

designations appendix



DESIGNATING AUTHORITY: AIRWAYS CORPORATION OF NEW ZEALAND LIMITED

LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
Rua o te Whenua	AC1	F4	Lot 1 DP 137549 being pt Allot 430 Waipareira Parish, Pt Lot 1 DP 37071 being Pt Allot 193 & 430 Waipareira Parish	Aerodrome purposes (communications facility)

Conditions Relating to Airways Corporation of New Zealand Limited Designations

- To ensure that section 176A 3(f) of the *Act* has been adequately addressed, an outline plan shall include, as appropriate:
 - a statement on the relevant *Plan* objectives, policies and rules;
 - a statement on any adverse *effects* the works will have on the *environment* and the mitigation measures to be carried out;
 - a visual impact and mitigation assessment where the proposed work is a new tower *structure* at Rua o tea Whenua Designation TP 3 (as provided for in Condition 5(a))

Explanation

While it is accepted that the project or works will be (or should be) in accordance with the *designated* purpose, the Council wishes to be reasonably assured that the specific works to be carried out will not unnecessarily compromise the objectives, policies and rules of the *Plan* or adversely affect the *environment*. The Council's principal opportunity to influence the works to assist the *requiring authority* to meet its environmental responsibilities is through the outline plan, and the assessment of compliance and *effects* will assist it in determining whether to request changes.

- Appropriate sedimentation and erosion control measures shall be employed for any *earthworks* on the designated site.

Explanation

The *Plan* outlines erosion and sediment control measures for *earthworks* which are above a certain threshold, with that threshold varying according to the particular *environment*. Compliance with these measures would generally satisfy condition 2.

Note that major *earthworks* may require a consent from the Regional Council.

- All *development* on the *site* shall be within the "defined development area" as defined on plan number AL20963 sheets 1 and 2.
- The maximum *height* of any *development* on the *site* shall be not more than 25 metres above *ground level*.
- Development* which is additional to that on the *site* as at 1 February 2000 (which included a tower *structure*, three "slim-line" masts, the Airways Corporation equipment *building* and the Transpower repeater *building*) shall be limited to:
 - the replacement of the existing tower *structure* with another facility, provided that when the new facility is completed and commissioned, the existing tower is decommissioned and demolished;
 - antennae attached to the existing tower or new tower (provided that these do not exceed the overall *height* limit);
 - up to four additional "slim-line" masts of similar *design* to the three existing masts;
 - accessory *buildings* with a maximum *height* of 4.5 metres; and
 - the extension of the *site* access *road*
- Native vegetation alteration* (including removal) shall be restricted to:
 - removal of *vegetation* from within the "defined *development* area"; and
 - removal or *pruning* of any *vegetation* which compromises the operation of the facility.

Explanation (Conditions 3-6)

It is noted that the *site* is also the subject of another *designation* (TP 3) and the above conditions apply to any *development* on the *site*.

The *site* subject to this *designation* is visually prominent and substantially bush-clad. It contains communications facilities, including a dome radar tower, which have an important function for the region and beyond. The conditions are intended to provide for future *development* but to ensure such *development* is within a confined area of the *site*, and that natural and landscape values of the balance of the *site* are not compromised. The conditions are designed to allow the replacement of the existing dome radar tower, allowing the existing facility to continue to operate until the new facility is commissioned. The conditions are also intended to provide for the operation and limited expansion of other communications facilities on the *site*, specifically those for Airways Corporation and Transpower New Zealand Limited.

DESIGNATING AUTHORITY:		AUCKLAND REGIONAL COUNCIL		
LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
Waitakere Ranges Regional Parkland	RP	D2, D4, FO, F2, F4, F6, G6, G7, G8, G9, HO, H2, H4, H6, H8, H10, 18, J2, J4, J6		Waitakere Ranges Regional Parkland as describe in NOR-2010-672 and NOR-2011-1141

Conditions Relating to Auckland Regional Park Designations

- The following information shall be provided with any outline plan submitted in accordance with section 176A of the Act:
 - An assessment of effects that the work or project will have on the environment, including:
 - effects on vegetation and significant trees (as identified in the District Plan),
 - sensitive ridgelines (as identified in the District Plan),
 - effects on residential properties within 10 metres from the works;
 - Where appropriate, an assessment of natural, cultural and/or built heritage features and a statement on how effects on these features will be avoided, remedied or mitigated;
 - A written statement of how the works will give effect to the Auckland Regional Council Threatened Plant Management Strategy - Threatened Plant Guideline;
- All vegetation alteration for track maintenance will be done in accordance with NZS HB 8630:2004.
- The New Zealand Historic Places Trust shall be consulted about additions or alterations to a heritage item scheduled in the Plan, where those additions or alterations affect the values described in the schedule to the Plan. Consultation is not required for maintenance and repair of heritage items.
- The designation shall not apply to the relocation, demolition or partial demolition of heritage items scheduled in the Plan.
- The following works will be exempt from an outline plan pursuant to section 176A (2) of the Act:

Development and maintenance of park infrastructure		Nature of works
Tracks	Maintenance of existing tracks	Maintenance including minor upgrades of existing tracks, including maintaining <ol style="list-style-type: none"> water tables and track drainage, track surface, track structures such as signs, safety barriers, bridges, steps, board walks and rafts, modification of vegetation up to 1 metre from the centre of the track, depending on the track classification.
Buildings, structures and utility services, including drainage systems	Maintenance and minor repairs to buildings, structures and utility services, including heritage sites.	Maintenance and minor repairs to existing buildings, structures and utility services, including the modification of vegetation up to 1 metre from the building, structure or utility service.
	Minor structures and utility services, not including heritage sites.	The construction of minor recreational structures such as notice boards, signs, picnic tables, shade shelters and entry gates.
Car parking and roads	Maintenance of car parks and roads.	Maintenance of car parking areas and access roads, including the modification of vegetation up to 1 metre from the edge of the car park or road or within the car park for safety reasons.
Farming	Construction and maintenance of farming structures (not including heritage sites or works within the drip line or root zone of scheduled trees).	Works associated with operating and maintaining existing farms, including fencing and livestock management structures, such as stockyards. This does not include structures with impervious surfaces.

Development and maintenance of park infrastructure		Nature of works
Vegetation	Management of vegetation for specified reasons.	Vegetation management involved in; i) control of pest plants, ii) re-vegetation programmes, iii) the maintenance of view shafts identified in the Regional Parks Management Plan, iv) regulations under the Electricity Act 1992. NB: Please refer to Advice Note 3 below in relation to the exemptions applying to re-vegetation programmes (ii above) and regulations under the Electricity Act 1992 (iv above).

Advice Notes:

1. Work affecting pre-1900 archaeological sites is subject to a consenting process under the Historic Places Act 1993. If any activity, such as earthworks, fencing or landscaping, may modify, damage or destroy any archaeological site(s), an authority (consent) from the New Zealand Historic Places Trust must be obtained for the work to proceed lawfully. The Historic Places Act 1993 contains penalties for unauthorised site damage. Evidence of archaeological sites may include burnt and fire cracked stones, charcoal, rubbish heaps including shell, bone and/or glass and crockery, ditches, banks, pits, old building foundations, artefacts of Maori and European origin or human burials.
2. The Council intends to protect heritage items scheduled in the Plan. Therefore this designation does not provide for the relocation, demolition or partial demolition of heritage items scheduled in the Plan. The underlying Plan rules will apply to relocation, demolition or partial demolition of heritage items.
3. While Condition 5 above provides an exemption from the requirement to submit an outline plan under section 176A of the Resource Management Act 1991 in relation re-vegetation programmes, such programmes are undertaken in accordance with internal protocols established by the Auckland Regional Council and also, where applicable, in accordance with the Auckland Regional Council Threatened Plant Guideline. Furthermore, for the avoidance of doubt, it is noted that the exemption applying to regulations under the Electricity Act 1992 is solely for the benefit of the requiring authority. A line operator will still need to seek any consents/approvals required before undertaking vegetation management pursuant to regulations.

Conditions applying to the Cafe at Arataki

1. Cafe hours of operation are to be during the Arataki Visitor Centre opening hours.
2. The maximum cafe customer seating is to be 40 seats.
3. The cafe is to be attached to the existing visitors centre building, and the public access to and from the cafe is to be designed to encourage public use and enjoyment of the visitors centre.
4. The design of the cafe building is to use a similar architectural style to the existing visitor centre and is to use visually recessive colours.
5. Any existing uncovered deck area used for the cafe is to be replaced with an area of uncovered deck that provides equivalent viewing opportunities.
6. The cafe and replacement deck are to be located generally where shown in Figure 5 of "Notice of Requirement to alter the Waitakere Ranges Regional Park Designation" referenced by council as NOR-2011-1141.

DESIGNATING AUTHORITY:				KORDIA
LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
Scenic Drive Waiatarua	K1	G6		Transmission Station
That part of Waitakere City from the transmission mast at Waiatarua to Hobson Street in downtown Auckland	K2	G6, G7, F7, F8, F9, F10, E10		Microwave transmission corridor

Conditions Relating to Broadcast Communications Limited (BCL) Designations

- The following information shall be provided with any outline plan submitted in accordance with section 176A of the *Act*:
 - A written statement detailing the degree to which the works meet the policies, objectives and rules of this *Plan*.
 - An assessment of *effects* the work or project will have on the *environment*. The assessment of *effects* shall include all matters (as appropriate) detailed in the Fourth Schedule of the *Act*.
- Subject to section 176A(2) of the *Act*, an Outline Plan shall be submitted for all *earthworks* associated with works carried out in accordance with the purpose of the *designation*. The Outline Plan shall detail the erosion and sediment control measures to be employed.
- New *buildings* and *structures* shall not exceed a *height* of 10 metres as measured by either the average *ground level*, or rolling *height* method for determining *structure height*. The average *ground level* and rolling *height* method for determining *height* are defined in the *Plan*. This condition shall not preclude the alternation, upgrade or replacement of the existing transmitter tower *structures* or the erection of *structures* on a temporary basis, to allow the repair, maintenance or replacement of those towers or stations, provided that such work does not alter the *height* of these *structures* by more than 5 metres.

Restrictions Relating to Designation BCL2

Any *building*, *structure*, mast, tree or other object which penetrates any part of the Microwave corridor as defined on the *Human Environment Maps*, Table BCL2 and Diagram BCL2, shall require written consent from Broadcast Communications Limited prior to carrying out the proposed work(s) or to lodging any application for *building consent* or for *resource consent*.

Table BCL2

MICROWAVE TRANSMISSION CORRIDOR														
Path Length (km) (from Auckland end)	9.0	10.0	11.0	12.0	13.0	14.0	15.0	16.0	17.0	18.0	19.0	19.1	19.2	19.3(e)
Corridor Width (m)	16.4	16.4	16.3	15.9	15.4	14.7	13.7	12.4	10.6	8.2	6.8	6.8	6.8	6.8(e)
Maximum Obstruction Height Above Mean Sea Level (m)	209.0	227.0	245.2	263.7	282.6	301.8	321.3	341.2	361.6	382.5	403.2	405.2	407.2	1409.2

This table shows, at specific points along the path of the corridor, the width of the corridor, and the base-height of the corridor. Intermediate widths and heights shall be determined by extending straight lines between adjacent points.

