland restoration plans;
		restoration plans; and nagement plans (e.g. avifauna, herpetofauna, bats).
29.		
29.	 (a) A NUMP sh The objective working in p (b) To achieve (i) provide works (ii) protective (iii) mana const wear (iv) demoninclude of Pra hazar Petro (c) The NUMP Operator(s) (d) The develop work progra where pract 	shall be prepared in consultation with the relevant Network Utility who have existing assets that are directly affected by the project. oment of the NUMP shall consider opportunities to coordinate future mmes with other Network Utility Operator(s) during detailed design icable.
		shall describe how any comments from the Network Utility Operator in s assets have been addressed.

	(f) Any comments received from the Network Utility Operator shall be considered
	when finalising the NUMP.
	(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
	nal conditions
30.	Low Noise Road Surface
	(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.
31.	Future Resurfacing Work
	 (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: (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. (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.
	Traffic Noise
	For the purposes of Conditions 32 to 43:
	 (a) Building-Modification Mitigation – has the same meaning as in NZS 6806; (b) Design year has the same meaning as in NZS 6806;
	 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 5: Identified PPFs Noise Criteria Categories; (f) Mitigation has the same meaning as in NZS C806:2010 Accuration Back traffic
	 (f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (a) Naise Oritoria Categories – means the annual of professions for equilable.
	 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 (e.g. Categories A, B and C);
	 (h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road- traffic noise – New and altered roads;
	 Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 5: Identified PPFs Noise Criteria Categories; Calacted Militation Options – means the preferred militation entities from the preferred militation entities.
	 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.	The Noise Criteria Categories identified in Schedule 5: Identified 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).
	The Noise Criteria Categories do not need to be complied with at a PPF where: (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.
	Achievement of the Noise Criteria Categories for PPFs shall be by reference to a traffic

	for a set for a birth successful a second in a design war at larget 40 wars of the that			
	forecast for a high growth scenario in a design year at least 10 years after the			
	programmed opening of the project.			
33.	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 5: Identified PPFs			
	Noise Criteria Categories.			
	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).			
34.	Prior to the Start of Construction of the project, a Suitably Qualified Person shall develop			
34.	the Detailed Mitigation Options for the PPFs identified in Schedule 5: Identified PPFs			
	Noise Criteria Categories, taking into account the Selected Mitigation Options.			
25	If the Detailed Mitigation Options would result in the Identified Noise Criteria Category			
35.	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.			
20	The Detailed Mitigation Options shall be implemented prior to Completion of Construction			
36.	of the project, with the exception of any low-noise road surfaces, which shall be			
	implemented within 12 months of Completion of Construction.			
07	Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs			
37.	which, following implementation of all the Detailed Mitigation Options, will not be Noise			
	Criteria Categories A or B and where Building-Modification Mitigation might be required			
	to achieve 40 dB $L_{Aeq(24h)}$ inside Habitable Spaces ('Category C Buildings').			
00	Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring			
38.	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.			
20	For each Category C Building identified, the Requiring Authority is deemed to have			
39.	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 L _{Aeq(24h)} inside			
	habitable spaces; and			
	(b) the options available for Building-Modification Mitigation to the building, if required;			
	and			
	(c) that the owner has three months to decide whether to accept Building-Modification			
	Mitigation to the building and to advise which option for Building-Modification			
	Mitigation the owner prefers, if the Requiring Authority has advised that more than			
	one option is available.			
41	Once an agreement on Building-Modification Mitigation is reached between the Requiring			
41.	Once an agreement on Building-Modification Mitigation is reached between the Requiring			
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,			
41.	Once an agreement on Building-Modification Mitigation is reached between the Requiring			

42.	Subject to Condition 39, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 41 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 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.	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable.		

Attachments – Pukekohe North West Arterial

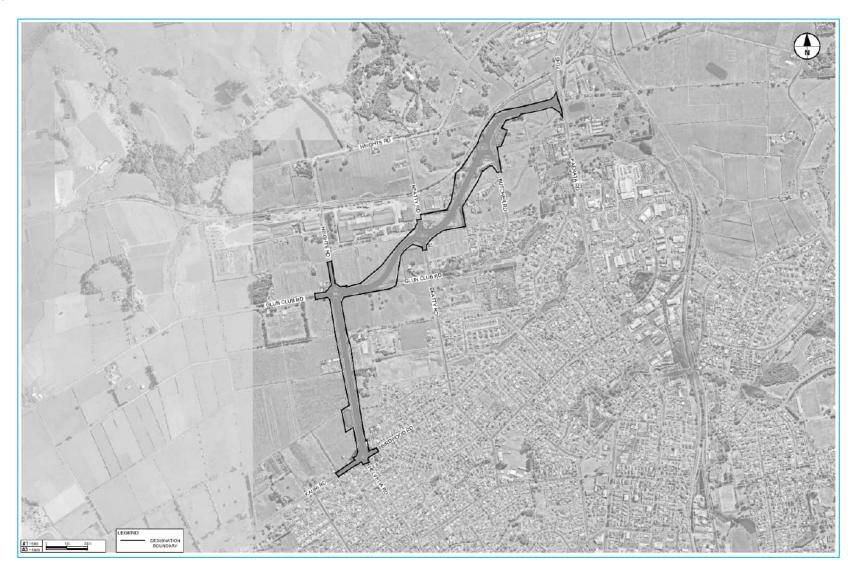
Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is for the construction, operation and maintenance of a transport corridor between Helvetia Road, Pukekohe and State Highway 22, Paerata including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- a) a transport corridor including active mode facilities;
- b) associated works including intersections, bridges, embankments, retaining walls, culverts, stormwater management systems;
- c) changes to local roads, where the proposed work intersects with local roads; and
- d) construction activities including construction areas and the re-grading of driveways.

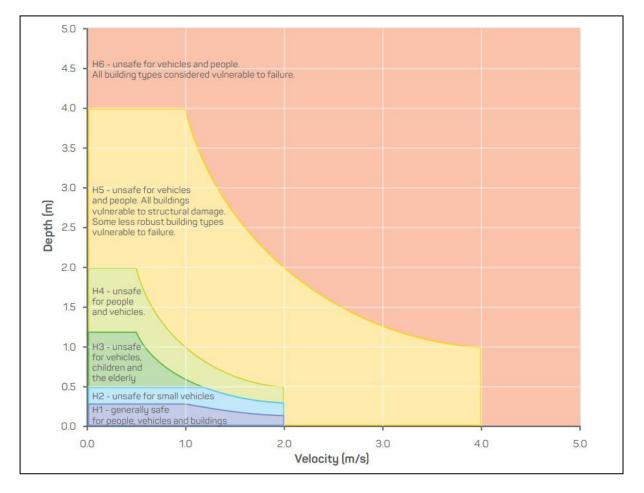
Concept Plan



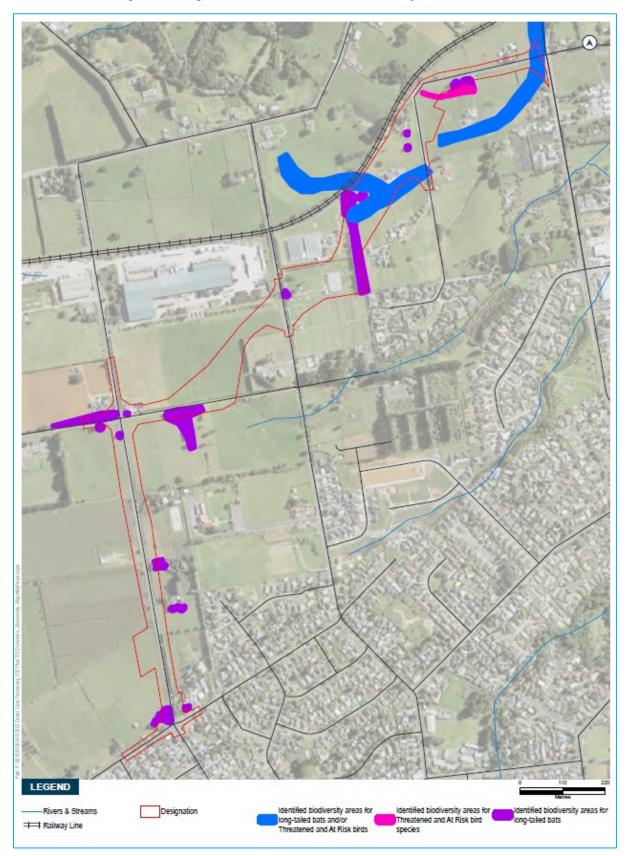
Schedule 2: Flood Hazard Class

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: Ecological Management Plan Identified Biodiversity Areas

Schedule 4: Table 10 of the 2018 EIANZ Guidelines

Ecological Value →	Very high	High	Moderate	Low	Negligible
Magnitude ↓					
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain

Criteria for describing level of effects (Adapted from Regini (2000) and Boffa Miskell (2011))

Schedule 5: Identified PPFs Noise Criteria Categories

PPFs assessed against the Altered Road criteria

PPF Address	Noise Criteria Category
107 Helvetia Road, Pukekohe	A
1210 Paerata Road, Pukekohe	A
95 Helvetia Road, Pukekohe	A
128 Helvetia Road, Pukekohe	A
122 Helvetia Road, Pukekohe	A
118 Helvetia Road, Pukekohe	A
120 Helvetia Road, Pukekohe	A
124 Helvetia Road, Pukekohe	A
99A Helvetia Road, Pukekohe	A
222 Heights Road, Pukekohe	A
101 Helvetia Road, Pukekohe	A
103 Helvetia Road, Pukekohe	A
105 Helvetia Road, Pukekohe	A
97 Helvetia Road, Pukekohe	A
126 Helvetia Road, Pukekohe	A
4 Birdwood Road, Pukekohe	A
10 Butcher Road, Pukekohe	A
116 Helvetia Road, Pukekohe	A
34 Gun Club Road, Pukekohe	A
10 Kauri Road, Pukekohe	A
106 Beatty Road, Pukekohe	A
270 Helvetia Road, Pukekohe	A
6A Birdwood Road, Pukekohe	A
256 Helvetia Road, Pukekohe	A
248 Helvetia Road, Pukekohe	A

PPF Address	Noise Criteria Category
3B Birdwood Road, Pukekohe	А
3A Birdwood Road, Pukekohe	A
7 Birdwood Road, Pukekohe	A
8 Birdwood Road, Pukekohe	A
6 Birdwood Road, Pukekohe	A
12 Birdwood Road, Pukekohe	A
10 Birdwood Road, Pukekohe	A
24 Kauri Road, Pukekohe	A
126A Helvetia Road, Pukekohe	A
222 Helvetia Road, Pukekohe	A
8A Birdwood Road, Pukekohe	A
12 Kauri Road, Pukekohe	A
120A Helvetia Road, Pukekohe	A
5A Birdwood Road, Pukekohe	A
101A Helvetia Road, Pukekohe	A
6 Wairua Place, Pukekohe	A
99B Helvetia Road, Pukekohe	A
5 Birdwood Road, Pukekohe	A
14 Kauri Road, Pukekohe	A
16 Kauri Road, Pukekohe	A
22 Kauri Road, Pukekohe	A

PPFs assessed against the New Road criteria

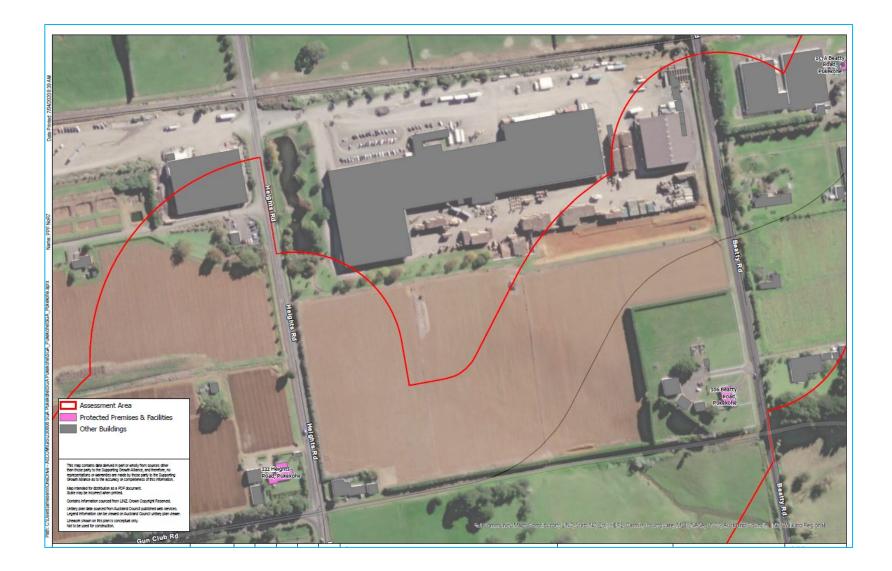
PPF Address	
114 Butcher Road, Pukekohe	A
157A Beatty Road, Pukekohe	A
64 Butcher Road, Pukekohe	A
62 Butcher Road, Pukekohe	A

PPF Address	
57 Butcher Road, Pukekohe	А
17 Butcher Road, Pukekohe	А

PPF Location Maps











Attachment B: Clause 20A to Designation 1845



Memo

Date 03/12/2024

To: Celia Davison, Manager Planning Central/South

From: Joy LaNauze, Senior Policy Planner

Subject: Plan Modification: Clause 20A error correction to Auckland Unitary Plan (Operative in Part 2016)

I seek your approval to correct two errors pursuant to clause 20A, schedule 1, Resource Management Act 1991:

A local authority may amend, without using the process in this schedule, an operative policy statement or plan to correct any minor errors.