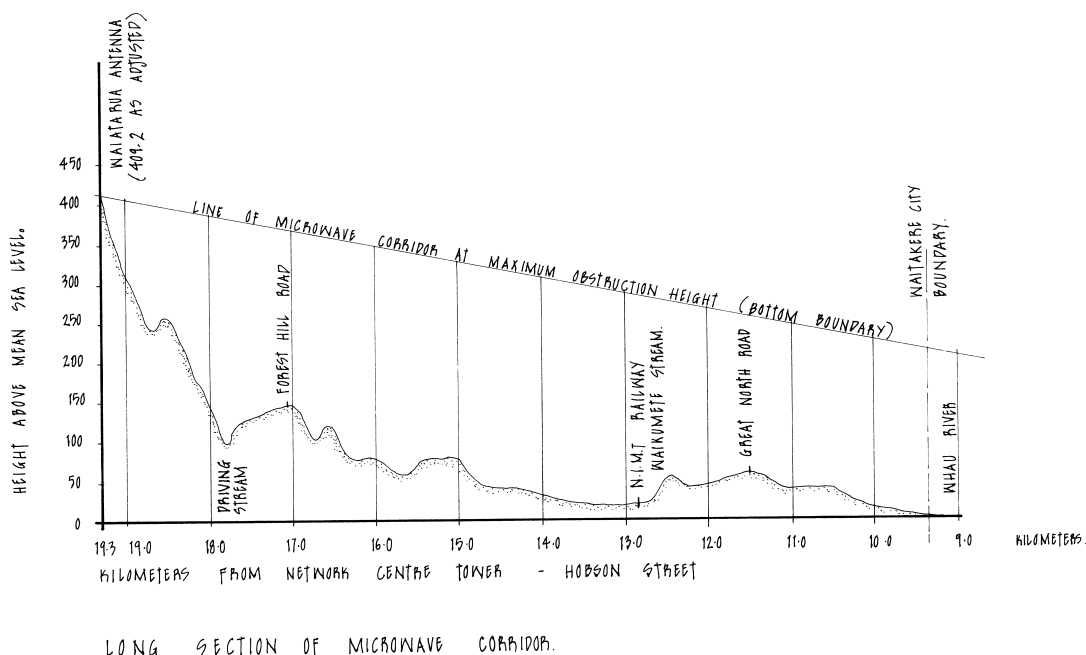


Diagram BCL2

DESIGNATING AUTHORITY:			MINISTER OF CORRECTIONS	
LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
Portage Rd, New Lynn	Dept J1	F11	Lot 1 DP 86331 Lot 1 DP 65125	New Lynn Periodic Detention Centre
Ratanui St, Henderson	Dept J2	E9	Lot 2 DP 209372	Henderson Periodic Detention Centre

Conditions Relating to Minister of Corrections Designations

- To ensure that section 176A 3(f) of the *Act* has been adequately addressed, an outline plan shall include, as appropriate:
 - a statement on the relevant *Plan* objectives, policies and rules;
 - a statement on any adverse *effects* the works will have on the *environment* and the mitigation measures to be carried out.

Explanation

While it is accepted that the project or works will be (or should be) in accordance with the *designated* purpose, the Council wishes to be reasonably assured that the specific works to be carried out will not unnecessarily compromise the objectives, policies and rules of the *Plan* or adversely affect the *environment*. The Council's principal opportunity to influence the works to assist the *requiring authority* to meet its environmental responsibilities is through the outline plan, and the assessment of compliance and *effects* will assist it in determining whether to request changes.

- Appropriate sedimentation and erosion control measures shall be employed for any *earthworks* on the designated site.

Explanation

The *Plan* outlines erosion and sediment control measures for *earthworks* which are above a certain threshold, with that threshold varying according to the particular *environment*. Compliance with these measures would generally satisfy condition 2.

Note that major *earthworks* may require a consent from the Regional Council.

DESIGNATING AUTHORITY:			MINISTER OF DEFENCE	
LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
Minister of Defence RNZAF Base Auckland - Whenuapai and Hobsonville Airbases	MD1 defence purposes	A7, B9, B10, C8	The full extent of the legal descriptions is set out below	Defence purposes - RNZAF air bases and associated defence activities, including but not limited to Youth Development Unit.
Approach Paths to Whenuapai and Hobsonville Airfields		Refer to Appendix II of the Maps		Protection of Approach Paths

Conditions Relating to Minister of Defence Designations

Whenuapai and Hobsonville Airbases

- To ensure that section 176A(3)(f) of the Resource Management Act 1991 has been adequately addressed, an outline plan shall include, as appropriate:
 - a statement on the relevant District Plan objectives, policies and rules; and
 - a statement on any adverse effects the works will have on the environment and the mitigation measures to be carried out.

Explanation

While it is accepted that the project or works will be (or should be) in accordance with the designation purpose, the Council wishes to be reasonably assured that the specific works to be carried out will not unnecessarily compromise the objectives, policies and rules of the *Plan* or adversely affect the environment. The Council's principal opportunity to influence the works to assist the requiring authority to meet its environmental responsibilities is through the outline plan, and the assessment of compliance and effects will assist it in determining whether to request changes.

- Appropriate sedimentation and erosion control measures shall be employed for any *earthworks* on the designated site.

Explanation

The District Plan outlines erosion and sediment control measures for earthworks which are above a certain threshold, with that threshold varying according to the particular environment. Compliance with these measures would generally satisfy condition B.

Note that major earthworks may require a consent from the Regional Council.

- Activities on the RNZAF Airbase shall meet the following Standards:
 - Aircraft operations not exceeding a Day/Night (L_{dn}) level of:
 - 65dBA outside the Airnoise Boundary (L_{dn} 65 dBA Contour) shown on the Airbase Noise map; and
 - 55dBA outside the Outer Control Boundary (L_{dn} 55 dBA Contour) shown on the Airbase Noise map.

For the purpose of this control noise will be measured in accordance with the NZS 6805:1992 and calculated, as stated in NZS 6805:1992, using FAA Integrated Noise Model (INM) and records of actual aircraft operations and calculated as a 90 day rolling logarithmic average.

- Aircraft operations exceeding the standard in (a) above where:
 - the aircraft is landing in an emergency;
 - the aircraft is landing at the Airbase as an alternative in adverse weather conditions; or
 - the aircraft is using the airfield as part of a search and rescue operation or civil emergency.

- Where an outline plan of works is submitted in accordance with s176A of the *Act* in respect of a *building* or *site* within MD1 and which is listed in the Heritage Appendix to this *Plan*, that outline plan of works shall

be accompanied by a heritage management plan generally in accordance with the NZDF heritage policy document.

Restrictions Relating to Approach Paths to Whenuapai and Hobsonville Airfields

1. Where it is proposed to erect any *building* change the use of any *land* or *building* or carry out any *subdivision* of *land* directly beneath and within the boundaries of the approach surfaces to the Whenuapai and Hobsonville Airfields, the consent of the Minister of Defence shall be obtained in writing prior to carrying out the proposed work(s) or to lodging any application for *building consent* or for *resource consent*. The *land* so affected is notated in Appendix II of the Maps Section of the *Plan* as ‘*land use* subject to Ministry of Defence Approval’ and is generally within 1,000 metres of the main runways and 500 metres of the end of the *subsidiary* runways; and
2. No part of any *building*, *structure*, mast, tree or other object shall penetrate any of the climb surfaces, transitional surfaces, horizontal surfaces or conical surfaces associated with the Whenuapai and Hobsonville Airfields without the written consent of the Minister of Defence, prior to carrying out the work(s) or to loading any application for *building consent* or for *resource consent*. These surfaces are explained in “Explanation of Surfaces” Clause (a) Climbing and Transitional Surfaces” and are defined in Appendix II of the Maps Section of the *Plan*. Provided that this shall not restrict any *building* from being erected which has a *height* of not more than 8.0 metres above the natural *ground level*. Where two or more surfaces (whether climb, transitional, horizontal or conical surfaces) coincide, the lower shall apply.

Explanation of Surfaces

1. Climb and Transitional Surfaces

Climb surfaces are wedge-shaped and rise at specified gradients from their origin at the end of the Airfield. As a result, maximum permitted building altitude increases from distance from the Airfield.

Transitional Surfaces which restrict building altitudes near the climb surfaces are imposed either side of the climb surfaces. The effect of these surfaces on maximum building altitude is illustrated in Diagram MD1A.

2. Horizontal and Conical Surfaces

a) Whenuapai Airfield

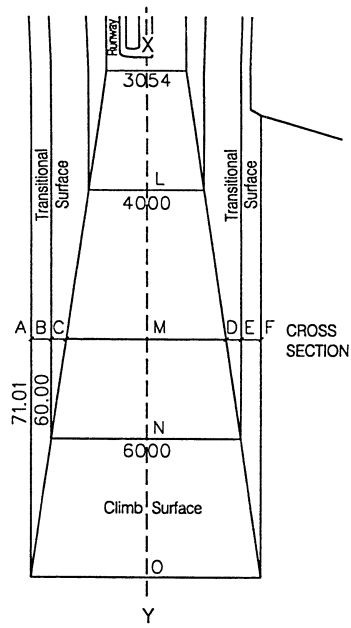
The horizontal surface is a circular plane extending 4000 metres out from the centre of the Airfields at an altitude of 71.01 metres above mean sea level (AMSL). A sloping plane extends outwards to 6000 metres from the centre of the Airfield, and upward, to an altitude of 171.01 metres AMSL, from the edge of the horizontal surface. This is the conical surface. The effect of these surfaces on maximum permitted altitude of buildings and other objects is illustrated in Diagram MD1B.

b) Hobsonville Airfield

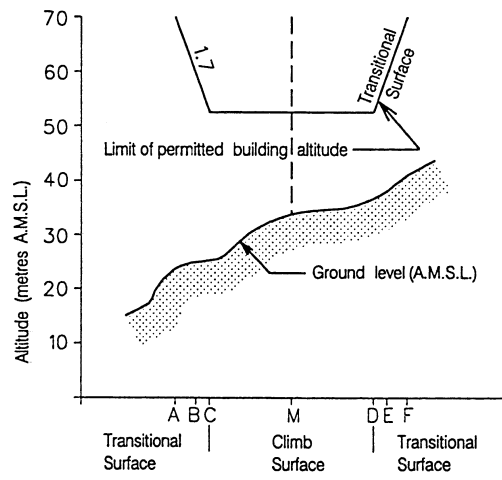
The conical surface is a sloping plane which extends outward and upward from the periphery of an inner circle which has a radius of 400 metres from the centre of the Airfields and an altitude of 20 metres AMSL. This conical surface extends 750 metres out from the centre of the Airfield, and to an altitude of 65 metres AMSL. Extending out from the edge of the conical surface, for a distance of 4000 metres from the Airfield's centre, is another circular plane, the horizontal surface. The effect of these surfaces on maximum permitted altitude of buildings and other objects as illustrated in Diagram MD1C.