You have delegated authority, as a tier four manager, to make a decision to correct an error under clause 20A. Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register authorises all powers, functions, and duties under RMA's first schedule (except clause 17 which cannot be delegated) to tier four positions.

Provision in AUP or HGI	Amend Auckland Unitary Plan (Operative in Part) Chapter K – Schedules and
District Plan	Designations (Auckland Transport) Designation 1845 Paerata Connections
Subject site and legal	Between the two extents of Sim Road, Paerata across the North Island Main
description (if	Trunk Rail Line and between Paerata Rail Station and Sim Road, Paerata.
applicable)	
	Notice of requirement lodged by Auckland Transport for two new transport
	connections including active mode facilities and associated infrastructure.
	One between the two extents of Sim Road, Paerata across the North Island
	Main Trunk Rail Line. The second between Paerata Rail Station and Sim Road,
	Paerata.
Nature of error	A Clause 20A modification is required to correct two minor errors in
	Designation 1845 in the Auckland Unitary Plan (Operative in Part)
	Discussion:
	On 13 October 2023, an application from the Requiring Authority (Auckland
	Transport) was publicly notified for six notices of requirement comprising part
	of the Pukekohe Transport Network.
	Designation 1845 relates to "Paerata Connections", which was Notice of
	Requirement 3, for two new transport connections including active mode
	facilities. One between the two extents of Sim Road, Paerata across the North
	Island Main Trunk Rail Line. The second between Paerata Rail Station and Sim
	Road, Paerata.
	Auckland Transport issued their decision relating to Notice of Requirement 3
	on 3 October 2024. No appeals to the decision have been received.
	Designation 1845 is being confirmed in the AUP(OIP) on 13 December 2024.
	Two minor corrections to Designation 1845 condition text are required to
	conform with the AUP(OIP) designation condition style guide as follows:
	remove the hyphen between the designation number and name in the
	heading, and remove the and designation location cross reference in the
	neading, and remove the and designation location cross reference in the

	"Attachments" heading of the designation	
	"Attachments" heading of the designation.	
	The Clause 20A changes have been agreed with Auckland Transport.	
Effect of change	 The Clause 20A changes remove the hyphen in the designation name header, and the designation location cross reference in the "Attachments" heading of the designation. The hyphen removal is a style matter. Now that the designation is being confirmed, it has a unique number in the Auckland Unitary Plan (Operative in Part), so the "Attachments" section can therefore now be clearly understood to relate to that designation number, so the location cross reference is no longer required. The changes therefore are to correct minor errors, and are neutral (they would not affect the rights of some members of the public) 	
Changes required to be	Amend Auckland Unitary Plan (Operative in Part) Chapter K Designations	
made (text and/or in-	(Auckland Transport) Designation 1845 by deleting the hyphen in between	
text diagrams)	the designation number and name in the title and location cross reference to	
	"Paerata Connections" in the "Attachments" heading to read:	
	1845 - Paerata Connections	
	Attachments Paerata Connections	
	Schedule 1:	
Changes required to be	N/A	
made (AUP or HGI		
maps)		
Attachments	Attachment 1: Corrections to text (strikethrough/underlining)	
	Attachment 2: Corrected text	

Maps prepared by:	Text Entered by:
N/A	Maninder Kaur-Mehta
Geospatial Specialist	Planning Technician
Signature:	Signature:
	Alto Sourr.
Prepared by:	Reviewed by:
Joy LaNauze	Craig Cairncross
Senior Policy Planner	Team Leader
Signature:	Signature:
Intarbuze	
Decision:	
I agree to correct the errors under clause 20A,	
schedule 1, RMA 1991 using my delegated authority	
Celia Davison	

Manager Planning – Central/South Date: Signature:

Attachment 1: Corrections to text (strikethrough/underlining)

Page 1

1845 - Paerata Connections

Designation Number	1845
Requiring Authority	Auckland Transport
Location	Between the two extents of Sim Road, <u>Paerata</u> across the North Island Main Trunk Rail Line and between <u>Paerata</u> Rail Station and Sim Road, <u>Paerata</u> .
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.

Purpose

The construction, operation, and maintenance of transport corridors.

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Attachments - Paerata Connections

Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is for the construction, operation and maintenance of two new transport connections including active transport facilities and associated infrastructure. One transport corridor is located between the two extents of Sim Road, <u>Paerata</u> across the North Island Main Trunk Rail Line and the second connection is between <u>Paerata</u> Rail Station and Sim Road, <u>Paerata</u>. The proposed work is shown in the following Concept Plan and includes:

- (a) construction of new transport corridors including active mode facilities;
- (b) associated works including intersections, bridges, embankments, retaining walls, culverts, stormwater management <u>systems;</u>
- (c) changes to local roads, where the proposed work intersects with local roads; and
- (d) construction activities including, construction areas and the re-grading of driveways.

Attachment 2: Corrected text

Page 1

1845 Paerata Connections

Designation Number	1845
Requiring Authority	Auckland Transport
Location	Between the two extents of Sim Road, <u>Paerata</u> across the North Island Main Trunk Rail Line and between <u>Paerata</u> Rail Station and Sim Road, <u>Paerata</u> .
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.

Purpose

The construction, operation, and maintenance of transport corridors.

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Attachments

Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is for the construction, operation and maintenance of two new transport connections including active transport facilities and associated infrastructure. One transport corridor is located between the two extents of Sim Road, <u>Paerata</u> across the North Island Main Trunk Rail Line and the second connection is between <u>Paerata</u> Rail Station and Sim Road, <u>Paerata</u>. The proposed work is shown in the following Concept Plan and includes:

- (a) construction of new transport corridors including active mode facilities;
- (b) associated works including intersections, bridges, embankments, retaining walls, culverts, stormwater management <u>systems;</u>
- (c) changes to local roads, where the proposed work intersects with local roads; and
- (d) construction activities including, construction areas and the re-grading of driveways.

Attachment C: Updated Auckland Transport South Schedule and new designation text (Underlined)

Designation Schedule - Auckland Transport (3/3)

South

Number	Description	Location
1800	Lapsed	
1801	Lapsed	
1802	Road widening	128 Ormiston Road, Flat Bush
1804	Public off-street parking	143 Pakuranga Road, Pakuranga
1805	Car park and service lane	20 and 24 Uxbridge Road, Howick
1806	Road widening	109 and 129 Beachlands Road, 373, 460, 465, 469, 482, 492, 509, 529, 533, 600, 601-605, 639, 645-651, 650, 691, 702, 712, 722, 732, 746, 751, 758, 770, 781, 824, 830, 855, 865-867 and 897 Whitford-Maraetai Road and 49 and 110A Jack Lachlan Drive, Whitford (Stages 5, 6 and 7)
1807	New road (Whitford Bypass)	40, 51, 54, 58, 83, 133, 172, 173, 201, 227, 231, 230, 232, 238, 250, 257, 284, 330, 371, 374, 376 and 385 Whitford Park Road, 2, 21, 35, 91, 97, 101 and 401 Trig Road, 18, 24 and 30 Saleyard Road, 500 Brookby Road, 53 Polo Lane, 1 and 2 Turanga Road, 49 Clifton Road and 46, 53R, 104R, 109, 130, 150, 186, 299, 373 and 404 Whitford-Maraeitai Road (Stages 1, 2, 3 and 4)
1808	Road widening	Ormiston Road and Chapel Road, Flat Bush
1809	Road widening	2, 5, 17, 22-38, 47-59, 56-60 and 67 Allens Road, 3-9 Smales Road, 1 and 2 Harris Road, 2 Ross Reid Place and 61 Sir William Avenue, East Tamaki
1810	Car parking asset	24 Hall St, Pukekohe
1811	Public off-street parking	27 Moore Street, Howick
1812	Public off-street parking	4 Tobin Street, Pukekohe
1813	Public off-street parking	21 Wallace Road, Papatoetoe
1814	Withdrawn	
1815	Withdrawn	
1816	Public off-street parking	27 Charles Street, Paptoetoe
1817	Public off-street parking	2 Davies Avenue, Manukau
1818	Withdrawn	
1819	Public off-street parking	41 Moore Street (Fencible Drive), Howick
1820	Public off-street parking	1-13 Maich Road, Papkura
1821	Public off-street parking	26-32 O'Shannessy Street, Papakura
1822	Public off-street parking	8 Davies Avenue, Manukau
1823	Public off-street parking	37 Coles Crescent, Papakura
1824	Public off-street parking	15 Eric Baker Place, Paptoetoe
1825	Withdrawn	

1826	Public off-street parking	1R Newbury Street, Otara
1827	Public off-street parking	21 Shirley Road, Papatoetoe
1828	Public off-street parking	9 Wellington Street (Picton Street), Howick
1829	Public off-street parking	7 Massey Avenue, Pukekohe
1830	Public off-street parking	4 Wellington Street, Howick
1831	Public off-street parking	1-49 Waddon Place and 121 Bader Drive, Mangere
1832	Public off-street parking	Constable Road (corner King Street), Waiuku
1833	Road widening	Flat Bush School Road and Murphys Road, Flat Bush
1834	Road widening	21 and 39 Flat Bush School Road and 66 Thomas Road, Flat Bush
1835	Upgrade intersection at East Tamaki, Ormiston and Preston Roads in Otara	267Z, 279, 279A, 279B, 279C, 279D, 279E, 279F, 279G, 279H, 279I, 283, 285 and 287 East Tamaki Road, 2, 4, 6, 1/6, 2/6, 3/6, 4/6, 5/6, 6/6, 7/6, 8/6 and 8 Ormiston Road and 208, 208A and 243 Preston Road
1836	The purpose of the designation is to enable the Requiring Authority to widen and upgrade the Redoubt Road-Mill Road Corridor. The public works are required in order to provide future corridor capacity to support growth identified within the Takanini and wider southern area and provide an alternate north/south corridor to State Highway 1.	Parts of Redoubt Road, Mill Road and Murphy's Road
1837	Construction, operation and maintenance of an arterial transport corridor	Ponga Road and Ōpāheke Road from Jack Paterson Road intersection to Settlement Road intersection
1838	Construction, operation and maintenance of an arterial transport corridor.	Waihoehoe Road east of Fitzgerald Road to Drury Hills Road
1839	Construction, operation and maintenance of an arterial transport corridor.	Land between Hunua Road and Waihoehoe Road
1840	Construction, operation and maintenance of an arterial transport corridor	Land between Jesmond Road and Waihoehoe Road West
1841	Construction, operation, and maintenance of the Eastern Busway Stage 2.	EB2 is located at Pakuranga Town Centre and encompasses works on Ti Rakau Drive, Pakuranga Road, Reeves Road, Cortina Place and the South-Eastern Highway (SEART).
1842	Construction, operation and maintenance of an upgrade to Puhinui Road between Plunket Avenue and the SH20/20B Interchange for a	Puhinui Station (in the vicinity of Plunket Avenue) to SH20/20B Interchange

	BRT corridor, walking and cycling facilities and associated infrastructure.	
1843	Construction, operation and maintenance of an extension to Puhinui Road between the SH20/20B Interchange and Orrs Road for a BRT corridor, walking and cycling facilities and associated infrastructure.	SH20/20B Interchange to Orrs Road
1844	The construction, operation, and maintenance of a transport corridor.	From the intersection of State Highway 22 and Jesmond Road to the edge of the Future Urban Zone near Runciman Road, Drury.
<u>1845</u>	The construction, operation, and maintenance of transport corridors.	Between the two extents of Sim Road, Paerata across the North Island Main Trunk Rail Line and between Paerata Rail Station and Sim Road, Paerata.

1845 Paerata Connections

Designation Number	<u>1845</u>
Requiring Authority	Auckland Transport
Location	Between the two extents of Sim Road, Paerata across the North Island Main Trunk Rail Line and between Paerata Rail Station and Sim Road, Paerata.
<u>Lapse Date</u>	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.

Purpose

The construction, operation, and maintenance of transport corridors.