Explanation of Designation

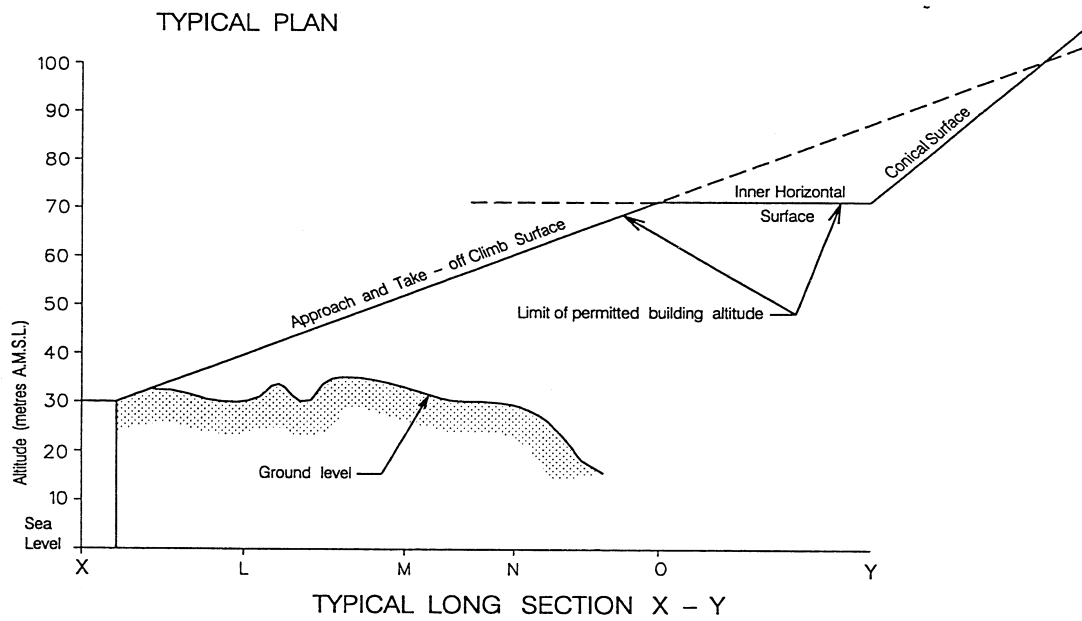
This particular *designation* was imposed in order to provide for the safe and efficient functioning and operation of the Whenuapai and Hobsonville Airfields, which are contained with Designation MD1. The *designation* affects *land* which is not owned, and not intended to be owned, by the Crown on behalf of the Minister of Defence. Rather, the necessary protection is provided principally through the medium of restrictions on the altitude (that is, the total *height* of the uppermost part) of *buildings* and other objects (including trees) and (close to the ends of the runways), a more general control on *land uses*, *buildings* and *subdivisions*. The limitation on the altitude of *buildings* and objects is to prevent obstructions from protruding into the approach paths, while the more general limitation closer to the runway ends is intended to minimise distractions to safe takeoffs and landings.



TYPICAL PLAN



TYPICAL CROSS SECTION A - F

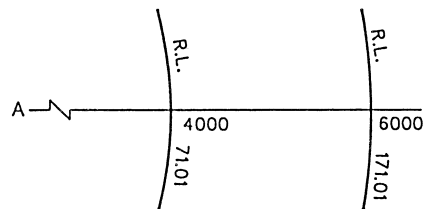


TYPICAL LONG SECTION X - Y

Diagram MD1A

WHENUAPAI AIRFIELD

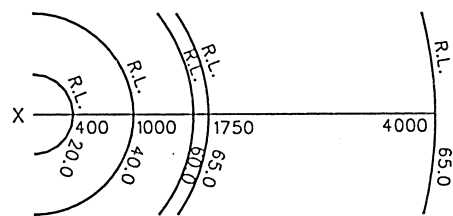
Horizontal and Conical surfaces



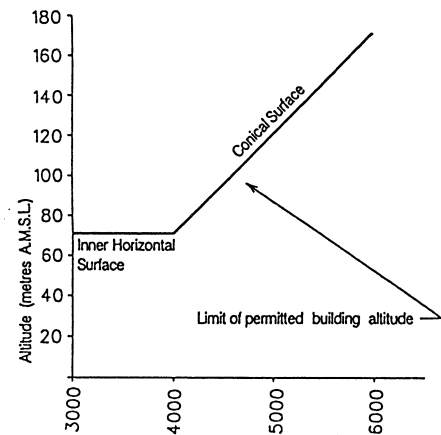
A = The centre of Whenuapai Airfield

HOBSONVILLE AIRFIELD

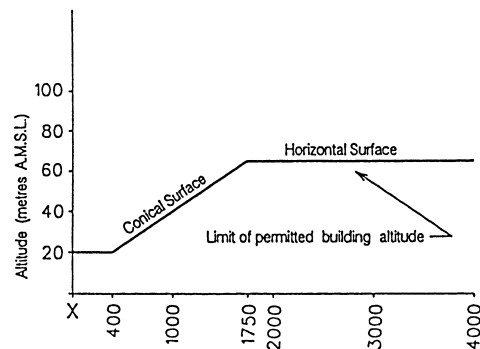
Horizontal and Conical surfaces



X = The centre of Hobsonville Airfield



DISTANCE FROM CENTRE OF
WHENUAPAI AIRFIELD



DISTANCE FROM CENTRE OF
HOBSONVILLE AIRFIELD

DESIGNATING AUTHORITY - MINISTER OF DEFENCE RNZAF BASE AUCKLAND - LEGAL DESCRIPTIONS

MD1 Defence Purposes Airfield

Being Lot 56, 69, 70, 83, 84, 85, 86, 87, 88, 120, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 98A, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114 and Part Lot 115.

All on DP 8224, being portion of Allotment 13, Waipareira Parish, situated in Blocks VI and X Waitemata Survey District.

Being Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17. All on DP 22740 and being allotment 287 and portion of Allotment 3, Waipareira Parish situated in Block X, Waitemata Survey District.

Being Lot 1, 2, 3, 4, 5, 6, 7, 40, 41, 42, 43, 44, 45, 56 (All on DP 11504 being portion of Allotment 3, Waipareira Parish) situated in Blocks VI and X, Waitemata Survey District.

Being Part Lot 1, DP 9146, being portion of Allotment 3, Waipareira Parish, situated in Blocks VI and X, Waitemata Survey District.

Being lot 7, DP 9146, being portion of Allotment 3, Waipareira Parish, situated in Block VI, Waitemata Survey District.

Being Part Allotment 2A, Waipareira Parish (Auckland R.D.) (SO 29567) situated in Block X, Waitemata Survey District.

Being Part Allotment 13, Waipareira Parish (Auckland R.D.) (SO 29629), situated in Blocks VI and X, Waitemata Survey District.

Being Part Allotment 3 Part Allotment 42 Waipareira Parish, situated in blocks VI and X, Waitemata Survey District.

Being Part lot 38 and 39, DP 11504, being Part Allotment 3, situated in Block VI, Waitemata Survey District.

Being Part Lot 37, DP 11504, being Part Allotment 3, situated in block VI, Waitemata Survey District.

Being Part Lot 36, DP 11504, being Part Allotment 3, situated in Block VI, Waitemata Survey District.

Being Part Allotment 3, and 1A situated in Blocks VI and X, Waitemata Survey District.

Being Part Lot 1 and 2, DP 24416, being part allotment 59 (SO 30571) situated in Block X, Waitemata Survey District.

Being Part Allotment 1A (SO 30569) situated in Block X, Waitemata Survey District.

Adjoining or passing through land in Proclamations 9642, 9736, 10330, 10724 and Lot 82, DP 8224, being part Allotment 13, Waipareira Parish, situated in Blocks VI and X, Waitemata Survey District.

Being Lots 59, 60, 63, 64, 65, and 66, DP 8224, being part Allotment 13 situated in Block VI, Waitemata Survey District.

Being Part 1A, situated in block X Waitemata Survey District.

Being Lots 67, 68, 58 and 57, DP 8224, being Part Allotment 13, Waipareira Parish, situated in Block VI, Waitemata Survey District.

Being Part Lot 1, DP 9146, being part Allotment 3, Waipareira Parish, situated in Block X, Waitemata Survey District.

Being Lots 11, 12 and 13 DP 9136, Part Certificate of Title, Volume 281, folio 221 North Auckland Land Registry, situated in Block X, Waitemata Survey District.

Being part Lot 61 and 62, DP 8224 balance of Certificate of title, Volume 341, folio 279, North Auckland Land Registry, situated in the City of Waitemata.

Being part Lot 2, DP 74825, marked B, C, D and E on plan, situated in the City of Waitemata

MD1 Defence Purposes-Sewerage Treatment

Being Part Lot 7, DP 9146, being Part Allotment 3, Parish of Waipareira, coloured blue, edged blue.

Being Parts Allotment 3, Parish of Waipareira, coloured yellow.

Being Part Allotment 3, Parish of Waipareira, coloured blue.

Being Part Lot 7, DP 9146, being Part Allotment 3, Parish of Waipareira, coloured blue.

Being Part Lot 7, DP 9146, being Part Allotment 3, Parish of Waipareira, coloured blue.

Being Part Lot 7, DP 9146, being Part Allotment 3, Parish of Waipareira, coloured blue.

All situated in Block VI, Waitemata Survey District.

MD1 Defence Purposes

Being Part Lot 46 and Part Lot 47, DP 8224, being part Allotment 13, Waipareira Parish, situated in Block VI, Waitemata Survey District.

Being Part Lot 73, DP 8224, being Part Allotment 13, Waipareira Parish.

Being Part Lot 73, DP 8224, being Part Allotment 13, Waipareira Parish, situated in Block IV, Waitemata Survey District.

Being Part Lot 30 of Allotment 2, Waipareira Parish, situated in block XI, Waitemata Survey District.

MD1 Defence Purposes-Communications

Being Lots 25, 26 and 27 DP 13497, Balance certificate of title, Volume 962, folio 109, North Auckland land registry, situated in Block VI, Waitemata Survey District.

MD1 Defence Purposes-Water Supply

Being Part Allotment 39, Waipareira Parish, situated in Block X, Waitemata Survey District.

MD1 Defence Purposes-Waste Water Plant

Being Part Lot 50 of a subdivision of Allotment 2, Parish of Waipareira, situated in Block XI, Waitemata Survey District.

Being Part Allotment 2, Waipareira Parish, situated in block XI, Waitemata Survey District.

MD1 Defence Purposes-Administration

Being Part Allotment 2, Parish of Waipareira, situated in BlocksX and XI, Waitemata Survey District.

MD1 Defence Purposes-Airfield

Being Part Lots 1,2,3,4,5,6,7 DP 8956

Being Part of Part Section 1 SO36723

Being Part of Part Lot 3 DP 206311

DESIGNATING AUTHORITY:

MINISTER OF EDUCATION

LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
Arahoe Road, New Lynn	ME1	G10	Allotments 691,692 & 693 Parish of Waikomiti, Pt Lot 1 DP 36680	Arahoe Road School
Tirimoana Road, Henderson	ME2	E9	Pt Allotment 90 Parish of Waikomiti (Pt Lot 46 Deeds Plan Whau 9)	Arohanui School
Karepo Crescent, Henderson	ME3	D7	Lot 1 DP 84852	Birdwood School
Bruce McLaren Road, Henderson	ME4	F8	Lots 31-35(inc) DP 44604, Pt Allotment 2 Parish of Waikomiti (CT 1641/98), Pt Allotment 2 Parish of Waikomiti (Pt Lots 1,2 & 3 Deeds Plan 706), Lot 10 DP 91274	Bruce McLaren Intermediate School
Kintara Drive, Royal Heights	ME5	C9	Lots 37 DP 83161, Lots 42 & 43 DP 89660, Lots 112 & 113 DP 16223, Pt Lots 4 & 5 DP 45970	Colwill School

LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
Don Buck Road, Henderson	ME6	D7, D8	Pt Lot 1 DP 34613, Lot 1 DP 69614, Pt Lot 4 DP 77301	Don Buck Primary School
Edmonton Road, Henderson	ME7	E9	Pt Lot 6 DP 1267, Lot 1 DP 37137, Pt Lot 5 & Lot 6 DP 48042, Pt Lots 1 & 2 DP 9414	Edmonton School
Flanshaw Road, Te Atatu	ME8	D9	Pt Lot 24 DP 39366, Lots 13,14,15,16,17 & 18 DP 39366	Flanshaw Road Primary School
Roberts Road, Te Atatu	ME9	E9	Lot 164 DP 45637, Lot 1 DP 43937, Pt Lot 1 DP 27711, Pt Allotment 90 Parish of Waikomiti	Freyberg Memorial School
Croydon Road, New Lynn	ME10	F10	Pt Allotment 157, Parish of Waikomiti (Pt Lots 11,12,13,14,15 Deeds plan S119), Pt Allotments 150 & 157 Parish of Waikomiti (Pt Lot 10 Deeds Plan S119), Pt Allotment 150, Parish of Waikomiti (Pt Lot 1,8,9 Deeds Plan S119) Pt Allotments 150 & 157, Parish of Waikomiti (Lot 10 Deeds Plan Whau 97)	Fruitvale School
Kaurilands Road, Titirangi	ME11	G9	Pt Lot 2 DP 35845, Lot 1 DP 39254	Glen Eden Intermediate School
Barrys Road, Henderson	ME12	E10	Lot 1 DP 39100, Pt Lot 3 DP 1931 Lots 24,25,26,27,28 & 162 DP 52097	Glendene Primary School
Godley Road, Green Bay	ME13	G10	Lot 1 DP 52290, Lots 19,20,21,64 DP 53483, Pt Lots 32,33,34,35,36,43 DP 58830	Green Bay High School
Godley Road, Green Bay	ME14	G10	Pt Lot 2 DP 7020	Green Bay Primary School
Henderson Valley Road, Henderson	ME15	E8	Pt Allotment 7 Parish of Waipareira (CT 728/297), Lot 149 DP 48498	Henderson High School
Lincoln Road, Henderson	ME16	E8	Lot 1 DP 44949	Henderson North Intermediate School
Norval Road, Henderson	ME17	E8	Lot 19 DP 43329	Henderson North Primary School
Montel Avenue, Henderson	ME18	E9	Pt Allotment 90 Parish of Waikomiti Te Atatu Sih(Pt land on DP 13664), Pt Allotment 8 Parish of Waipareira, Pt Lot 5 DP 20253	Henderson Primary School
Henderson Valley Road, Henderson	ME19	F7	Pt Lot 19 DP 8632 (CT 321/198), Pt Lot 19 DP 8632 (CT 16B/1403)	Henderson Valley Primary School
Hobsonville Road, Hobsonville	ME20	B9	Pt Allotment 41 Parish of Waipareira, Pt Lots 23 & 24 DP 5165	Hobsonville School
Atkinson Road, Titirangi	ME21	G9	Pt Allotment 493 Parish of Waikomiti, Pt Lots 8 & 9 DP 39041, Pt Lot 3 DP 34220, Lots 10,11 & 12 DP39041, Pt Lot 2 DP 7589 (CT 420/263), Lot 3 DP 41980, Pt Lot 2 DP 7589 (CT1859/40)	Kaurilands School
Archibald Road, Kelston	ME22	F10	Lot 53 DP 38785, Allotments 214,215,216 & 217 Waikomiti Parish	Kelston Boys High School
Vanguard & St Leonards Roads, Kelston	ME23	F10	Pt Allotment 237 Parish of Waikomiti, Pt Lot 3 DP 36227, Pt Allotment 235 Parish of Waikomiti, Lot 50 & 51 DP 38785	Kelston Intermediate School & St Leonards Primary School
Archibald Road, New Lynn	ME24	F10	Lots 1 & 2 DP 31889, Pt Allotments 192,193,196, 197 & 507 Parish of Waikomiti, Pt Lot 7 DP 35549, Pt Allotment 198 Parish of Waikomiti, Pt Allotments 192,193,196 & 197 Parish of Waikomiti	Kelston Primary School, Kelston Girls High School & Special School for the Deaf
Withers Road, Glen Eden	ME25	G9	Lot 2 DP 7781	Konini School
Victory Road, Laingholm	ME26	H8	Pt Allotment 34, Parish of Waikomiti (Part land on DP 9857) Lots 1, 2 & 3 DP 19099 and Section 1 SO 69518	Laingholm School

LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
Keegan Drive, Massey	ME27	D8	Lot 2 DP 52933, Lot 16 DP 69633, Lot 1 DP 84167, Pt Lot 2 DP 75764, Pt Lot 13 DP 69633	Lincoln Heights School
Luckens Road, Hobsonville	ME28	C9	Pt Allotment 37 Parish of Waipareira (Part Land on DP 4990), Pt Lot 6 DP 52529, Pt Lot 302 DP 128372	Marina View Primary School
Don Buck Road, Massey	ME29	D7	Pt Section 12 Block XIV Waitemata Survey District, Pt Sections 5 & 6 Block XIV Waitemata Survey District, Pt Section 30 Block XIV, Waitemata Survey District	Massey High School
Don Buck Road, Henderson	ME30	D7	Section 24 Block XIV Waitemata Survey District, Pt Section 31 Block XIV Waitemata Survey District	Massey Primary School
Matipo Road, Te Atatu	ME31	D9	Pt Lots 1 & 2 DP 38223, Pt Lot 5 DP 40734	Matipo School
Margan Avenue, New Lynn	ME32	F11	Lots 1 & 2, of Section 9, Block II, Hamlet of Hetana, Pt Section 9, Block II, Hamlet of Hetana Section 4, 5, 10 & Part Section 11 Block II, Hamlet of Hetana	New Lynn Primary School
Mayville Road, New Lynn	ME33	G11	Pt Section 6, Block VI Hamlet of Hetana (CT 1010.162), Pt Lot 1 DP 68887 (CT 25A.504), Pt Lot 11 DP 11123	Special School
Shaw Road, Oratia	ME34	F8	Pt Allotment 251 Parish of Waikomiti, Forest Hill Pt Lot 1 DP 4212	Oratia Primary School
Garden Road, Piha	ME35	HO	Pt Lot 247 DP 24231 (CT 850/154), Pt Lot 247 DP 24231 (CT 644/98), Pt Lot 1 DP 25709	Piha School
Pomaria Road, Henderson	ME36	D8	Pt Lots 6 & 7 DP 670, Lots 22 & 23 DP 56601	Pomaria School
Rosier Road, Glen Eden	ME37	F9	Pt Lot 1 DP 33691, Pt Lot 16 DP 1377, Lot 1 DP 40477, Allotment 593 Parish of Waikomiti, Lot 2 DP 40477, Lot 3 DP 33691 & Pt Lot 12 DP 17287	Prospect School
Glenview Road, Glen Eden	ME38	F9	Allotment 528 Parish of Waikomiti, Pt Lot 1 DP 21318	Glen Eden Primary School
Garelja Road, Henderson	ME39	E8	Pt Lot 2 DP 43532 (CT 1129/56) Lot 71 DP 72148	Henderson South Primary School
Keru Place, Te Atatu South	ME40	E9	Pt Lot 1 DP 33479, Pt Lots 1,9,10 DP 36694, Lots 43,48 & Pt Lot 49 DP 49546, Pt Lot 1 DP 44075, Pt Lot 3 DP 1267	Rangeview Intermediate School
Station Road, Ranui	ME41	E7	Pt Lot 3 DP 39894	Ranui Primary School
Royal Road, Massey	ME42	C8	Pt Lots 1 & 2 DP 29333, Allotment 545 & Pt Allotment 546, Parish of Waipareira	Royal Road School
Kotuku Street, Te Atatu	ME43	D9	Pt Lot 169, Lots 171,173 DP 44193, Part of Old Bed of Henderson Creek, Pt Allotment 549, Parish of Waipareira	Rutherford High School
Toru Street, Te Atatu	ME44	D9	Lot 170 DP 44012	Rutherford Primary School
Moire Road, Massey	ME45	C8	Parts Lot 14 DP 1468, Pt Allotments 5A, Pt Allotment 670 & Allotment 671 Parish of Waipareira	Secondary School site
Don Buck Road, Massey	ME46	C7	Lot 6 DP 62338	Special Residential School
Ribblesdale Road, Henderson	ME47	F9	Pt Section 39 Waari Hamlet (CT 365/253), Pt Section 40 Waari Hamlet, Lot 11 DP 19315, Lot 12 DP 56846, Pt Land on DP 19315	Sunnyvale School
Swanson Road, Swanson	ME48	E6	Pt Allotment 114, Parish of Waipareira (Part land on DP 13972), Lot 1 DP 3959) Pt Lot 2 DP 39591, Lot 3 DP 39591	Swanson School

LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
Waipani Road, Te Atatu	ME49	C9	Lot 49 DP 42139, Lot 8 DP 56377, Parts land on DP 11130 & all land on DP 15320 being parts Allotment 4 Parish of Waipareira	Te Atatu North Primary School
Harbourview View Road, Te Atatu North	ME50	D9, D10	Pt Allotment 4 Parish of Waipareira (Pt Lot 70 Deeds Plan Whau 14), Lot 72 DP 50502, Pt Lot 1 & 2 DP 38397, Pt Lots 1,2,3 & 4 DP 22578	Te Atatu Intermediate School
Kokiri Street, Te Atatu South	ME51	E9	Pt Allotment 90 Parish of Waikomiti	Tirimoana Primary School
Atkinson Road, Titirangi	ME52	G9	Pt Lot 4 DP 9262, Lot 7 DP 15333, Pt Allotment 46, Parish of Waikomiti & Pt Lot 4 DP 9262, Pt Allotment 46 Parish of Waikomiti	Titirangi School
Rathgar Road, Henderson	ME53	E8	Pt Lots 21 & 40 DP 670, Lot 1 DP 59511	Waitakere College
Bethells Road, Waitakere	ME54	D4	Pt Allotment 27 Parish of Waipareira (CT 758/203), Pt Allotment 27 Parish of Waipareira (CT 46A/738), Lot 1 DP 134719	Waitakere Primary School
Oriel Avenue, Massey	ME55	C8	Lot 326 DP 88755	West Harbour Primary School
Sturges Road, Henderson	ME56	E8	Pt Lot 1 DP 29674	Western Heights Primary School
Brigham Creek Road, Whenuapai	ME57	A7	Pt Lot 1 DP 9146 (CT 4A/1482), Pt Lot 1 DP 9146 (CT 1166/90), Part Closed Road	Whenuapai School
Woodlands Park Rd, Woodlands	ME58	H8	Pt Allotment 30 Parish of Waikomiti	Woodland Park School
Munroe Road, Sturges Valley	ME59	E8	Lots 1&3 DP192627, Pt Lot 1 DP 193584, CT 122A/950	Primary School (including early childhood facilities)
Metcalf Road, Ranui	ME60	E7	Pt Lot 8 DP7398 and Lot 9 DP 7398	Ranui Campus comprising up to two schools (one of which may be a kura kaupapa Maori) for students in years 1 to 8 together with an early childhood education centre

Conditions Relating to Minister of Education Designations

- Where an outline plan of works is submitted in accordance with s176A of the *Act*, prior to commencing the project or work, that plan shall be accompanied by:
 - a statement detailing the degree to which the works described in the outline plan meet the relevant objectives, policies and rules of the *Plan*; and
 - an assessment of the *effects* the works described in the outline plan will have on the *environment*

Explanation

While it is accepted that the project or works will be (or should be) in accordance with the designated purpose, the Council wishes to be reasonably assured that the specific works to be carried out will not unnecessarily compromise the objectives, policies and rules of the Plan or adversely affect the *environment*. The Council's principal opportunity to influence the works to assist the *requiring authority* to meet its environmental responsibilities is through the outline plan, and the assessment of compliance and *effects* will assist it in determining whether to request changes.

- Appropriate sedimentation and erosion control measures shall be employed for any *earthworks* on the designated site.

Explanation

The *Plan* outlines erosion and sediment control measures for *earthworks* which are above a certain threshold, with that threshold varying according to the particular *environment*. Compliance with these measures would generally satisfy condition 2.

Note that major *earthworks* may require a consent from the Regional Council.

- New *development* increasing the scale of *development* or intensity of use of the *site* shall provide *car parking* at a ratio of not less than two *car parks* per additional classroom, except where the Council accepts, on the basis of a specifically commissioned *car parking* study by an appropriately qualified engineer, that a lesser level is appropriate.

4. New *buildings* or *structures* shall be *set back* by not less than 6 metres from the boundary of all *adjoining sites* that are identified in the *Plan* as *Living Environment*, *Rural Villages Environment* or *Coastal Villages Environment* provided that the *setback* can be reduced where the written consent to such a reduction has been obtained from the registered proprietor of the relevant adjacent *land*.
5. (a) Work which affects the specified *buildings* on the following *designated sites* shall be limited to repairs to, maintenance of or insignificant alteration of any existing fabric of the *building* and the installation of equipment such as burglar and fire alarms intended to improve the **safety** or security of the *structure*. Such work may be carried out without an outline plan of works.

<i>Designation Number/Name</i>	<i>Description of Building</i>	<i>CHI Number</i>
ME 32 New Lynn Primary School	School <i>Building</i> , 2 Seabrook Avenue	1612
ME 24 Kelston Primary School	<i>Dwelling</i> , 44 Lynwood Road	1635
ME 18 Henderson Primary School	Dental Clinic, cnr. Edsel Street & Great North Road	1450
ME 34 Oratia Primary School	School <i>Building</i> , 522 West Coast Road	1440
ME 38 Glen Eden Primary School	School <i>Building</i> , Glenview Road	1669
ME 52 Titirangi Primary School	Infant Block, 11 Kohu Road	1297

- (b) Work which affects the specified trees (including work within the *dripline* of the trees) on the following *designated land* shall be limited to *pruning* if done in accordance with accepted modern arboriculture practice, and no more than 20% of the foliage of the tree is removed in one calendar year.

<i>Designation Number/Name</i>	<i>Description of Building</i>	<i>CHI Number</i>
ME 54 Waitakere Primary School	2 Rimu Trees, 10 Bethells Road	293

Conditions for Special School ME33

1. Two parking spaces are to be provided for every three additional new employees who will be based on the subject site for more than 10 hours during a working week (Monday to Friday).
2. New buildings and structure will not exceed a height of 8m.
3. The operation of the special school shall comply with the following noise limits at the boundary of any site zoned for a living/residential purpose:

DAY/TIME	NOISE LEVEL(L_{10}) dBA
Mon - Sun, 7.00am - 10.00pm (0700-2200)	50
Mon - Sun, 10.00pm - 7.00am (2200-0700)	40

$$L_{\max} = 75\text{dBA}$$

Between 8.00am and 6.00pm, these levels shall not apply to the noise from normal school recreational activities located more than 10 metres away from the common boundary with Lots 1 and 2 DP 412569

Noise other than construction noise shall be measured and assessed in accordance with the requirements of the New Zealand Standard NZS8801:1991 "Measurement of Sound" and NZS6801:1991 "Assessment of Environment Sound".

4. Should any area that could be used for recreational purposes be developed within 10 metres of the common boundary with lots 1 and 2 DP 412569, and acoustic fence shall be installed along that boundary. The fence

shall be designed by a suitably qualified acoustic engineer to comply with the noise limits in condition 3, and its design confirmed at outline plan of works stage.

5. Any new building or structure will not be subject to Condition 4 relating to Minister of Education designations where it is replacing an existing lawfully established building or structure already located within 6 metres of an adjoining site identified in the Plan as Living environment, provided that its construction does not exceed the existing building envelope.
6. Any Outline Plan of Works which decreases the on-site parking below the 17 spaces currently provided at the site and/or changes the number or location of the vehicle accesses to the site shall be accompanied by a report produced by a suitably qualified traffic engineer and/or transportation planner that gives consideration to the effects on the surrounding road network arising from the parking usage at the school, the pick-up and drop off of students, and the ability to cater for this on site, including any road safety implications.

Advice Note

Details for stormwater disposal from any future development shall be submitted at the time application is made by the requiring authority for an Outline Plan of Works, with adequate provision for the disposal of stormwater discharges from roof, driveway and parking areas in accordance with Council's Code of Practice for City Infrastructure and Land Development (refer to Section 4).

(c) Specific Condition (ME59 only):

At all times noise associated with the operation of the primary school (with the exception of noise generated by children playing outside) during hours when school activities are being conducted shall comply with the noise controls of the *Living Environment* of the *Plan*. Activities undertaken outside of the operating hours of the primary school shall also be required to comply with the noise controls of the *Living Environment* of the *Plan*. These are as follows.

Explanation

Works otherwise in accordance with the *designation* but which would involve other than repairs and maintenance to the exterior of specified *buildings*, or more than the limited *pruning* of any of these trees, may only be carried out if the *designation* is altered to specifically alter (or remove) the condition. As part of the requirement to alter the *designation*, the *requiring authority* would be expected to carry out a form of *heritage* assessment. For general guidance about the content of such an assessment, reference can be made to the *City-Wide Rules:- Heritage*.

7.00am-7.00pm Monday-Saturday		7.00pm-10.00pm Monday-Saturday 7.00am-10.00pm Sundays & Public Holidays		10.00pm-7.00am	
L10	LMa	L10	LMax	L10	LMax
50dBA	N/A	45dBA	N/A	40dBA	70dBA

(d) Specific Conditions (ME60 only):

1. The designation shall lapse on the expiry of 10 years from the date on which it is included in the District Plan if it has not been given effect to before the end of that period.
2. The total student roll of the two schools and early childhood education centre shall not exceed 770 students.
3. All buildings and structures shall comply with the following development controls:
 - Height in relation to boundary: no part of any building shall infringe a height in relation to boundary control from any adjacent land zoned Living Environment or Transport Environment of 2.5 metres plus:

On the southern boundary of the site: 35 degrees

On the northern and street boundaries of the site: 55 degrees

On the western and eastern boundaries of the site: 45 degrees

- The height of all buildings (excluding any goal posts associated with sporting activities) shall not exceed 8m except for assembly halls, recreational facilities, and cultural or performance facilities, which shall not exceed 10m
 - Minimum building setbacks (road frontage): 5m
 - Minimum building setbacks (side boundaries): 5m
 - Maximum building coverage: 35%
 - Maximum impermeable area: 60%
4. The Ministry of Education and the School's Board of Trustees shall:
- (i) Monitor school related traffic in the vicinity of the schools once a year for a period of 5 years following the opening of each school;
 - (ii) Resource, develop, review and action a Travel Plan for the schools to set the standards and goals of the schools with respect to sustainable travel modes and to mitigate real and potential adverse traffic effects; and
 - (iii) Limit the provision of on-site public car parking to a minimum.

This condition will be achieved by working in partnership with Waitakere City Council and Auckland Regional Transport Authority to ensure the integration of the school with the surrounding transport network, including issues of pedestrian and cyclist permeability to the site.

5. All activities taking place at the schools shall comply with the following noise levels measured at the appropriate part of a site (other than the site on which the activity is situated) within the Living Environment, Living 4 Environment and Foothills Environment:

7.00am-7.00pm Monday-Saturday		7.00pm-10.00pm Monday-Saturday 7.00am-10.00pm Sundays & Public Holidays		10.00pm-7.00am	
L ₁₀	L _{Ma}	L ₁₀	L _{Max}	L ₁₀	L _{Max}
50dBA	N/A	45dBA	N/A	40dBA	70dBA

This provision shall not apply in respect of the noise generated from students' voices outside between 0800hrs and 1800hrs (excluding Sundays and public holidays).

Sound levels shall be measured in accordance with the Requirements for NZS 6801: 1991 Measurement of Sound and assessed in accordance with the Requirements of NZS 6802: 1991 Assessment of Environmental Sound.

6. The Ministry of Education shall submit a landscaping/planting scheme with the first Outline Plan of Works. This scheme shall include landscaping/planting along the boundary of the site fronting Simpson Road and the boundary of the site fronting Metcalfe Road.