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
<u>CEMP</u>	Construction Environmental Management Plan
<u>Certification of material</u> <u>changes to management</u> <u>plans</u>	 <u>Confirmation from the Manager that a material change to a management plan has been prepared in accordance with the condition to which it relates.</u> <u>A material change to a management plan shall be deemed certified:</u> (a) where the Requiring Authority has received written confirmation from the Manager that the material change to the management plan is certified; or (b) 10 working days from the submission of the material change to the management plan where no written confirmation of certification has been received
<u>CMP</u>	Cultural Monitoring Plan
<u>CNVMP</u>	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
Developer	to the designation
Development Agency	Public entities involved in development projects
Education Facility	Facility used for education to secondary level.
	 Includes: schools and outdoor education facilities; and
	 accommodation, administrative, cultural, religious, health, retail
	and communal facilities accessory to the above.
	Excludes:
	 <u>care centres; and</u> tertiary education facilities.
EIANZ Guidelines	Ecological Impact Assessment: EIANZ Guidelines for use in New
	Zealand: terrestrial and freshwater ecosystems, second edition, dated
	<u>May 2018</u>
EMP	Ecological Management Plan
Enabling Works	Includes, but is not limited to, the following and similar activities:
	 (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations;
	 (b) <u>archaeological site investigations;</u> (c) formation of access for geotechnical investigations;
	(d) establishment of site yards, site entrances and fencing;
	(e) <u>constructing and sealing site access roads;</u>
	 (f) <u>demolition or removal of buildings and structures;</u> (g) <u>relocation of services; and</u>
	(h) establishment of mitigation measures (such as erosion and
	sediment control measures, temporary noise walls, earth
	bunds and planting).
Identified Biodiversity Area	<u>Means an area or areas of features of ecological value where the</u> 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
<u>Manager</u>	<u>The Manager – Resource Consents of the Auckland Council, or</u> authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be,
	but not limited to, the following (in no particular order), who at the
	time of Notice of Requirement expressed a desire to be involved in the project:
	(a) Ngaati Te Ata Waiohua
	(b) <u>Ngāti Tamaoho</u>
	(c) <u>Te Ākitai Waiohua</u>
	(d) <u>Ngāti Whanaunga</u> Note: other iwi not identified above may have an interest in the
	project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NoR	Notice of Requirement
NUMP	Network Utilities Management Plan
<u>Outline Plan</u>	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
	<u>Construction Works to be the main point of contact for persons</u> wanting information about the project or affected by the Construction
	Works
Protected Premises and	Protected Premises and Facilities as defined in New Zealand
Facilities (PPF)	Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and
	altered roads

Requiring Authority	Has the same meaning as section 166 of the RMA and, for this designation is Auckland Transport
RMA	Resource Management Act 1991
SCEMP	Stakeholder Communication and Engagement Management Plan
<u>Stakeholder</u>	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) Education 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
ULDMP	Urban and Landscape Design Management Plan

General	condit	tions
1.	Activ	vity in General Accordance with Plans and Information
	(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:
		(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.	<u>Proje</u>	ect Information
	(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:
		 (i) <u>the status of the project;</u> (ii) <u>anticipated construction timeframes;</u>
		 (ii) <u>anticipated construction timeframes;</u> (iii) <u>contact details for enquiries;</u>
		(iv) the implications of the designation for landowners, occupiers and business
		owners and operators within the designation and where they can receive
		additional advice;
		(v) <u>a subscription service to enable receipt of project updates by email; and</u>
		(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.
3.	Land	l use Integration Process
	(a)	The Requiring Authority shall set up a Land use Integration Process for the
		period between confirmation of the designation and the Start of Construction.
		The purpose of this process is to encourage and facilitate the integration of
		master planning and land use development activity on land directly affected or
		adjacent to the designation. To achieve this purpose:
		 the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required
		to be established by Condition 2(b)(iii); and
		(ii) the nominated contact shall be the main point of contact for a Developer or
		Development Agency wanting to work with the Requiring Authority to
		integrate their development plans or master planning with the designation.
	(b)	At any time prior to the Start of Construction, the nominated contact will be
	``'	available to engage with a Developer or Development Agency for the purpose of:
		(i) responding to requests made to the Requiring Authority for information
		regarding design details that could assist with land use integration; and
		(ii) receiving information from a Developer or Development Agency regarding
		master planning or land development details that could assist with land
		use integration.
	(c)	Information requested or provided under Condition 3(b) above may include but
		not be limited to the following matters:
		(i) <u>design details including but not limited to:</u>
		A. <u>boundary treatment (e.g. the use of retaining walls or batter slopes);</u>
		B. <u>the horizontal and vertical alignment of the road (levels);</u>
		C. <u>potential locations for mid-block crossings;</u>
		D. <u>integration of stormwater infrastructure; and</u>
		E. <u>traffic noise modelling contours.</u>

		(ii) <u>potential modifications to the extent of the designation in response to</u>
		information received through Condition 3(b)(ii);
		(iii) <u>a process for the Requiring Authority to undertake a technical review of or</u>
		provide comments on any master planning or development proposal
		advanced by the Developer or Development Agency as it relates to
		integration with the project; and
		(iv) details of how to apply for written consent from the Requiring Authority for
		any development proposal that relates to land that is within the designation under section 176(1)(b) of the RMA.
	(d)	Where information is requested from the Requiring Authority and is available, the
	(u)	nominated contact shall provide the information unless there are reasonable
		grounds for not providing it.
	(e)	The nominated contact shall maintain a record of the engagement between the
	(-)	Requiring Authority and Developers and Development Agencies for the period
		following the date in which this designation is included in the AUP through to the
		Start of Construction for a Stage of Work. The record shall include:
		(i) a list of all Developers and Development Agencies who have indicated
		through the NoR 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) <u>details of any requests to co-ordinate the forward work programme, where</u>
	(5)	appropriate, with Development Agencies and Network Utility Operators.
	(f)	<u>The record shall be submitted to Council for information 10 working days prior to</u> the Start of Construction for a Stage of Work.
-	-	
4.	-	ceholder Communication and Engagement Design
	(a)	At least six months prior to the start of detailed design for a Stage of Work, the
		Requiring Authority shall identify: (i) <u>a list of Stakeholders;</u>
		(ii) <u>a list of properties within the designation which the Requiring Authority</u>
		does not own or have occupation rights to; and
		(iii) methods to engage with Stakeholders and the owners and occupiers of
		properties identified in (a)(i) – (ii) above.
	(b)	A record of (a) shall be submitted to the Manager for information with an Outline
		Plan for the relevant Stage of Work.
5.	Dosi	ignation Review
5.		oon as reasonably practicable following Completion of Construction, the Requiring
		nority shall:
	(a)	review the extent of the designation to identify any areas of designated land that
	(4)	it no longer requires for the on-going operation, maintenance or mitigation of
		effects of the project; and
	(b)	give notice to the Manager in accordance with section 182 of the RMA for the
	()	removal of those parts of the designation identified above.
6.	Laps	se
		ccordance with section 184(1)(c) of the RMA, this designation shall lapse if not
		n effect to within 20 years from the date on which it is included in the AUP.
7.		work Utility Operators (Section 176 Approval)
	(a)	Prior to the start of Construction Works, Network Utility Operators with existing
	(a)	infrastructure located within the designation will not require written consent under
		section 176 of the RMA for the following activities:
		(i) <u>operation, maintenance and repair works;</u>
		(ii) minor renewal works to existing network utilities necessary for the on-
		going provision or security of supply of network utility operations;
		(iii) minor works such as new service connections; and

		(iv) the upgrade and replacement of existing network utilities in the same		
		location with the same or similar effects on the works authorised by the		
		designation as the existing utility.		
	(b)	To the extent that a record of written approval is required for the activities listed		
8.		above, this condition shall constitute written approval.		
0.	<u>Sec</u>	tion 176 Approval Exemption		
	(a)	Prior to the start of the formal acquisition process under the Public Works Act 1981 for a property, or submission of the Outline Plan to the Requiring Authority, persons on properties zoned Rural or Future Urban will not require written consent under section 176 of the RMA for the following activities: (i) internal alterations;		
		(ii) <u>one extension to an existing structure as at 2023, up to 30m²;</u>		
		(iii) <u>temporary or relocatable structures, provided they are removed from the</u> <u>site and the land is reinstated (including closing and capping any</u> <u>associated services) at the landowner's expense prior to the start of</u>		
		<u>Construction Works. The landowner shall be responsible for any resource</u> consent required for the structures, their removal or relocation;		
		 (iv) <u>one above ground rainwater tank up to 50,000 litres and any associated</u> <u>mobile farming irrigation system;</u> 		
		 (v) <u>one single storey farming accessory building under 30m² such as a farming shed or building to house animals; and</u> (vi) <u>animal series next and wing and part and pair farming farmers</u> 		
	(b)	(vi) <u>animal pens, post and wire and post and rail farming fences.</u> To the extent that a record of written approval is required for the activities listed		
	(5)	above, this condition shall constitute written approval.		
Pre-cons	struct	ion conditions		
9.	Out	line Plan		
	(a)	An Outline Plan (or Plans) shall be prepared in accordance with section 176A of		
		the RMA.		
	(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		
	(c)	the project. 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:		
		(i) <u>Construction Environmental Management Plan;</u>		
		 (ii) <u>Construction Traffic Management Plan;</u> (iii) <u>Construction Noise and Vibration Management Plan;</u> 		
		(iv) Network Integration Management Plan;		
		(v) <u>Urban and Landscape Design Management Plan;</u>		
		(vi) Ecological Management Plan; and		
		(vii) <u>Network Utilities Management Plan.</u>		
		od Hazard the surgess of Condition 10:		
		the purpose of Condition 10: AEP – means Annual Exceedance Probability;		
	``'	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;		
		Flood Prone Area – means potential ponding areas that may flood in a 1% AEP event and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features. Identification of a potential		
		Flood Prone Area would be by an assessment of residual flood risk in a 1% AEP		
		event (e.g. from blockage of the project stormwater network) on land outside and		
	(d)	<u>adjacent to the designation following the application of Conditions $10(a)(i) - (v)$;</u> <u>Maximum Probable Development – is the design case for consideration of future</u> 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.	Flood Hazard
	(a) The project shall be designed to achieve the following flood risk outcomes beyond
	the boundary of the designation:
	 (i) <u>no increase in flood levels in a 1% AEP event for Existing Authorised</u> <u>Habitable Floors that are already subject to flooding or have a freeboard less</u> than 500mm;
	(ii) <u>no increase in flood levels in a 1% AEP event for authorised community,</u>
	commercial, industrial and network utility building floors existing at the time
	the Outline Plan is submitted that are already subject to flooding or have a
	freeboard less than 300mm;
	(iii) <u>maximum of 50mm increase in flood levels in a 1% AEP event outside and</u> adjacent to the designation boundary between the Pre-Project Development
	and Post-Project Development scenarios;
	(iv) no increase of Flood Hazard Class for the main access to authorised
	habitable dwellings existing at the 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; and
	(v) <u>no new Flood Prone Areas.</u>
	(b) <u>Compliance with this condition shall be demonstrated in the Outline Plan, which</u>
	shall include flood modelling of the Pre-Project Development and Post-Project
	Development 1% AEP flood levels (for Maximum Probable Development land use
	with allowances for climate change). (c) <u>Where:</u>
	(i) the flood risk outcomes in (a) can be achieved through alternative measures
	outside of the designation such as flood stop banks, flood walls, raising
	Existing Authorised Habitable Floor level and new overland flow paths; or
	(ii) <u>the outcomes are varied at specific location(s) through agreement with the</u> relevant landowner,
	confirmation shall be provided to the Manager that any necessary landowner
	agreement and statutory approvals have been obtained for that alternative
	measure or varied outcome.
11.	Existing property access
	Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the
	project. The Outline Plan shall demonstrate how safe reconfigured or alternate access
	will be provided, unless otherwise agreed with the affected landowner.
12.	Management Plans
	(a) <u>Any management plan shall:</u>
	(i) <u>be prepared and implemented in accordance with the relevant</u>
	management plan condition;
	 (ii) <u>be prepared by a Suitably Qualified Person(s);</u> (iii) <u>include sufficient detail relating to the management of effects associated</u>
	with the relevant activities and/or Stage of Work to which it relates;
	(iv) <u>be submitted as part of an Outline Plan pursuant to section 176A of the</u>
	RMA, with the exception of SCEMPs and CNVMP Schedules; and
	(v) <u>once finalised, uploaded to the project website or equivalent virtual</u>
	(b) <u>Any management plan developed in accordance with Condition 12 may:</u>
	(i) <u>be submitted in parts or in stages to address particular activities (e.g.</u>
	design or construction aspects), a Stage of Work of the project, or to
	address specific activities authorised by the designation;

		(ii) except for material changes, be amended to reflect any changes in design,
		construction methods or management of effects without further process;
	(c)	Information shall be submitted with the management plan (or revised plan as
		referred to in (d) below) which summarises outcomes of consultation and any
		input received from Mana Whenua and Stakeholders as required by the relevant
		management plan condition. The summary shall note how this input has been
	(1)	incorporated or reflected in the management plan, or if not, the reasons why;
	(d)	If there is a material change required to a management plan which has been
		submitted with an Outline Plan, the revised part of the plan shall be submitted to the Manager as an update to the Outline Plan or for Certification as soon as
		practicable following identification of the need for a revision; and
	(e)	Any material changes to the SCEMP(s) are to be submitted to the Manager for
	(0)	information.
13.	Stak	eholder Communication and Engagement Management Plan (SCEMP)
	(a)	A SCEMP shall be prepared in consultation with relevant Stakeholders prior to
	(4)	the Start of Construction. The objective of the SCEMP is to identify how the
		public and Stakeholders will be engaged with throughout Construction Works.
	(b)	To achieve the objective, the SCEMP shall include:
		(i) <u>a list of Stakeholders;</u>
		(ii) the contact details for the Project Liaison Person. These details shall be on
		the project website, or equivalent virtual information source, and
		prominently displayed at the main entrance(s) to the site(s);
		(iii) <u>methods for engaging with Mana Whenua, to be developed in consultation</u>
		with Mana Whenua;
		(iv) methods and timing to engage with owners and occupiers whose access is
		 <u>directly affected;</u> (v) <u>methods to communicate key project milestones and the proposed hours</u>
		 (v) <u>methods to communicate key project milestones and the proposed hours</u> of construction activities including outside of normal working hours and on
		weekends and public holidays, to the parties identified in (b)(i) above; and
		(vi) linkages and cross-references to communication and engagement
		methods set out in other conditions and management plans where
		relevant.
	(c)	Any SCEMP prepared for a Stage of Work shall be submitted to the Manager for
		information a minimum of 10 working days prior to the Start of Construction for a
	•	Stage of Work.
14.	-	ural Advisory Report
	(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.
	(b)	To achieve the objective, the Requiring Authority shall invite Mana Whenua to
	()	prepare a Cultural Advisory Report that:
		(i) identifies the cultural sites, landscapes and values that have the potential
		to be affected by the construction and operation of the project;
		(ii) sets out the desired outcomes for management of potential effects on
		cultural sites, landscapes and values;
		(iii) identifies traditional cultural practices within the area that may be impacted
		by the project;
		(iv) identifies opportunities for restoration and enhancement of identified
		cultural sites, landscapes and values within the project area;
		 (v) taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the
		ULDMP (Conditions 16 - 18), and the CMP (Condition 21); and
		(vi) identifies and (if possible) nominates traditional names along the project
		alignment. Noting there may be formal statutory processes outside the
		project required in any decision-making.

	(c)	The desired outcomes for management of potential effects on cultural sites,	
		landscapes and values identified in the Cultural Advisory Report shall be	
		discussed with Mana Whenua and those outcomes reflected in the relevant	
		management plans where practicable; and	
	(d)	Conditions 14(b) and (c) will cease to apply if:	
		(i) <u>Mana Whenua have been invited to prepare a Cultural Advisory Report by</u>	
		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.	Netv	vork Integration Management Plan (NIMP)	
	(a)	At least six months prior to the start of detailed design for a Stage of Work, the	
		Requiring Authority shall prepare, in collaboration with other relevant transport	
		authorities, a Network Integration Management Plan (NIMP).	
	(b)	The objective of the NIMP is to identify how the project will integrate with the	
	. ,	planned transport network in the Pukekohe, Paerata and Drury West growth	
		areas to achieve an effective, efficient and safe land transport system. To	
		achieve the objective, the NIMP shall include details of the:	
		(i) project implementation approach and any staging of the project, including	
		both design, management and operational matters; and	
		(ii) <u>sequencing of the project with the planned transport network, including</u>	
		both design, management and operational matters.	
	L Lula a		
ļ		an and Landscape Design Management Plan (ULDMP)	
16.	(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:	
		(i) <u>enable integration of the project's permanent works into the surrounding</u>	
		landscape and urban context; and	
		(ii) <u>ensure that the project manages potential adverse landscape and visual</u>	
		effects as far as practicable and contributes to a quality urban	
		<u>environment.</u>	
	(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 Cultural	
		Advisory Report (Condition 14) may be reflected in the ULDMP.	
	(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.	
17.	(a)	To achieve the objective set out in Condition 16, the ULDMP(s) shall provide	
	()	details of how the project:	
		(i) is designed to integrate with the adjacent urban (or proposed urban) and	
		landscape context, including the surrounding existing or proposed	
		topography, urban environment (e.g. centres and density of built form),	
		natural environment (e.g. minimise effects on streams where practicable),	
		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);	
		(iv) promotes a sense of personal safety by aligning with best practice	
		guidelines, such as:	
		A. <u>Crime Prevention Through Environmental Design (CPTED)</u>	
		principles; B Sefet v in Design (SID) requirementer and	
		B. <u>Safety in Design (SID) requirements; and</u>	
		C. <u>Maintenance in Design (MID) requirements and anti-vandalism/anti-</u>	
		graffiti measures;	
		(v) has responded to matters identified through the Land use Integration	
		Process (Condition 3); and	
	(b)	The ULDMP shall be prepared in general accordance with:	
		(i) <u>Auckland Transport's Urban Roads and Streets Design Guide;</u>	

		(ii)	New Zealand Transport Agency Urban Design Guidelines: Bridging the
		(;;;;)	<u>Gap (2013) or any subsequent updated version;</u> New Zealand Transport Agency Landscape Guidelines (2018) or any
		(iii)	subsequent updated version;
		(iv)	New Zealand Transport Agency P39 Standard Specification for Highway
			Landscape Treatments (2013) or any subsequent updated version; and
		(v)	Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated
18.	The		<u>version.</u> IP(s) shall include:
10.	(a)		ncept plan – which depicts the overall landscape and urban design concept,
	· · /		explain the rationale for the landscape and urban design proposals;
	(b)		eloped design concepts, including principles for walking and cycling facilities
	(c)		<u>public transport;</u> scape and urban design details – that cover the following:
	(0)	(i)	road design – elements such as intersection form, carriageway gradient
		(1)	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
		(ii)	<u>and treatment;</u> <u>roadside elements – such as lighting, fencing, wayfinding and signage;</u>
		(iii)	architectural and landscape treatment of all major structures, including
		<i></i> 、	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
		(<i>, ,</i> ;;;)	dedicated pedestrian/cycle bridges or underpasses;
		(viii) (ix)	<u>re-instatement of construction and site compound areas; and</u> features disturbed during construction and intended to be reinstated such
		(,,,,)	as:
			A. <u>boundary features;</u>
			B. <u>driveways;</u>
			C. <u>accessways; and</u> D. Fences;
	(d)	the l	JLDMP shall also include the following planting and maintenance details:
		(i)	planting design details including:
			A. <u>identification of existing trees and vegetation that will be retained</u>
			with reference to the EMP (Condition 28) 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. <u>identification of any planting requirements under the EMP (Condition</u> 28);
			E. integration of any planting required by conditions of any resource
			consents for the project; and
			F. re-instatement planting of construction and site compound areas as
		(ii)	appropriate. a planting programme including the staging of planting in relation to the
		(")	construction programme which shall, as far as practicable, include
			provision for planting within each planting season following completion of
		/	each Stage of Work; and
		(iii)	<u>detailed specifications relating to the following:</u> A. weed control and clearance;
			 B. pest animal management (to support plant establishment);
			C. ground preparation (top soiling and decompaction);
			D. <u>mulching; and</u>
			E. plant sourcing and planting, including hydroseeding and grassing, and
			use of eco-sourced species.

		<u>conditions</u>		
19.	Con	struction Environmental Management Plan (CEMP)		
	(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.		
	(b)	To achieve the objective, the CEMP shall include:		
	. ,	(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, avoiding hilltops and ridgelines		
		where practicable, including temporary screening when adjacent to		
		residential areas;		
		(v) details of the proposed construction lighting;		
		(vi) methods for controlling dust and the removal of debris and demolition of		
		construction materials from public roads or places;		
		(vii) methods for providing for the health and safety of the general public;		
		(viii) measures to mitigate flood hazard effects such as siting stockpiles out of		
		floodplains, minimising obstruction to flood flows, actions to respond to		
		warnings of heavy rain;		
		(ix) procedures for incident management;		
		(x) location and procedures for the refuelling and maintenance of plant and		
		equipment to avoid discharges of fuels or lubricants to watercourses;		
		(xi) measures to address the storage of fuels, lubricants, hazardous and/or		
		dangerous materials, along with contingency procedures to address		
		emergency spill response(s) and clean up;		
		(xii) procedures for responding to complaints about Construction Works; and		
		(xiii) methods for amending and updating the CEMP as required.		
20.	Com			
20.		nplaints Process		
	(a)	At all times during Construction Works, a record of any complaints received		
		about the Construction Works shall be maintained. The record shall include:		
		(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.		
	(b)	A copy of the complaints record required by this condition shall be made		
		available to the Manager upon request as soon as practicable after the request is		
		made.		
21.	<u>Cult</u>	ural Monitoring Plan (CMP)		
	(a)	Prior to the Start of Construction, a CMP shall be prepared by a Suitably		
	l ` ´	Qualified Person(s) identified in collaboration with Mana Whenua. The objective		
		of the CMP is to identify methods for undertaking cultural monitoring to assist		
		with management of any cultural effects during Construction Works.		
	(b)	To achieve the objective, the CMP shall include:		
	(~)	(i) requirements for formal dedication or cultural interpretation to be		
		undertaken prior to Start of Construction in areas identified as having		
		significance to Mana Whenua;		
		(ii) requirements and protocols for cultural inductions for contractors and		
		subcontractors;		

			nd areas where cultural monitoring is
		required during particular Constr	
		/	ertake cultural monitoring, including any
		geographic definition of their res	
		/	n management of any cultural effects
			ng, including implementation of the
		Accidental Discovery Protocol.	
	(c)		ance are undertaken prior to the Start of
			shall be prepared by a Suitably Qualified
		Person identified in collaboration with N	
		repared as a standalone Enabling Wo	orks CIVIP or be included in the main
		construction Works CMP.	
		note:	
			he requirements of other conditions of the
		tion and resource consents for the pro-	pject which require monitoring during
	<u>Cons</u>	ction Works.	
22.	Cons	uction Traffic Management Plan (C	<u>[MP]</u>
	(a)		Start of Construction for a Stage of Work.
			remedy or mitigate, as far as practicable,
		dverse construction traffic effects.	
	(b)	o achieve this objective, the CTMP sh	
			of temporary traffic management activities
		on traffic;	•
		i) <u>measures to ensure the safety o</u>	
		ii) the estimated numbers, frequence	
			fic non-working or non-movement hours to
			n traffic near Education Facilities or to
		manage traffic congestion;	oints for heavy vehicles, the size and
			it, construction vehicles and the vehicles
		of workers and visitors;	it, construction vehicles and the vehicles
			d other methods to ensure the safe
			of traffic flows, including public transport,
		pedestrians and cyclists;	<u> </u>
			nd within property and/or private roads
			alternative arrangements when it will not
			ss is managed for loading and unloading
		of goods;	
		ii) the management approach to loa	ads 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 ma	aterial deposited or spilled on public roads;
		viii) methods that will be undertaken	to communicate traffic management
		measures to affected road users	<u>(e.g. residents / public / Stakeholders /</u>
		emergency services);	
		 <u>details of minimum network perfection</u> 	
			y measures to monitor compliance with
		the performance parameters; an	
			d to be implemented in the event of
		thresholds identified in (ix) being	
	(c)		irements relating to traffic management
		ctivities shall be undertaken in accord	
1		emporary Traffic Management (April 2	2023) of any subsequent version.