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7. Prior to any site works commencing, the Ministry of Education shall submit to the Council further detailed soil sampling with reference to the site design/building layout.
 8. Any soil to be exported from the site shall be sampled and tested prior to being exported. If testing identifies that the soil does not meet Ministry for the Environment criteria for cleanfill in the report titled *"A Guide for the Management of Cleanfills"*, dated January 2002 and any subsequent updates, then the soil must be disposed of at a landfill registered to dispose of contaminated soil of the levels found. Copies of the laboratory analysis results shall be provided to the Council prior to the removal of any soil off site. If the results indicate the cleanfill criteria are not met, receipts/manifests shall be provided to Council detailing the volume of soil exported and its disposal address/location.
 9. If the soil sampling required under Condition 7 above exceeds the relevant guidelines for contaminated soil, the Ministry of Education shall submit to the Council a Remediation Action Plan (RAP) prior to any site works commencing. The RAP shall be in accordance with the Ministry for the Environment publications on Contaminated Land Management Guidelines, and include references to the Department of Labour Health and Safety guidelines for contractors undertaking work.
 10. If the soil sampling under Condition 7 above exceeds the relevant guidelines for contaminated soil the Ministry of Education shall, within 3 months of the completion of the works outlined in the RAP required under Condition 9, and prior to any school or other associated facilities opening on site submit a Site Validation Report (SVR). The SVR shall be prepared in accordance with Ministry for the Environment Contaminated Land Management Guideline No. 1. This document shall, as a minimum, provide:
 - A summary of the works undertaken;
 - A summary (an exploration hole logs) for the additional trial pits;
 - Results of all validation testing;
 - A description of action taken due to any exceedence of clean-up criteria within the validation sampling;
 - Copies of all landfill receipts; and
 - Confirmation that the works have been undertaken in accordance with the RAP required under Condition 9.
 11. All development shall be undertaken in accordance with the Geotechnical Report prepared by Babbage Consultants Ltd titled *"Ranui School for Ministry of Education Geo-Environmental Assessment Report"*, ref: 43329, dated November 2007, and the review of this report prepared by GHD Limited titled *"Geotechnical Peer Review, Notice of Requirement for the Ministry of Education, New Schools at Ranui, Waitakere City"*, dated 4 March 2008.
 12. The Ministry of Education shall provide written confirmation from a Chartered Professional Engineer (with experience in geotechnics, and familiarity with the report and report review detailed in Condition 11 above) that the recommendations contained within the report and report review detailed in Condition 11 have been fully satisfied.
 13. Development of the site shall adhere to a Low Impact Design stormwater management system that minimises impervious surfaces and earthworks, utilise soils and vegetation to trap pollutants and reduce stormwater runoff. Details of Low Impact Design measures shall be submitted to the Council's Ecowater department with the first Outline Plan of Works.
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14. Prior to lodgement of an Outline Plan of Works or resource consent application the Ministry of Education shall contact Waitakere City Councils Drainage Planning Engineers and Water Assets Engineers to ascertain the suitability of the public systems proposed to service this site and catchment. It may be necessary to implement temporary measures depending on the timing of the development and Councils infrastructure works in the area. Details of temporary measures shall be submitted with the first Outline Plan of Works or resource consent application.
15. With regard to the proposed road running through the south eastern corner of the site, the Ministry shall, when the road design has been confirmed by Council, uplift the designation from the part of the site that is affected by the road and make the land available for acquisition by the Council. The Ministry shall not oppose the construction of the road.
16. The Ministry of Education shall submit detailed engineering plans showing footpaths with a minimum width of 2.0m on Simpson Road and Metcalfe Road within the 'school zone' (being the future 40kmph zone surrounding the schools) adjoining the boundary of the school site and on the western side of Simpson Road from the View Ridge Drive footpath to a location terminating at any future school pedestrian crossing on Simpson Road to the Council's Transport Assets team prior to the opening of the schools. The plans shall be developed in consultation with the Council's Transport Assets team taking into account of the location of pedestrian entrances, vehicle entrances, pickup/drop-off areas and the extent of the future 40kmph zone.
17. The Ministry of Education shall construct onsite parking for staff at a minimum of 2 parks per 3 staff employed on the site.
18. Prior to the opening of the schools, the Ministry of Education shall construct a pick up and drop off facility and bus parking either on the site or on the road frontage of the site, having regard in its design for the following where practicable:
 - The facility should be located to maximise the opportunity for shared use by both the proposed schools on site;
 - The facility should be located separately from the staff parking area to be provided on site, and have regard for the need to separate it from areas where pedestrians will cross roads heading to and from the site on foot;
 - The facility shall be located clear of the traffic lanes if located on the road frontages.
19. Prior to the opening of the schools, the Ministry of Education shall construct appropriate crossing facilities for pedestrians to cross the adjacent roads, (Metcalfe and Simpson Roads). The type of facilities shall be agreed in discussions with the Council but could include refuge islands, kea crossings, pedestrian crossings, and pedestrian signals.
20. Prior to the opening of the schools, the Ministry of Education shall upgrade the road frontage on Metcalfe Road and Simpson Road to an urban standard in accordance with Waitakere City Council's Code of Practice for City Infrastructure and Land Development, including the construction of either kerb and channels or edge beams and swales, incorporating any facilities required in Conditions 18 and 19 above.

Advice Notes

1. The travel plan referred to in Condition 4 would be expected to address the following issues:

- Start and finish times and whether there is a need to stagger these to alleviate demands on parking, particularly at pick-up times;
- The outcome of any discussions with the Auckland Regional Transportation Authority over the provision of bus services;
- Provision for bus loading either on-site or on-street clear of the traffic lanes consistent with growth in use of this transport mode;
- Identification of safe access across the roads to the school;
- Identification of safe pedestrian and cyclist routes required to and from the school relative to the school catchment;
- Provision of on-site facilities for bicycles in accordance with the Auckland Regional Council's Guidance Note for Cycle Parking Facilities 2007; and



- Other methods aimed at reducing reliance on the use of the private motorcar, such as the provision of walking school buses.
2. The location of the indicative road in the south-eastern corner of the school site referred to in Condition 15 is shown on the map below. This location is considered to be appropriate by the Council.

The Ministry of Education should give consideration to the provision of the indicative road entrance from Metcalfe Road as shown on the Babich Urban Concept Plan as an alternative entrance to the school.

3. The design of the schools including the scale and location of buildings, car parking areas, landscaping and infrastructure servicing should reflect best practice urban design and sustainability principles,

cognisant of the site context and contribution to the wider neighbourhood. Additional consideration should also be given to the sitting of buildings exceeding 8m in height on the lower slopes of the property so as to avoid domination of the street, adjoining sites or obscuring of views.

4. In regard to Condition 14, the Ministry of Education is advised that the stormwater discharge requirements for the catchment were originally set out in a consent granted to Waitakere City Council to divert and discharge stormwater in 1991, subsequent amendments were made in 1998 and the latest change to cover the Babich Concept Plan area. The Outline Plan of Works for development at this site will be assessed against the requirement of these reports, specifically the latest granted consent from the ARC, Permit No 26829. It is the Ministry of Education's responsibility to comply with any conditions imposed by the Regional Council under this consent.
5. Any soil sampling results or landfill receipts should also be submitted to Auckland Regional Council for review. The Ministry of Education is advised that further consents may be required from Auckland Regional Council in relation to soil contamination issues.

DESIGNATING AUTHORITY:			MINISTER OF EDUCATION	
LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
Cnr Hobsonville Point Road and Eastern Avenue	ME61	B10	Pt Section 1 SO 316615 Pt Section 2 SO 316615 Part Lots 46-50 DP 8956 Part Lot 2 DP 326675 Part Section 1 SO 308298 Part Section 2 SO 308298	Primary School and Early Childhood Education Centre
Between Buckley Avenue and Hobsonville Point Road	ME62	B10	Parts Sections 1, 2 & 4 SO 320505 Section 3 SO 320505 Part Lot 2 DP 326700 Part Section 1 SO 70623	Secondary School and Two Early Childhood Education Centres

(e) **Specific conditions (ME61 only)**

1. The designation shall lapse on the expiry of 15 years from the date on which it is included in the District Plan if it has not been given effect to before the end of that period.
2. The Requiring Authority shall either directly or through the School Board of Trustees:
 - i Monitor school related vehicle traffic in the vicinity of the school once a year for a period of 3 years following the opening of the school.
 - ii Resource, develop, review and action a Travel Plan which:
 - (a) Sets the goals of the school with respect to sustainable travel modes and to mitigate real and potential adverse traffic effects;
 - (b) Seeks to minimise the provision of on-site car parking;
 - (c) Facilitates the integration of the school with the surrounding transport network (including issues of pedestrian and cyclist permeability into the site);
 - (d) Is maintained and updated annually while the school is operating under this designation.

This Travel Plan shall be developed in consultation with Waitakere City Council and Auckland Regional Transport Authority or their successors and shall be reviewed at the time of submitting each Outline Plan of Works relating to increased capacity.

3. The proposed development shall be subject to the following conditions regarding traffic and parking:

- i For the primary school parking shall be provided on a staged basis at a rate of three parking spaces per two classrooms plus two per three staff members, unless the Travel Plan developed under Condition 2(ii) identifies that a lower level of parking provision can meet the demands for off street parking.
- ii For the early childhood education centre car parking shall be provided on a staged basis at a rate of one per four child places per session.
- iii Disabled and loading parking provisions shall be provided in accordance with the specifications provided in the Waitakere City Council - Code of Practice (or its equivalent document) and in accordance with the minimum requirements stipulated in the Auckland Regional Parking Strategy 2009.
- iv The design and layout of group car-parking areas and if required bus/vehicle passenger pick up and drop off areas shall be developed in consultation with Waitakere City Council Transport Assets, Urban Design and Parks Planning Teams or their successors.

Note: Please refer to Advice Note (5) which details guidance on the design and layout of group car parking areas.

4. All activities taking place at the school shall comply with the following noise levels measured at the most exposed location at or within the boundary of properties zoned for residential purposes”

7.00am-7.00pm Monday-Saturday	7.00pm-10.00pm Monday-Saturday 7.00am-10.00pm Sundays & Public Holidays	10.00pm-7.00pm Other times
L ₁₀	L ₁₀	L ₁₀ L _{Max}
50dBA	45dBA	40dBA 70dBA

This provision shall not apply in respect of the noise generated from normal outdoor school activities between 0800hrs and 1800hrs (excluding Sundays and public holidays)

Sound will be measured in accordance with the requirements of *NZS 6801: 1991 'Acoustics - Measurement of Sound'* and assessed in accordance with requirements of *NZS 6802:1991 'Assessment of Environmental Sound'*

5. In the event of archeological evidence being uncovered (e.g. shell, middens, hangi or ovens, pit depressions, defensive ditched, artifactual material or human bones) work is to cease in the vicinity of the discovery, and an Archaeologist, Historic Places Trust and Waitakere City Council are to be contacted so that appropriate action can be taken before any work can recommence there.
6. All buildings and structures shall be designed in recognition of the matters listed in Condition (12) and shall comply with the following development controls:

Site Coverage

- (a) Maximum building coverage: 35%;
- (b) Maximum impermeable surface coverage: 40%;

Building Height

- (c) Buildings adjoining Hobsonville Point Road;
 - i Maximum height 15.0 metres;
- (d) Buildings adjoining Eastern Avenue and other local streets;
 - i Maximum height 12.0 metres.