23.	NZS6803:199	noise shall be meas	struction Noise and	d in accordance with I shall comply with the	noise	
	Table 23-1 Construct	-				
	Day of week Time period LAeq(15min) LAFmax					
	Occupied activity s	ensitive to noise				
	Weekday	<u>0630h - 0730h</u>	<u>55 dB</u>	<u>75 dB</u>		
		<u>0730h - 1800h</u>	<u>70 dB</u>	<u>85 dB</u>		
		<u>1800h - 2000h</u>	<u>65 dB</u>	<u>80 dB</u>		
		<u>2000h - 0630h</u>	<u>45 dB</u>	<u>75 dB</u>		
	<u>Saturday</u>	<u>0630h - 0730h</u>	<u>45 dB</u>	<u>75 dB</u>		
		<u>0730h - 1800h</u>	<u>70 dB</u>	<u>85 dB</u>		
		<u> 1800h - 2000h</u>	<u>45 dB</u>	<u>75 dB</u>		
		<u>2000h - 0630h</u>	<u>45 dB</u>	<u>75 dB</u>		
	Sunday and Public	<u>0630h - 0730h</u>	<u>45 dB</u>	<u>75 dB</u>		
	<u>Holidays</u>	<u>0730h - 1800h</u>	<u>55 dB</u>	<u>85 dB</u>		
		<u>1800h - 2000h</u>	<u>45 dB</u>	<u>75 dB</u>		
		<u>2000h - 0630h</u>	<u>45 dB</u>	<u>75 dB</u>		
	Other occupied bui	<u>ldings</u>				
	All	<u>0730h – 1800h</u>	<u>70 dB</u>			
		<u> 1800h – 0730h</u>	<u>75 dB</u>			
		iance with the noise ne methodology in (<u>in Table 23-1 is not</u>		
24.	Construction Vibra					
	Mechanical v the measurer shall comply practicable.	ibration and shock - nent of vibrations a with the vibration st	 Vibration of fixed nd evaluation of the andards set out in t 	ance with ISO 4866:20 structures – Guideline eir effects on structure the following table as	es for es and	
	Table 24-1 Construct	tion vibration Stand	aros			
	Receiver	Details	Category A*	Category B**]	
	Occupied activities sensitive to noise	<u>Night-time 2000h -</u> 0630h	0.3mm/s ppv	2mm/s ppv	-	
		<u>Daytime 0630h -</u> 2000h	2mm/s ppv	5mm/s ppv		
	Other occupied buildings	<u>Daytime 0630h -</u> <u>2000h</u>	<u>2mm/s ppv</u>	<u>5mm/s ppv</u>		
	All other buildings	At all other times	Tables 1 and 3 of I	DIN4150-3:1999		
		dopted from Rule E2				
	** Category B criteria	based on DIN 4150-3	:1999 building damag	<u>ge criteria for daytime</u>		
		iance with the vibra ne methodology in (<u>out in Table 24-1is no</u> apply.	<u>t</u>	

25.	Cons	truction Noise and Vibration Management Plan (CNVMP)
	(a)	A CNVMP shall be prepared prior to the Start of Construction for a Stage of
	(4)	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.
	(b)	To achieve the objective, the CNVMP shall be prepared in accordance with
	(5)	Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics –
		Construction Noise' (NZS6803:1999) and shall as a minimum, address the
		following:
		(i) description of the works and anticipated equipment/processes;
		 (ii) hours of operation, including times and days when construction activities
		would occur;
		(iii) the construction noise and vibration standards for the project;
		(iv) identification of receivers where noise and vibration standards apply;
		 (v) a hierarchy of management and mitigation options, including any
		requirements to limit night works and works during other sensitive times,
		including Sundays and public holidays as far as practicable;
		(vi) methods and frequency for monitoring and reporting on construction noise
		and vibration;
		(vii) procedures for communication and engagement with nearby residents and
		Stakeholders, including notification of proposed construction activities, the
		period of construction activities, and management of noise and vibration
		complaints;
		(viii) contact details of the Project Liaison Person;
		(ix) procedures for the regular training of the operators of construction
		equipment to minimise noise and vibration as well as expected
		construction site behaviours for all workers;
		(x) procedures and requirements for the preparation of a Schedule to the
		CNVMP (Schedule) for those areas where compliance with the noise
		(Condition 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.
L	1	

26.	Sch	edule to a CNVMP
		A Schedule to the CNVMP (Schedule) shall be prepared prior to the Start of
	(a)	Construction of an activity to which it relates by a Suitably Qualified Person, in
		consultation with the owners and occupiers of sites subject to the Schedule,
		when:
		(i) <u>construction noise is either predicted or measured to exceed the noise</u>
		standards in Condition 23, except where the exceedance of the LAeq
		criteria is no greater than 5 decibels and does not exceed:
		A. <u>0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2</u>
		months; or 2000 - 0620: 1 period of up to 2 consecutive nights in any 10 down
		B. <u>2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days;</u>
		(ii) <u>construction vibration is either predicted or measured to exceed the</u>
	(1-)	Category B standard at the receivers in Condition 24.
	(b)	The objective of the Schedule is to set out the Best Practicable Option measures
		to manage noise and/or vibration effects of the construction activity beyond those
	(-)	measures set out in the CNVMP.
	(c)	To achieve the objective, the Schedule shall include details such as:
		(i) <u>construction activity location, start and finish dates;</u>
		(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
	(-1)	(vii) <u>location, times and types of monitoring.</u>
	(d)	The Schedule shall be submitted to the Manager for Certification at least five
		working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the
		CNVMP.
	(\mathbf{a})	
	(e)	<u>The CNVMP Schedule shall be deemed certified five working days from the</u> submission of the CNVMP Schedule where no written confirmation of
		Certification has been received.
	(f)	Where material changes are made to a Schedule required by this condition, the
	(f)	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 to the Manager for
		document the consultation undertaken with those owners and occupiers, and
		how consultation outcomes have and have not been taken into account.

27.	Pre-Construction Ecological Survey	
	(a) <u>At the start of detailed design for a Stage of Work, an updated ecological survey</u>	
	shall be undertaken by a Suitably Qualified Person. The purpose of the survey is	
	to inform ecological management by:	
	(i) <u>confirming whether the species of value within the Identified Biodiversity</u>	
	Areas recorded in the Identified Biodiversity Area Schedule 3 are still	
	present; and	
	(ii) <u>confirming whether the project will or may have a moderate or greater level</u>	
	of ecological effect on ecological species of value (prior to implementation	
	of impact management measures). The level of effect shall be determined	
	in accordance with Table 10 of the EIANZ Guidelines (or subsequent updated version of that table) as included in Schedule 4 to these	
	conditions.	
	(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).	
28.	Ecological Management Plan (EMP)	
	(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.	
	(b) <u>To achieve the objective, the EMP shall set out the methods which may include:</u>	
	(i) If an EMP is required in accordance with Condition 27(b) for the presence	
	of long tail bats:	
	A. <u>measures to minimise as far as practicable, disturbance from</u>	
	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. <u>how the timing of any construction work in the vicinity of any</u> 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);	
	E. <u>details of measures to minimise operational disturbance from light</u>	
	spill; and	
	F. <u>details of where opportunities for advance restoration / mitigation</u>	
	planting have previously been identified and implemented.	
	(ii) <u>The EMP shall be consistent with any ecological management measures</u>	
	to be undertaken in compliance with conditions of any regional resource	
	consents granted for the project.	
	Advice note:	
	Depending on the potential effects of the project, the regional consents for the project	
	 may include the following monitoring and management plans: (i) stream and/or wetland restoration plans; 	
	 (i) <u>stream and/or wetland restoration plans;</u> (ii) <u>vegetation restoration plans; and</u> 	
	(iii) <u>fauna management plans (e.g. avifauna, herpetofauna, bats).</u>	

29.	Network Utility Management Plan (NUMP)		
	(a)	A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.	
	(a)	The objective of the NUMP is to set out a framework for protecting, relocating	
		and working in proximity to existing network utilities.	
	(b)	To achieve the objective, the NUMP shall include methods to:	
	(5)	(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.	
	(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.	
	(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.	
	(e)	The NUMP shall describe how any comments from the Network Utility Operator	
		in relation to its assets have been addressed.	
	(f)	Any comments received from the Network Utility Operator shall be considered	
		when finalising the NUMP.	
	(g)	Any amendments to the NUMP related to the assets of a Network Utility Operator	
		shall be prepared in consultation with that asset owner.	
<u>Operatio</u>	onal co	onditions	
30.	Low	v Noise Road Surface	
	(a)	Asphaltic concrete surfacing (or equivalent low noise road surface) shall be	
	Future Resurfacing Work		
31.	<u>Futu</u>	implemented within 12 months of Completion of Construction of the project. Ire Resurfacing Work	
31.	<u>Futu</u> (a)		
31.	-	ure Resurfacing Work	
31.	-	<u>are Resurfacing Work</u> Any future resurfacing works of the project shall be undertaken in accordance	
31.	-	Ire Resurfacing Work Any future resurfacing works of the project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and	
31.	-	Ire Resurfacing Work 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	
31.	-	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:	
31.	-	ure Resurfacing Work 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: (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 	
31.	-	ure Resurfacing Work 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: (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 	
31.	-	ure Resurfacing Work 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: (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 	
31.	-	Ire Resurfacing Work 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: (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, 	
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31.	-	Ire Resurfacing Work 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: (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. Prior to commencing any future resurfacing works, the Requiring Authority shall	
31.	(a)	 <u>Ire Resurfacing Work</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: (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. 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 	
31.	(a)	 <u>Ire Resurfacing Work</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: (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. 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 	
31.	(a)	 <u>Ire Resurfacing Work</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: (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. 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 	
31.	(a)	 <u>Ire Resurfacing Work</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: (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. 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 	

	Traffic Noise	
	For the purposes of Conditions 32 to 43:	
	(a) <u>Building-Modification Mitigation – has the same meaning as in NZS 6806;</u>	
	(b) <u>Design year has the same meaning as in NZS 6806;</u>	
	(c) <u>Detailed Mitigation Options – means the fully detailed design of the Selected</u>	
	Mitigation Options, with all practical issues addressed;	
	(d) <u>Habitable Space – has the same meaning as in NZS 6806;</u>	
	(e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF	
	identified in Schedule 5: Identified PPFs Noise Criteria Categories;	
	(f) <u>Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-</u>	
	traffic noise – New and altered roads;	
	(g) <u>Noise Criteria Categories – means the groups of preference for sound levels</u>	
	established in accordance with NZS 6806 when determining the Best Practicable	
	Option for noise mitigation (e.g. Categories A, B and C); (b) NIZC 0000 means New Zeeland Otendard NIZC 0000:0010 Accuration Deed	
	(h) <u>NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-</u>	
	traffic noise – New and altered roads;	
	(i) <u>Protected Premises and Facilities (PPFs) – means only the premises and</u>	
	facilities identified in Schedule 5: Identified PPFs Noise Criteria Categories;;	
	(j) <u>Selected Mitigation Options – means the preferred mitigation option resulting</u>	
	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	
	(k) <u>Structural Mitigation – has the same meaning as in NZS 6806.</u>	
32.	The Noise Criteria Categories identified in Schedule 5: Identified 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).	
	The Naise Criteria Categories do not need to be complied with at a DDE where	
	The Noise Criteria Categories do not need to be complied with at a PPF where: (a) the PPF no longer exists; or (b) agreement of the landowner has been obtained confirming that the Noise Criteria	
	(b) <u>agreement of the landowner has been obtained confirming that the Noise Criteria</u> Category does not need to be met.	
	<u>Dategory does not need to be met.</u>	
	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.	
33.	As part of the detailed design of the project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified Schedule 5: Identified PPFs	
	Noise Criteria Categories.	
	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).	
24	Prior to the Start of Construction of the project, a Suitably Qualified Person shall	
34.	develop the Detailed Mitigation Options for the PPFs identified in Schedule 5: Identified	
	PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.	
25	If the Detailed Mitigation Options would result in the Identified Noise Criteria Category	
35.	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.	
26	The Detailed Mitigation Options shall be implemented prior to Completion of	
36.	Construction of the project, with the exception of any low-noise road surfaces, which	
	shall be implemented within 12 months of Completion of Construction.	
27	Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs	
37.	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').	
	10 achieve to up LAeq(240) 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.		
20	For each Category C Building identified, the Requiring Authority is deemed to have		
39.	complied with Condition 38 above if:		
	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) <u>if Building-Modification Mitigation is required to achieve 40 dB LAeq(24h) inside</u>		
	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.	Subject to Condition 39, where Building-Modification Mitigation is required, the		
	Requiring Authority is deemed to have complied with Condition 41 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 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.		
12	The Detailed Mitigation Options shall be maintained so they retain their noise reduction		
43.	performance as far as practicable.		

Attachments

Schedule 1: General Accordance Plans and Information

Project Description

<u>The proposed work is for the construction, operation and maintenance of two new transport</u> <u>connections including active transport facilities and associated infrastructure. One transport corridor is</u> <u>located between the two extents of Sim Road, Paerata across the North Island Main Trunk Rail Line</u> <u>and the second connection is between Paerata Rail Station and Sim Road, Paerata. The proposed</u> <u>work is shown in the following Concept Plan and includes:</u>

- (a) <u>construction of new transport corridors including active mode facilities;</u>
- (b) <u>associated works including intersections, bridges, embankments, retaining walls, culverts,</u> <u>stormwater management systems;</u>
- (c) changes to local roads, where the proposed work intersects with local roads; and
- (d) <u>construction activities including, construction areas and the re-grading of driveways.</u>

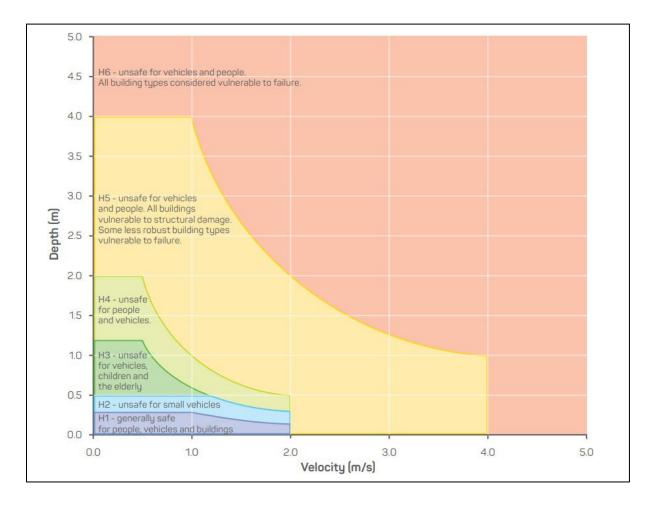
Concept Plan



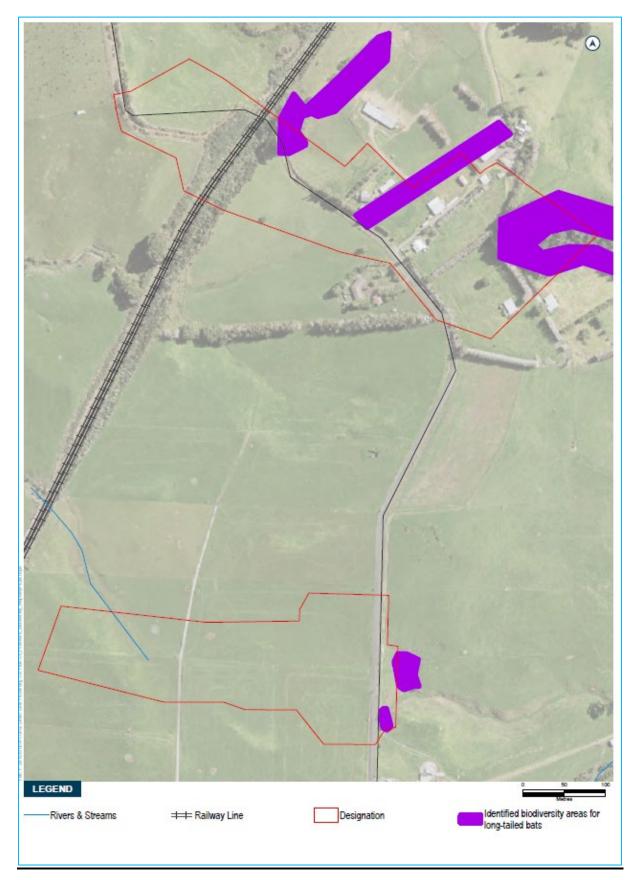
Schedule 2: Flood Hazard Class

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: Ecological Management Plan – Identified Biodiversity Areas

Schedule 4: Table 10 of the 2018 EIANZ Guidelines

Criteria for describing level of effects (Adapted from Regini (2000) and Boffa Miskell (2011))

Ecological Value →	<u>Very high</u>	<u>High</u>	Moderate	Low	Negligible
<u>Magnitude ↓</u>					
Very high	<u>Very high</u>	<u>Very high</u>	<u>High</u>	<u>Moderate</u>	Low
<u>High</u>	<u>Very high</u>	<u>Very high</u>	<u>Moderate</u>	Low	<u>Very low</u>
<u>Moderate</u>	<u>High</u>	<u>High</u>	<u>Moderate</u>	Low	<u>Very low</u>
Low	<u>Moderate</u>	Low	Low	<u>Very low</u>	<u>Very low</u>
Negligible	Low	Very low	Very low	Very low	Very low
Positive	<u>Net gain</u>	<u>Net gain</u>	<u>Net gain</u>	<u>Net gain</u>	<u>Net gain</u>

Schedule 5: Identified PPFs Noise Criteria Categories

PPFs assessed against the New Road criteria

PPF Address	Noise Criteria Category
<u>328 Sim Road, Paerata</u>	A
<u>393 Sim Road, Paerata</u>	A

PPF Location Maps





Attachment D: Updated Auckland Transport South Schedule and new designation text (clean)

Designation Schedule - Auckland Transport (3/3)

South

Number	Description	Location
1800	Lapsed	
1801	Lapsed	
1802	Road widening	128 Ormiston Road, Flat Bush
1804	Public off-street parking	143 Pakuranga Road, Pakuranga
1805	Car park and service lane	20 and 24 Uxbridge Road, Howick
1806	Road widening	109 and 129 Beachlands Road, 373, 460, 465, 469, 482, 492, 509, 529, 533, 600, 601-605, 639, 645-651, 650, 691, 702, 712, 722, 732, 746, 751, 758, 770, 781, 824, 830, 855, 865-867 and 897 Whitford-Maraetai Road and 49 and 110A Jack Lachlan Drive, Whitford (Stages 5, 6 and 7)
1807	New road (Whitford Bypass)	40, 51, 54, 58, 83, 133, 172, 173, 201, 227, 231, 230, 232, 238, 250, 257, 284, 330, 371, 374, 376 and 385 Whitford Park Road, 2, 21, 35, 91, 97, 101 and 401 Trig Road, 18, 24 and 30 Saleyard Road, 500 Brookby Road, 53 Polo Lane, 1 and 2 Turanga Road, 49 Clifton Road and 46, 53R, 104R, 109, 130, 150, 186, 299, 373 and 404 Whitford-Maraeitai Road (Stages 1, 2, 3 and 4)
1808	Road widening	Ormiston Road and Chapel Road, Flat Bush
1809	Road widening	2, 5, 17, 22-38, 47-59, 56-60 and 67 Allens Road, 3-9 Smales Road, 1 and 2 Harris Road, 2 Ross Reid Place and 61 Sir William Avenue, East Tamaki
1810	Car parking asset	24 Hall St, Pukekohe
1811	Public off-street parking	27 Moore Street, Howick
1812	Public off-street parking	4 Tobin Street, Pukekohe
1813	Public off-street parking	21 Wallace Road, Papatoetoe
1814	Withdrawn	
1815	Withdrawn	
1816	Public off-street parking	27 Charles Street, Paptoetoe
1817	Public off-street parking	2 Davies Avenue, Manukau
1818	Withdrawn	
1819	Public off-street parking	41 Moore Street (Fencible Drive), Howick
1820	Public off-street parking	1-13 Maich Road, Papkura
1821	Public off-street parking	26-32 O'Shannessy Street, Papakura
1822	Public off-street parking	8 Davies Avenue, Manukau
1823	Public off-street parking	37 Coles Crescent, Papakura
1824	Public off-street parking	15 Eric Baker Place, Paptoetoe
1825	Withdrawn	

1826	Public off-street parking	1R Newbury Street, Otara
1827	Public off-street parking	21 Shirley Road, Papatoetoe
1828	Public off-street parking	9 Wellington Street (Picton Street), Howick
1829	Public off-street parking	7 Massey Avenue, Pukekohe
1830	Public off-street parking	4 Wellington Street, Howick
1831	Public off-street parking	1-49 Waddon Place and 121 Bader Drive, Mangere
1832	Public off-street parking	Constable Road (corner King Street), Waiuku
1833	Road widening	Flat Bush School Road and Murphys Road, Flat Bush
1834	Road widening	21 and 39 Flat Bush School Road and 66 Thomas Road, Flat Bush
1835	Upgrade intersection at East Tamaki, Ormiston and Preston Roads in Otara	267Z, 279, 279A, 279B, 279C, 279D, 279E, 279F, 279G, 279H, 279I, 283, 285 and 287 East Tamaki Road, 2, 4, 6, 1/6, 2/6, 3/6, 4/6, 5/6, 6/6, 7/6, 8/6 and 8 Ormiston Road and 208, 208A and 243 Preston Road
1836	The purpose of the designation is to enable the Requiring Authority to widen and upgrade the Redoubt Road-Mill Road Corridor. The public works are required in order to provide future corridor capacity to support growth identified within the Takanini and wider southern area and provide an alternate north/south corridor to State Highway 1.	Parts of Redoubt Road, Mill Road and Murphy's Road
1837	Construction, operation and maintenance of an arterial transport corridor	Ponga Road and Ōpāheke Road from Jack Paterson Road intersection to Settlement Road intersection
1838	Construction, operation and maintenance of an arterial transport corridor.	Waihoehoe Road east of Fitzgerald Road to Drury Hills Road
1839	Construction, operation and maintenance of an arterial transport corridor.	Land between Hunua Road and Waihoehoe Road
1840	Construction, operation and maintenance of an arterial transport corridor	Land between Jesmond Road and Waihoehoe Road West
1841	Construction, operation, and maintenance of the Eastern Busway Stage 2.	EB2 is located at Pakuranga Town Centre and encompasses works on Ti Rakau Drive, Pakuranga Road, Reeves Road, Cortina Place and the South-Eastern Highway (SEART).
1842	Construction, operation and maintenance of an upgrade to Puhinui Road between Plunket Avenue and the SH20/20B Interchange for a	Puhinui Station (in the vicinity of Plunket Avenue) to SH20/20B Interchange

	BRT corridor, walking and cycling facilities and associated infrastructure.	
1843	Construction, operation and maintenance of an extension to Puhinui Road between the SH20/20B Interchange and Orrs Road for a BRT corridor, walking and cycling facilities and associated infrastructure.	SH20/20B Interchange to Orrs Road
1844	The construction, operation, and maintenance of a transport corridor.	From the intersection of State Highway 22 and Jesmond Road to the edge of the Future Urban Zone near Runciman Road, Drury.
1845	The construction, operation, and maintenance of transport corridors.	Between the two extents of Sim Road, Paerata across the North Island Main Trunk Rail Line and between Paerata Rail Station and Sim Road, Paerata.

1845 Paerata Connections

Designation Number	1845
Requiring Authority	Auckland Transport
Location	Between the two extents of Sim Road, Paerata across the North Island Main Trunk Rail Line and between Paerata Rail Station and Sim Road, Paerata.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.

Purpose

The construction, operation, and maintenance of transport corridors.

Conditions

Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary Education Facility, classroom in an Education Facility and healthcare facility with an overnight stay facility
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans	 Confirmation from the Manager that a material change to a management plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from the Manager that the material change to the management plan is certified; or (b) 10 working days from the submission of the material change to the management plan where no written confirmation of certification has been received
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the project (or part of the project) is complete, and it is available for use
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
СТМР	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
Education Facility	 Facility used for education to secondary level. Includes: schools and outdoor education facilities; and accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above. Excludes: 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	 Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; and (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Identified Biodiversity Area	Means an area or areas of features of ecological value where the project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ Guidelines
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	 Mana Whenua as referred to in the conditions are considered to be, but not limited to, the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the project: (a) Ngaati Te Ata Waiohua (b) Ngāti Tamaoho (c) Te Ākitai Waiohua (d) Ngāti Whanaunga Note: other iwi not identified above may have an interest in the project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NIMP	Network Integration Management Plan
NoR	Notice of Requirement
NUMP	Network Utilities Management Plan
Outline Plan Project Liaison Person	An outline plan prepared in accordance with section 176A of the RMA The person or persons appointed for the duration of the project's Construction Works to be the main point of contact for persons wanting information about the project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads

Requiring Authority	Has the same meaning as section 166 of the RMA and, for this designation is 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) Education 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
ULDMP	Urban and Landscape Design Management Plan

General	ieneral conditions		
1.	Activity in General Accordance with Plans and Information		
	(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:		
	 (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.	Project Information		
	(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: (i) the status of the project; (ii) antipipated construction timeframes; 		
	(ii) anticipated construction timeframes;(iii) contact details for enquiries;		
	 (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice; 		
	 (v) a subscription service to enable receipt of project updates by email; and (vi) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA. 		
	(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.		
3.	Land use Integration Process		
	 (a) The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose: (i) the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to be established by Condition 2(b)(iii); and (ii) the nominated contact shall be the main point of contact for a Developer or 		
	 (b) At any time prior to the Start of Construction, the nominated contact will be 		
	 available to engage with a Developer or Development Agency for the purpose of: (i) responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and 		
	master planning or land development details that could assist with land use integration.		
	(c) Information requested or provided under Condition 3(b) above may include but		
	not be limited to the following matters: (i) design details including but not limited to:		
	 design details including but not limited to: A. boundary treatment (e.g. the use of retaining walls or batter slopes); 		
	B. the horizontal and vertical alignment of the road (levels);		
	C. potential locations for mid-block crossings;		
	D. integration of stormwater infrastructure; and		
	E. traffic noise modelling contours.		