(Height excludes goal posts associated with sporting activities; chimneys/flues, flag poles and aerials).

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7. The Requiring Authority shall submit with the first Outline Plan of Works a detailed landscape plan in respect of the whole school site. This plan shall include the following details:
 - i Planting and landscape works along the Eastern Avenue boundary.
 - (a) This shall comprise information regarding the location of planting, boundary treatments, the location of paths and vehicle crossings - and the approved plan must align with existing or proposed landscape treatment within or along Eastern Avenue; and
 - (b) This is to be developed in consultation with Waitakere City Council Parks Planning and Urban Design Teams or their successors;
 - ii The location of existing and proposed buildings;
 - iii The surrounding street context: show the adjacent streets, footpaths, the location of any pedestrian crossings, and bus stops;
 - iv Contour information;
 - v Framework tree planting (species, grades and locations), and the location and planting (planting plans) for any garden areas, hedges;
 - vi The articulation and identification of outdoor space, including outdoor play areas (both hard surfaces and grassed areas);

Note: Outdoor space may be defined by a combination of buildings, trees, landform, fences/hedges or other feature;
 - vii Vehicle access and parking areas including cycle parks;
 - viii Entrances for cyclists and pedestrians; and
 - ix The location, style and height of fencing on exterior boundaries of the school which face roads or other public spaces.
 8. A plan detailing how the historic heritage values of the former airforce runway will be recognised on the school site. The plan will be developed in consultation with the Historic Places Trust and Waitakere City Council or their successor and submitted with an Outline Plan of Work on the site.
 9. The Requiring Authority shall submit with each subsequent Outline Plan of Works a landscape plan which demonstrates how the additions continue to contribute to the matters identified in conditions (7) and (8) above.
 10. All subsequent Outline Plan of Works submitted by the Requiring Authority in respect of the school site shall be accompanied by a statement that records the extent to which the design reflects or departs from the detailed landscape plan approved in Condition (7) above
 11. Prior to the opening of the school, the Requiring Authority shall construct separate vehicle access points to the primary school and early childhood education centre. These vehicle access points are to be gained from Eastern Avenue, and a separate visitor/staff car park area and service/loading area may be gained off Road 14. The location and design specifications shall be developed in consultation with Council's Transport Assets and Parks Planning Teams or their successors prior to the submission of an Outline Plan of Works.
 12. Each Outline Plan of Works for built form shall be accompanied with an urban design statement detailing how the design has been developed in response to the following design principles, where they are applicable:
 - i The location of school buildings shall to the extent practicable contribute to the built form of any adjacent street with the placement of buildings with, and located as close as practicable, to adjacent street facing boundaries;
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- ii All buildings facing the street, open space, and on-site car parking areas shall interact with these spaces with openings such as doors and windows to provide passive surveillance;
 - iii The height of buildings at the intersection of Hobsonville Point Road and Eastern Avenue shall be maximised where possible, and shall be designed to address both street frontages;
 - iv Where fencing on road boundaries is required it shall be low height, permeable and recessive in colour and design; and
 - v The school shall, to the extent practicable facilitate connectivity from the school site to the surrounding street and pedestrian networks.
13. Development of the site shall be undertaken in a way that recognises the principles of Low Impact Design stormwater management systems (as detailed in the relevant Integrated Catchment Management Plan) and incorporates measures to mitigate the impact of impervious surfaces and earthworks, utilising soils and vegetation to trap pollutants and reduce stormwater runoff. Details of the proposed Low Impact Design measures shall be submitted to the Council with the first and any subsequent Outline Plan of Works for development.
14. A sustainable water supply system shall be implemented. This shall include installing water re-use tanks for non-potable supply and the use of water efficient fixtures to minimise the amount of reticulated water supply required.

Advice Notes

1. The Travel Plan required under Condition (2) would be expected to address the following issues:
 - i School and early childhood education centre start and finish times and whether there is a need to stagger these to alleviate demands on parking, particularly at pick up times;
 - ii The outcome of any discussions with the Auckland Regional Transportation Authority or its successor over the provision of bus services;
 - iii Provision for bus loading either on-site or on-street clear of the traffic lanes consistent with growth in use of this transport mode;
 - iv Identification of safe access across the roads to school;
 - v Identification of safe pedestrian and cyclist routes required to and from the school relative to the school catchment; and
 - vi Provision of on-site parking and end of trip facilities for motorcycles, scooters and bicycles as required by the Auckland Regional Parking Strategy and in accordance with Auckland Regional Transport Authority 'Cycle Parking Guidance Note'.
 2. Geotechnical reports and an independent geotechnical peer review have been prepared in relation to development of this site. These reports are held on Council's Register of Hazards and Special Features. The Requiring Authority should submit with each Outline Plan of Works, written confirmation from a Chartered Professional Engineer (with experience in geotechnics, and familiarity with these reports) that the recommendations contained within the reports have been fully satisfied.
 3. Prior to lodgement of an Outline Plan of Works the Requiring Authority should contact Waitakere City Council's Drainage Planning Engineers and Water Assets Engineers (or their successors) to ascertain the suitability of the public systems proposed to service this site and catchment. It may be necessary to implement temporary measures depending on the timing of the development and Councils/Developers infrastructure works in the area. Details of any temporary measures shall be submitted with the first Outline Plan of Works.
 4. The Requiring Authority is advised that the stormwater discharge requirements for the catchment are set out in the Network Discharge Consent from the ARC, permit no 27016, and that any Outline Plan of Works or
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Resource Consent application for development at this site will be assessed against the conditions of the Network Discharge Consent.

5. The design and layout of group car parking areas and, if required, bus/vehicle passenger pick-up and drop-off, should as far as practicable have regard to the following design principles:
 - i For car parking areas and bus/vehicle passenger pick-up and drop-off adjacent to street boundaries and open space, a positive frontage should be presented by providing high quality boundary landscaping treatment such as permeable fencing and hedge planting to no more than 1.5m in height to screen cars but allow for passive surveillance to the street and/or open space. The design and location of bus/vehicle passenger pick-up and drop-off areas should not compromise the built form objectives outlined in Condition (12) above, which seeks to have school buildings located in close proximity to street facing boundaries;
 - ii Adequate space for landscaping should be provided within the group car parking area to break up the expanse of the impermeable area, and permeable surface material and Low Impact Design treatment should be used where possible;
 - iii Where possible shared surfaces should be used to indicate equal status for vehicles and pedestrians and footpaths may not be required;
 - iv Lighting should be provided for security; and
 - v If physical speed restrictions are required these can include vertical displacement or other treatments, such as (but not limited to):
 - raised tables and horizontal displacement;
 - narrowing at entry and exit points.
6. Efficiencies encouraged by the shared community use of the school grounds and facilities should occur where appropriate.
7. The principles of Crime Prevention Through Environmental Design, Injury Prevention Through Environmental Design and Universal Access should be considered and measures implemented as part of the detailed design for landscape and building development and addressed with the information submitted for each Outline Plan of Works.

(f) Specific conditions (ME62 only)

1. The designation shall lapse on the expiry of 15 years from the date on which it is included in the District Plan if it has not been given effect to before the end of that period.
2. All activities taking place at the school shall comply with the following noise levels measured at the most exposed location at or within the boundary of properties zoned for residential purposes:

7.00am-7.00pm Monday-Saturday	7.00pm-10.00pm Monday-Saturday 7.00am-10.00pm Sundays & Public Holidays	10.00pm-7.00pm Other times
L ₁₀	L ₁₀	L ₁₀ L _{Max}
50dBA	45dBA	40dBA 70dBA

This provision shall not apply in respect of the noise generated from outdoor school activities between 0800hrs and 1800hrs (excluding Sundays and public holidays).

Sound measured in accordance with the requirements of NZS 6801:1991 'Acoustics - Measurement of Sound' and assessed in accordance with the requirements of NZS 6802:1991 'Assessment of Environmental Sound'

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3. All buildings and structures shall be designed in recognition of the matters listed in Condition (4) (below) and shall comply with the following development controls:
 - i The principal facades of secondary school classrooms, administrative buildings and recreational facilities (e.g. halls, gymnasiums etc) shall have frontage to Hobsonville Point Road.
 - ii The maximum height of all buildings (excluding goal posts associated with sporting activities, chimneys/ flues, aerials, flagpoles and any other such plant) fronting Hobsonville Point Road or Squadron Drive shall not exceed 15.0 metres in height.
 - iii The maximum height of all buildings (excluding goal posts associated with sporting activities, chimneys/ flues, aerials, flagpoles and any other such plant) with primary frontage to Western Avenue or Buckley Avenue shall not exceed 12.0 metres in height.
 - iv No buildings shall be constructed above or within 5.0 metres of the location of any future bulk public stormwater lines which traverse the site and connect to the Council stormwater pond to the north of the site. The 1 in 100 year overland flow path from the upstream catchment should be conveyed through the site within a constructed Overland Flow Path (OLFP) in this “no-build” zone.
 - v The early childhood education centres shall have frontage to Western Avenue.
 - vi All buildings and structures shall comply with the following site coverage controls:
 - (a) Maximum building coverage: 35%; and
 - (b) Maximum impermeable surface coverage: 42.8%.
 4. Each Outline Plan of Works for built form shall be accompanied with an urban design statement detailing how the design has been developed in response to the following design principles, where they are applicable:
 - i The location of school buildings, including the early childhood education centres, shall to the extent practicable contribute to the built form of any adjacent street with the placement of buildings aligned with, and located as close as practicable to adjacent street facing boundaries;
 - ii All buildings facing the street, open space/ reserves, and on-site car parking areas shall interact with these spaces with openings such as doors and windows to provide passive surveillance;
 - iii Multi-storey buildings are the envisaged built form outcome as viewed from the street and sought for the Hobsonville Point Road and Squadron Drive frontages;
 - iv The height of buildings at the intersections of Hobsonville Point Road and either Squadron Drive or Western Avenue shall be maximised where possible, and the buildings shall be designed to address both street frontages;
 - v Ensure that future school building development, including the early childhood education centres, shall provide a positive interface to the proposed adjoining residential land located at the corner of Western Avenue and Buckley Avenue;
 - vi Where fencing on road boundaries is required it shall be low height, permeable and recessive in colour and design; and
 - vii The school shall to the extent practicable, facilitate connectivity from the school site to the surrounding street and pedestrian networks. Pedestrian and cyclist access points to the school are encouraged to be provided from all street boundaries.
 5. The Requiring Authority shall submit with the first Outline Plan of Works a school Design Concept Plan detailing staging and built form information including the following:
 - i Detail on where taller height buildings will be located; and
 - ii A summary of the manner in which it is anticipated that the school development will change over time as it accommodates intensifying use.
 6. The proposed development be subject to the following conditions regarding vehicle access:
 - i Prior to the opening of the school, Western Avenue shall be formed, constructed and vested with Waitakere City Council;
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- ii Prior to the opening of the school, the Requiring Authority shall construct separate vehicle access points to the secondary school and early childhood education centres. These vehicle access points are to be gained from either Buckley Avenue or Western Avenue. The location and design specifications shall be developed in consultation with Council's Transport Assets, Urban Design and Parks Planning Teams or their successors prior to the submission of the first Outline Plan of Works;
 - iii Any proposals for a drop off facility or bus parking within the site and fronting Hobsonville Point Road shall be subject to the following:
 - (a) A revised Integrated Transportation Assessment. This assessment shall be undertaken in consultation with Council's Transport Assets, Transport Strategy, Urban Design and Parks Planning Teams and be subsequently submitted with the first Outline Plan of Works; and
 - (b) The design of any bus drop off or parking facility shall be consistent with the design matters identified in Condition (4)(i) and (4)(ii) above.
7. The proposed development be subject to the following conditions regarding traffic and car parking:
- i On-site car parking spaces shall be provided on a staged basis as follows:
 - (a) Staff car parking shall be provided at a rate of two spaces per three staff members;
 - (b) Student car parking shall be provided up to a rate of one space per ten pupils over 16 years of age; and
 - (c) For the early childhood education centres car parking spaces shall be provided at a rate of one per four child places in a day;
 - ii The above rates are to be reduced and on-site car parking minimised where the Approved Travel Plan prepared under Condition (8) below, identifies that there is a lesser demand;
 - iii Disabled and loading parking provisions shall be provided in accordance with the Waitakere City Council Code of Practice (or its equivalent document) and the Auckland Regional Parking Strategy; and
 - iv The design and layout of group car parking areas shall be developed in consultation with Waitakere City Council Transport Assets, Urban Design and Parks Planning teams or their successors.