		 (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 that is within the designation				
		under section 176(1)(b) of the RMA.				
	(d)	Where information is requested from the Requiring Authority and is available, the				
		nominated contact shall provide the information unless there are reasonable				
		grounds for not providing it.				
	(e)	The nominated contact shall maintain a record of the engagement between the				
		Requiring Authority and Developers and Development Agencies for the period				
		following the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include:				
		(i) a list of all Developers and Development Agencies who have indicated				
		through the NoR 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				
	(0)	appropriate, with Development Agencies and Network Utility Operators.				
	(f)	The record shall be submitted to Council for information 10 working days prior to				
	-	the Start of Construction for a Stage of Work.				
4.		Stakeholder Communication and Engagement Design				
	(a)	At least six months prior to the start of detailed design for a Stage of Work, the				
		Requiring Authority shall identify:				
		 (i) a list of Stakeholders; (ii) a list of properties within the designation which the Requiring Authority 				
		does not own or have occupation rights to; and				
		(iii) methods to engage with Stakeholders and the owners and occupiers of				
		properties identified in (a)(i) – (ii) above.				
	(b)	A record of (a) shall be submitted to the Manager for information with an Outline				
		Plan for the relevant Stage of Work.				
5.	Designation Review					
	As soon as reasonably practicable following Completion of Construction, the Re					
		ority shall:				
	(a)	review the extent of the designation to identify any areas of designated land that				
		it no longer requires for the on-going operation, maintenance or mitigation of				
		effects of the project; and				
	(b)	give notice to the Manager in accordance with section 182 of the RMA for the				
	-	removal of those parts of the designation identified above.				
6.	-	Lapse				
		cordance with section 184(1)(c) of the RMA, this designation shall lapse if not				
		n effect to within 20 years from the date on which it is included in the AUP.				
7.		vork Utility Operators (Section 176 Approval)				
	(a)	Prior to the start of Construction Works, Network Utility Operators with existing				
		infrastructure 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 repowel works to existing network utilities necessary for the on 				
		 (ii) minor renewal works to existing network utilities necessary for the on- going provision or security of supply of network utility operations; 				
		(iii) minor works such as new service connections; and				
		לוויד אוויטי אטראס געבוד מס זופא סבו אוכב בטווודב נוטווס, מווע				

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		(iv) the upgrade and replacement of existing network utilities in the same		
		location with the same or similar effects on the works authorised by the		
	designation as the existing utility.			
	(b) To the extent that a record of written approval is required for the activities liste			
•		above, this condition shall constitute written approval.		
8.	Section 176 Approval Exemption			
	(a)	Prior to the start of the formal acquisition process under the Public Works Act 1981 for a property, or submission of the Outline Plan to the Requiring Authority, persons on properties zoned Rural or Future Urban will not require written consent under section 176 of the RMA for the following activities: (i) internal alterations;		
		 (ii) one extension to an existing structure as at 2023, up to 30m²; (iii) temporary or relocatable structures, provided they are removed from the site and the land is reinstated (including closing and capping any associated services) at the landowner's expense prior to the start of Construction Works. The landowner shall be responsible for any resource consent required for the structures, their removal or relocation; 		
		 (iv) one above ground rainwater tank up to 50,000 litres and any associated mobile farming irrigation system; (v) one single storey farming accessory building under 30m² such as a 		
		farming shed or building to house animals; and		
	(b)	 (vi) animal pens, post and wire and post and rail farming fences. To the extent that a record of written approval is required for the activities listed 		
_	above, this condition shall constitute written approval.			
Pre-con	struct	ion conditions		
9.	Out	line Plan		
	(a)	An Outline Plan (or Plans) shall be prepared in accordance with section 176A of		
	(h)	the RMA.		
	(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.		
	(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:		
		(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) Ecological Management Plan; and		
		(vii) Network Utilities Management Plan.		
	Floc	od Hazard		
		the purpose of Condition 10:		
		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 in a 1% AEP event and commonly comprise of topographical depression areas. The areas can			
	occur naturally or as a result of constructed features. Identification of a potential			
	Flood Prone Area would be by an assessment of residual flood risk in a 1% AEP			
		event (e.g. from blockage of the project stormwater network) on land outside and		
	adjacent to the designation following the application of Conditions $10(a)(i) - (v)$;			
		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		
	t.			

	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.	Flood Hazard		
	(a) The project shall be designed to achieve the following flood risk outcomes beyond the boundary of the designation:		
	 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; 		
	 no increase in flood levels in a 1% AEP event for authorised community, commercial, industrial and network utility building floors existing at the time the Outline Plan is submitted that are already subject to flooding or have a freeboard less than 300mm; 		
	 (iii) maximum of 50mm increase in flood levels in a 1% AEP event outside and adjacent to the designation boundary between the Pre-Project Development and Post-Project Development scenarios; 		
	 (iv) no increase of Flood Hazard Class for the main access to authorised habitable dwellings existing at the 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; and (v) no new Flood Prone Areas. 		
	 (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the Pre-Project Development and Post-Project Development 1% AEP flood levels (for Maximum Probable Development land use with allowances for climate change). (c) Where: 		
	 (i) the flood risk outcomes in (a) can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising Existing Authorised Habitable Floor level and new overland flow paths; or (ii) the outcomes are varied at specific location(s) through agreement with the relevant landowner, 		
	confirmation shall be provided to the Manager that any necessary landowner agreement and statutory approvals have been obtained for that alternative measure or varied outcome.		
11.	Existing property access		
	Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided, unless otherwise agreed with the affected landowner.		
12.	Management Plans		
	 (a) Any management plan shall: (i) be prepared and implemented in accordance with the relevant management plan condition; 		
	 (ii) be prepared by a Suitably Qualified Person(s); (iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; 		
	 (iv) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and (v) once finalised, uploaded to the project website or equivalent virtual 		
	 information source. (b) Any management plan developed in accordance with Condition 12 may: (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), a Stage of Work of the project, or to address specific activities authorised by the designation; 		

		-	
	(d) If the practice (e) Any (c)	except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; ormation shall be submitted with the management plan (or revised plan as erred to in (d) below) which summarises outcomes of consultation and any ut received from Mana Whenua and Stakeholders as required by the relevant nagement plan condition. The summary shall note how this input has been orporated or reflected in the management plan, or if not, the reasons why; here is a material change required to a management plan which has been omitted with an Outline Plan, the revised part of the plan shall be submitted to Manager as an update to the Outline Plan or for Certification as soon as acticable following identification of the need for a revision; and y material changes to the SCEMP(s) are to be submitted to the Manager for bornation.	
13.	Stakehol	der Communication and Engagement Management Plan (SCEMP)	
	(a) A S the put (b) To (i)	SCEMP shall be prepared in consultation with relevant Stakeholders prior to Start of Construction. The objective of the SCEMP is to identify how the olic and Stakeholders will be engaged with throughout Construction Works. achieve the objective, the SCEMP shall include: a list of Stakeholders;	
	(ii) (iii) (iv)	with Mana Whenua;	
	(v) (vi)	directly affected; methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (b)(i) above; and	
		methods set out in other conditions and management plans where relevant. y SCEMP prepared for a Stage of Work shall be submitted to the Manager for	
	info	ormation a minimum of 10 working days prior to the Start of Construction for a age of Work.	
14.	Cultural	Advisory Report	
	(a) At Wh The ide affe	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.	
		by the project; identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the project area; taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the ULDMP (Conditions 16 - 18), and the CMP (Condition 21); and	

	()					
	(c)	The desired outcomes for management of potential effects on cultural sites,				
		landscapes and values identified in the Cultural Advisory Report shall be				
		discussed with Mana Whenua and those outcomes reflected in the relevant				
		management plans where practicable; and				
	(d)	Conditions 14(b) and (c) will cease to apply if:				
		(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.	Netv	vork Integration Management Plan (NIMP)				
13.	(a)	At least six months prior to the start of detailed design for a Stage of Work, the				
	()	Requiring Authority shall prepare, in collaboration with other relevant transport				
		authorities, a Network Integration Management Plan (NIMP).				
	(b)	The objective of the NIMP is to identify how the project will integrate with the				
	(0)					
		planned transport network in the Pukekohe, Paerata and Drury West growth				
		areas to achieve an effective, efficient and safe land transport system. To				
		achieve the objective, the NIMP shall include details of the:				
		(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.				
	Urba	an and Landscape Design Management Plan (ULDMP)				
16.	(a)	A ULDMP shall be prepared prior to the Start of Construction for a Stage of				
10.	· · /	Work. The objective of the ULDMP(s) is to:				
		(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.				
	(h)					
	(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 C					
	Advisory Report (Condition 14) may be reflected in the ULDMP.					
	(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.				
17.	(a)	To achieve the objective set out in Condition 16, the ULDMP(s) shall provide				
		details of how the project:				
		(i) is designed to integrate with the adjacent urban (or proposed urban) and				
		landscape context, including the surrounding existing or proposed				
		topography, urban environment (e.g. centres and density of built form),				
		natural environment (e.g. minimise effects on streams where practicable),				
		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;				
		o j o <i>i</i>				
		(iv) promotes a sense of personal safety by aligning with best practice				
		guidelines, such as:				
		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); and				
	(b)	The ULDMP shall be prepared in general accordance with:				
	(~)	(i) Auckland Transport's Urban Roads and Streets Design Guide:				

		(ii)	New Zealand Transport Agency Urban Design Guidelines: Bridging the
		(iii)	Gap (2013) or any subsequent updated version; New Zealand Transport Agency Landscape Guidelines (2018) or any
		(iv)	subsequent updated version; New Zealand Transport Agency P39 Standard Specification for Highway
		(v)	Landscape Treatments (2013) or any subsequent updated version; and Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated
40	The		version. P(s) shall include:
18.	(a)		ncept plan – which depicts the overall landscape and urban design concept,
	· · /		explain the rationale for the landscape and urban design proposals;
	(b)		loped design concepts, including principles for walking and cycling facilities public transport;
	(c)		scape and urban design details – that cover the following:
	(-)	(i)	road design – elements such as intersection form, carriageway gradient
			and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment;
		(ii) (iii)	roadside elements – such as lighting, fencing, wayfinding and signage; 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;
		(vií)	pedestrian and cycle facilities including paths, road crossings and
		<i>/</i>	dedicated pedestrian/cycle bridges or underpasses;
		(viii) (ix)	re-instatement of construction and site compound areas; and features disturbed during construction and intended to be reinstated such
		(17)	as:
			A. boundary features;
			B. driveways;
			C. accessways; and
	(d)	tha l	D. Fences; JLDMP shall also include the following planting and maintenance details:
	(u)	(i)	planting design details including:
		()	A. identification of existing trees and vegetation that will be retained
			with reference to the EMP (Condition 28) 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 EMP (Condition 28);
			 E. integration of any planting required by conditions of any resource consents for the project; and
			F. re-instatement planting of construction and site compound areas as
		(ii)	appropriate. 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
		<i>/</i>	each Stage of Work; and
		(iii)	detailed specifications relating to the following:
			 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.

Constr	uction conditions					
19.	Construction Environmental Management Plan (CEMP)					
	 (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. (b) To achieve the objective, the CEMP shall include: (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, avoiding hilltops and ridgelines 					
	 where practicable, including temporary screening when adjacent to residential areas; (v) details of the proposed construction lighting; 					
	 (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; 					
	 (vii) methods for providing for the health and safety of the general public; (viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; 					
	 (ix) procedures for incident management; (x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; 					
	 (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; 					
	(xii) procedures for responding to complaints about Construction Works; and (xiii) methods for amending and updating the CEMP as required.					
20.	Complaints Process					
	 (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: (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. 					
	(b) A copy of the complaints record required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.					
21.	Cultural Monitoring Plan (CMP)					
	 (a) Prior to the Start of Construction, a CMP shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua. The objective of the CMP is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works. 					
	 (b) To achieve the objective, the CMP shall include: (i) requirements for formal dedication or cultural interpretation to be undertaken prior to Start of Construction 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			
		(1))	geographic definition of their responsibilities; and			
		(v)	details of personnel to assist with management of any cultural effects			
		()	identified during cultural monitoring, including implementation of the			
			Accidental Discovery Protocol.			
	(c) If Enabling Works involving soil disturbance are undertaken prior to the S					
			truction, an Enabling Works CMP shall be prepared by a Suitably Qualified			
			on identified in collaboration with Mana Whenua. This plan may be			
			ared as a standalone Enabling Works CMP or be included in the main			
			struction Works CMP.			
	-	ice not				
			ropriate, the CMP shall align with the requirements of other conditions of the			
			and resource consents for the project which require monitoring during			
			n Works.			
22.			on Traffic Management Plan (CTMP)			
	(a)		MP shall be prepared prior to the Start of Construction for a Stage of Work.			
			objective of the CTMP is to avoid, remedy or mitigate, as far as practicable,			
	(b)		rse construction traffic effects. chieve this objective, the CTMP shall include:			
	(0)	(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 Education Facilities or to			
			manage traffic congestion;			
		(iv)	site access routes and access points for heavy vehicles, the size and			
		()	location of parking areas for plant, construction vehicles and the vehicles			
			of workers and visitors;			
		(v)	identification of detour routes and other methods to ensure the safe			
			management and maintenance of traffic flows, including public transport,			
		()	pedestrians and cyclists;			
		(vi)	methods to maintain access to and within property and/or private roads			
			where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading			
			of goods;			
		(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 (ix) being exceeded.			
	(c)	Audit	ing, monitoring and reporting requirements relating to traffic management			
	()		ties shall be undertaken in accordance with the New Zealand Guide to			
			porary Traffic Management (April 2023) or any subsequent version.			

standards set out in the following table as far as practicable: Table 23-1 Construction Noise Standards									
Day of week Time period LAeq(15min) LAFmax									
Occupied activity sensitive to noise									
Weekday	0630h - 0730h	55 dB	75 dB						
	0730h - 1800h	70 dB	85 dB						
	1800h - 2000h	65 dB	80 dB						
	2000h - 0630h	45 dB	75 dB						
Saturday	0630h - 0730h	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	0630h - 0730h	45 dB	75 dB						
Holidays	0730h - 1800h	55 dB	85 dB						
	1800h - 2000h	45 dB	75 dB						
	2000h - 0630h	45 dB	75 dB						
Other occupied bui	-								
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.									
Construction Vibra									
Mechanical v the measurer shall comply practicable.	ibration and shock - nent of vibrations ar	- Vibration of fixed nd evaluation of th andards set out in	lance with ISO 4866:20 I structures – Guidelines heir effects on structures the following table as fa						
Table 24-1 Construct									
Receiver	Details	Category A*	Category B**						
	Details Night-time 2000h - 0630h		Category B** 2mm/s ppv						
Receiver Occupied activities	Night-time 2000h -								
Receiver Occupied activities	Night-time 2000h - 0630h Daytime 0630h -	0.3mm/s ppv	2mm/s ppv						

25.	Const	ction Noise and Vibration Management Plan (CNVMP)
		CNVMP shall be prepared prior to the Start of Construction for a Stage of ork. A CNVMP shall be implemented during the Stage of Work to which it lates. The objective of the CNVMP is to provide a framework for the evelopment and implementation of the Best Practicable Option for the anagement of construction noise and vibration effects to achieve the nstruction noise and vibration standards set out in Conditions 23 and 24 to the tent practicable.
		hours of operation, including times and days when construction activities would occur;
		 the construction noise and vibration standards for the project; identification of receivers where noise and vibration standards apply; a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Conduction and the biddene as far as a mention black.
		 including Sundays and public holidays as far as practicable; methods and frequency for monitoring and reporting on construction noise and vibration;
		 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;
		ii) contact details of the Project Liaison Person;
		 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;
) 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;
		 identification of trigger levels for undertaking building condition surveys, which shall be Category B day time levels;
		i) 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; ii) 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 v) requirements for review and update of the CNVMP.

26.	Sch	Schedule to a CNVMP				
	(a)	A Schedule to the CNVMP (Schedule) shall be prepared prior to the Start of Construction of an activity to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:				
		 (i) construction noise is either predicted or measured to exceed the noise standards in Condition 23, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed: 				
		 A. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months; or 				
		 B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days; (ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 24. 				
	(b)	The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP.				
	(c)	 To achieve the objective, the Schedule shall include details such as: (i) construction activity location, start and finish dates; (ii) the nearest neighbours to the construction activity; 				
		 (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance; 				
		 (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; 				
		 (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (vi) the consultation undertaken with owners and occupiers of sites subject to 				
		the Schedule, and how consultation has and has not been taken into account; and				
	(d)	(vii) location, times and types of monitoring. The Schedule shall be submitted to the Manager for Certification at least five working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the				
	(\mathbf{o})	CNVMP. The CNVMP Schedule shall be deemed certified five working days from the				
	(e)	submission of the CNVMP Schedule where no written confirmation of Certification has been received.				
	(f)	Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for Certification in accordance with (d) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.				

27.	Pre-Construction Ecological Survey				
	(a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform ecological management by:				
	 confirming whether the 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). The level of effect shall be determined in accordance with Table 10 of the EIANZ Guidelines (or subsequent updated version of that table) as included in Schedule 4 to these conditions. 				
	(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).				
28.	Ecological Management Plan (EMP)				
	 (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.(b) To achieve the objective, the EMP shall set out the methods which may include:				
	 (b) To achieve the objective, the EMP shall set out the methods which may include: (i) If an EMP is required in accordance with Condition 27(b) for the presence 				
	of long tail bats:				
	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);				
	 E. details of measures to minimise operational disturbance from light spill; and 				
	F. details of where opportunities for advance restoration / mitigation				
	planting have previously been identified and implemented. (ii) 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.				
	Advice note:				
	Depending on the potential effects of the project, the regional consents for the project may include the following monitoring and management plans: (i) stream and/or wetland restoration plans;				
	(ii) vegetation restoration plans; and				
	(iii) fauna management plans (e.g. avifauna, herpetofauna, bats).				

29.	Network Utility Management Plan (NUMP)				
	(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.			
	(b)	To achieve the objective, the NUMP shall include methods to:			
		(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.			
	(c)	The NUMP shall be prepared in consultation with the relevant Network Utility			
	(1)	Operator(s) who have existing assets that are directly affected by the project.			
	(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.			
	(e)	The NUMP shall describe how any comments from the Network Utility Operator			
	(0)	in relation to its assets have been addressed.			
	(f)	Any comments received from the Network Utility Operator shall be considered			
		when finalising the NUMP.			
	(g)	Any amendments to the NUMP related to the assets of a Network Utility Operator			
		shall be prepared in consultation with that asset owner.			
Operatio					
30.		Noise Road Surface			
	(a)	Asphaltic concrete surfacing (or equivalent low noise road surface) shall be			
		implemented within 12 months of Completion of Construction of the project.			
31.		re Resurfacing Work			
	(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:			
		(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. 			
	(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.			

	Traffic Noise
	For the purposes of Conditions 32 to 43:
	(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 5: 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 (e.g. Categories A, B and C);
	 (h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road- traffic noise – New and altered roads;
	 Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 5: Identified PPFs Noise Criteria Categories;;
	 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.	The Noise Criteria Categories identified in Schedule 5: Identified 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).
	 The Noise Criteria Categories do not need to be complied with at a PPF where: (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.
	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.
33.	As part of the detailed design of the project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified Schedule 5: Identified PPFs Noise Criteria Categories. 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).
34.	Prior to the Start of Construction of the project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 5: Identified 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 L _{Aeq(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						
39.	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						
	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.	Subject to Condition 39, where Building-Modification Mitigation is required, the						
	Requiring Authority is deemed to have complied with Condition 41 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 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.						
40	The Detailed Mitigation Options shall be maintained so they retain their noise reduction						
43.	performance as far as practicable.						

Attachments

Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is for the construction, operation and maintenance of two new transport connections including active transport facilities and associated infrastructure. One transport corridor is located between the two extents of Sim Road, Paerata across the North Island Main Trunk Rail Line and the second connection is between Paerata Rail Station and Sim Road, Paerata. The proposed work is shown in the following Concept Plan and includes:

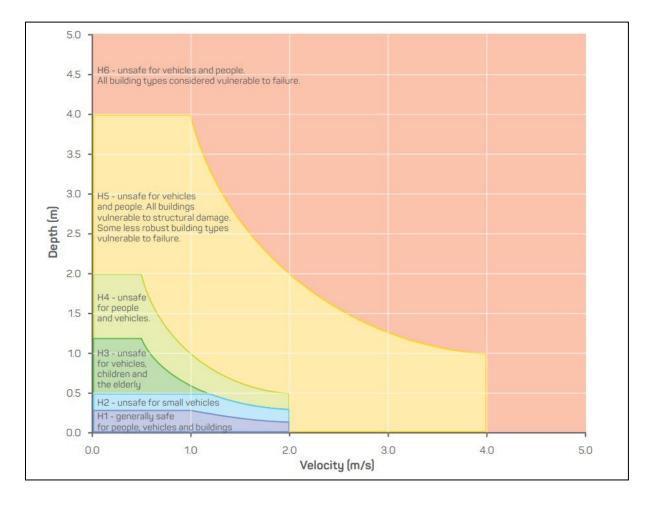
- (a) construction of new transport corridors including active mode facilities;
- (b) associated works including intersections, bridges, embankments, retaining walls, culverts, stormwater management systems;
- (c) changes to local roads, where the proposed work intersects with local roads; and
- (d) construction activities including, construction areas and the re-grading of driveways.



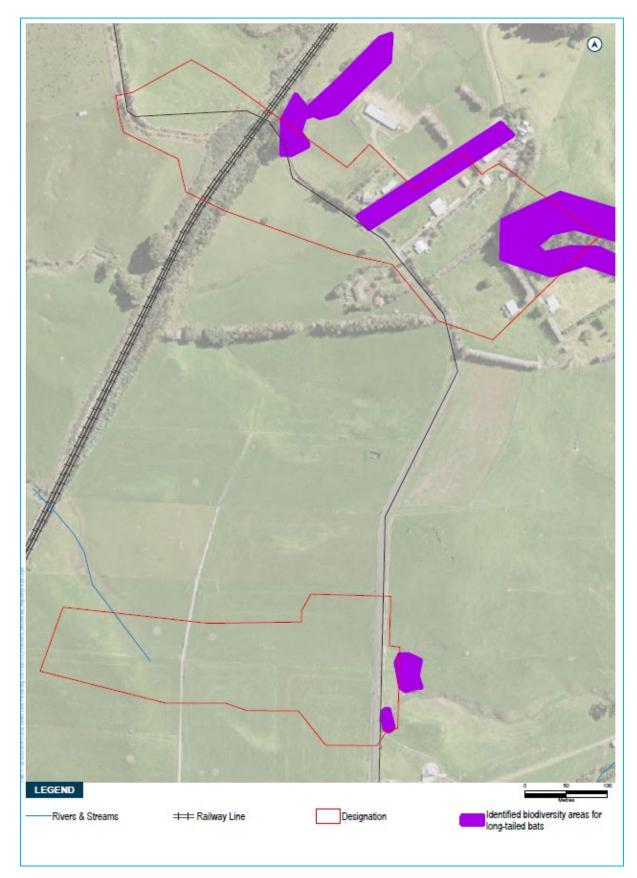
Schedule 2: Flood Hazard Class

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: Ecological Management Plan – Identified Biodiversity Areas

Schedule 4: Table 10 of the 2018 EIANZ Guidelines

Criteria for describing level of effects (Adapted from Regini (2000) and Boffa Miskell (2011))

Ecological Value →	Very high	High	Moderate	Low	Negligible
Magnitude ↓					
Very high	Very high	Very high	High	Moderate	Low
High	Very high	Very high	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very low	Very low
Negligible	Low	Very low	Very low	Very low	Very low
Positive	Net gain	Net gain	Net gain	Net gain	Net gain

Schedule 5: Identified PPFs Noise Criteria Categories

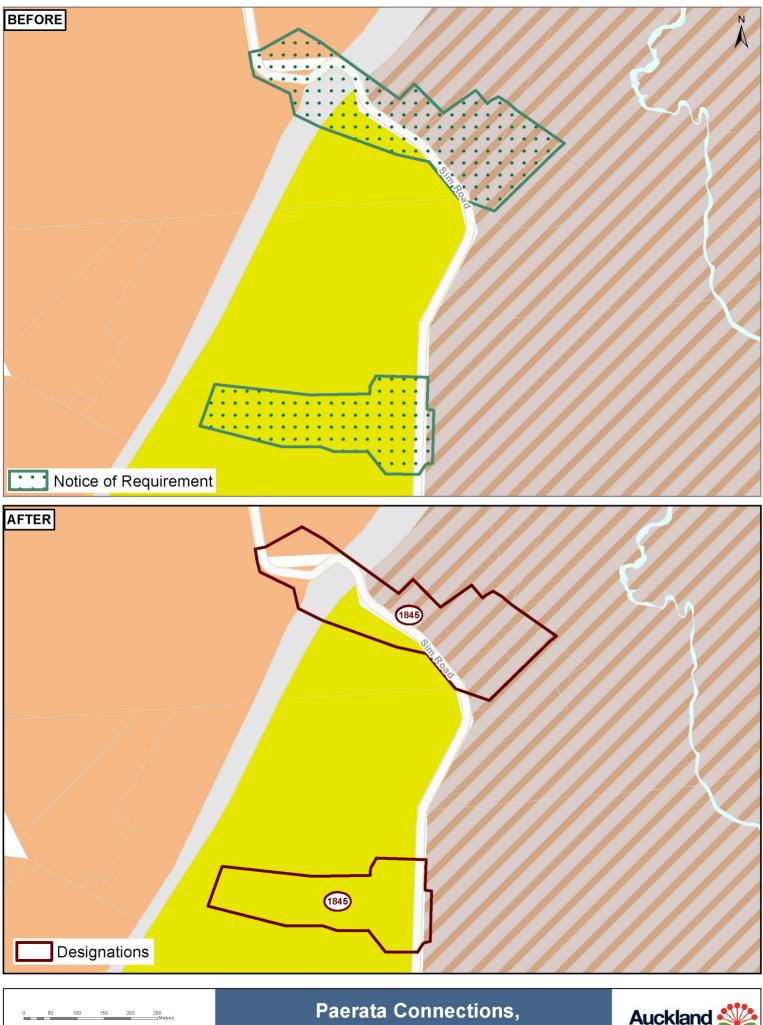
PPFs assessed against the New Road criteria

PPF Address	Noise Criteria Category
328 Sim Road, Paerata	А
393 Sim Road, Paerata	А





Attachment E: Designation 1845 GIS viewer map



Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information. Date: 3/12/2024 Paerata Connections, Auckland Transport Designation (1845)