Note: Please refer to Advice Note (2) which details guidance on the design and layout of group car parking areas.

8. The Requiring Authority shall directly or through the School Board of Trustees:
- i Monitor school related traffic in the vicinity of the school once a year for a period of 3 years following the opening of the school.
 - ii Resource, develop, review and action a Travel Plan which:
 - (a) Sets the goals of the school with respect to sustainable travel modes and the mitigating real and potential adverse traffic effects;
 - (b) Seeks to limit the provision of on-site car parking to a minimum;
 - (c) Facilitates the integration of the school with the surrounding transport network (including issues of pedestrian and cyclist permeability to the site); and
 - (d) Is maintained and regularly updated while the school is operating under this designation.

This Plan shall be developed in consultation with Waitakere City Council and Auckland Regional Transport Authority or their successors and shall be reviewed at the time of submitting each Outline Plan of Works relating to increased capacity.

9. In the event of archaeological evidence being uncovered (e.g. shell, middens, hangi or ovens, pit depressions, defensive ditches, artifactual material or human bones) work is to cease in the vicinity of the discovery, and an Archaeologist, Historic Places Trust and the Auckland Regional Council are to be contacted so that the appropriate action can be taken before any work may recommence there.
10. A plan detailing how the historic heritage values of the former airforce runway will be recognised on the school site. The plan will be developed in consultation with the Historic Places Trust and Waitakere City Council and shall be submitted with the first Outline Plan for work on the site.
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11. The Requiring Authority shall submit with the first Outline Plan of Works application a Landscape Concept Plan. This plan shall be developed in consultation with Waitakere City Council Parks Planning and Urban Design teams or their successors and must include the following:
 - i The location of existing and proposed buildings within the site;
 - ii The surrounding street context - the adjacent streets footpaths, the location of any pedestrian crossings, and bus stops. Any landscape works proposed in the landscape plan must complement and be well integrated within the street context;
 - iii Contour information;
 - iv Framework tree planting (species, grades and locations), and the location and planting (planting plans) for any garden areas, hedges - the species and layout must complement and be well integrated with the landscape works (existing and proposed) for the surrounding streetscapes;
 - v The articulation and identification of outdoor space - show outdoor play areas (both hard surfaces and grassed areas);

Note: Outdoor space may be defined by a combination of buildings, trees, landform, fences/hedges or other features;

 - vi Vehicle access and parking areas including cycle parks;
 - vii Entrances for cyclists and pedestrians; and
 - viii The location, style and height of fencing on exterior boundaries of the school which face roads or other public spaces.
 12. To ensure that the proposed secondary school and early childhood education centres appropriately interface with the adjoining stormwater wetland, a detailed landscape plan shall be prepared and implemented by the Requiring Authority in relation to this interface. The landscape plan shall be prepared by the Requiring Authority in consultation with Waitakere City Council Parks Planning and Urban Design teams or their successors for final review and comment prior to the submission of the first Outline Plan of Works.
 13. The Requiring Authority shall with each Outline Plan of Works for school development:
 - i Provide a landscape plan(s) which demonstrates how the development and/or additions continue to contribute to the matters identified in Conditions (10, (11) and (12) above; and
 - ii Implement the approved landscape plan(s) provided in response to Condition 13(i) as it relates to each Outline Plan of Works within the site.
 14. Development of the site shall be undertaken in a way that recognises the principles of Low Impact Design stormwater management systems (as detailed in the relevant Integrated Catchment Management Plan) and incorporates measures to mitigate the impact of impervious surfaces and earthworks, utilising soils and vegetation to trap pollutants and reduce stormwater runoff. Details of the proposed Low Impact Design measures shall be submitted to the Council with the first and any subsequent Outline Plan of Works for development.
 15. A sustainable water supply system shall be implemented in any buildings on the site. This shall include installing water re-use tanks for non-potable supply and the use of water efficient fixtures to minimise the amount of reticulated water supply required.
 16. The Requiring Authority shall provide details of the location of buildings in relation to the location of public wastewater drainage to enable Council to establish any requirements necessary to ensure the ongoing integrity of the wastewater lines and ensure that any access for maintenance is protected. This information shall be submitted with the first Outline Plan of Works.

Advice Notes:

1. The Travel Plan required under Condition (8) would be expected to address the following issues:

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- i Start and finish times and whether there is a need to stagger these to alleviate demands on parking, particularly at pick-up times;
 - ii The outcome of any discussions with the Auckland Regional Transportation Authority or its successor over the provision of bus services;
 - iii Provision for bus loading either on-site or on-street clear of the traffic lanes consistent with growth in use of this transport mode;
 - iv Identification of safe access across the roads to the school;
 - v Identification of safe pedestrian and cyclist routes required to and from the school relative to the school catchment; and
 - vi Provision of on-site parking and end of trip facilities for motorcycles, scooters and bicycles as required by the Auckland Regional Transport Authority 'Cycle Parking Guidance Note'.
2. The design and layout of group car parking areas should have regard to the following design principles;
- i For car parking areas adjacent to street boundaries and open space, a positive frontage should be presented by providing high quality boundary landscaping treatment such as permeable fencing and hedge planting to no more than 1.5m in height to screen cars but allow for passive surveillance to the street and/or open space;
 - ii Adequate space for landscaping should be provided within the group car parking area to break up the expanse of the impermeable area, and permeable surface materials and Low Impact Design treatment should be used where possible;
 - iii Where possible shared surfaces should be used to indicate equal status for vehicles and pedestrians and footpaths may not be required;
 - iv Lighting should be provided for security; and
 - v If physical speed restrictions are required these can include vertical displacement or other treatments, such as:
 - raised tables and horizontal displacement;
 - narrowing at entry and exit points.
3. Geotechnical reports and an independent geotechnical peer review have been prepared in relation to development of this site. These reports are held on Council's Register of Hazards and Special Features. The Requiring Authority should submit with each Outline Plan of Works, written confirmation from a Chartered Professional Engineer (with experience in geotechnics, and familiarity with these reports) that the recommendations contained within the reports have been fully satisfied.
4. The Requiring Authority is advised that the stormwater discharge requirements for the catchment are set out in the Network Discharge Consent from the ARC, permit no 27016, and that any Outline Plan of Work or Resource Consent application for development at this site will be assessed against the conditions of the Network Discharge Consent.
5. As part of the sustainability objectives of the future Hobsonville Peninsula development, all buildings should incorporate cost effective energy efficient measures where appropriate.
6. The principles of Crime Prevention Through Environmental Design, Injury Prevention Through Environmental Design and Universal Access should be considered and measures implemented as part of the detailed design for landscape and building development and addressed with the information submitted for each Outline Plan of Works.
7. Efficiencies encouraged by the shared community use of the school grounds and facilities should occur where appropriate.
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8. While the detailed design for the wetland (by other parties) has yet to be completed, Council support the integration of the adjacent wetland/Open Space area with the school and surrounding development where safety and operational requirements make this possible.

DESIGNATING AUTHORITY:			MINISTER OF POLICE	
LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
7 Buscomb Ave, Henderson	MP1	E8	Lot 2 DP 804, Pt Allot 6 Parish of Waipareira, Lot 3 DP 804, Pt Allot 6 Parish of Waipareira	Police purposes: Henderson Police Station
492 Te Atatu Road, Te Atatu Peninsula	MP2	D9	Lot 5 DP 42654	Police purposes: Patrol Base
3092 Great North Rd, New Lynn	MP3	F11	Pt Lot 1 DP 8593, Pt Allot 257 Parish of Waikomiti	Police purposes: Police Station
390 Don Buck Road, Massey	MP4	C7	Lot 34 DP 41037, Pt Allot 466 Parish of Waipareira	Police purposes: Community Policing Centre

Conditions Relating to Minister of Police Designations

- To ensure that section 176A 3(f) of the *Act* has been adequately addressed, an outline plan shall include, as appropriate:
 - a statement on the relevant *Plan* objectives, policies and rules;
 - a statement on any adverse *effects* the works will have on the *environment* and the mitigation measures to be carried out.

Explanation

While it is accepted that the project or works will be (or should be) in accordance with the *designated* purpose, the Council wishes to be reasonably assured that the specific works to be carried out will not unnecessarily compromise the objectives, policies and rules of the *Plan* or adversely affect the *environment*. The Council's principal opportunity to influence the works to assist the *requiring authority* to meet its environmental responsibilities is through the outline plan, and the assessment of compliance and *effects* will assist it in determining whether to request changes.

- Appropriate sedimentation and erosion control measures shall be employed for any *earthworks* on the designated site.

Explanation

The *Plan* outlines erosion and sediment control measures for *earthworks* which are above a certain threshold, with that threshold varying according to the particular *environment*. Compliance with these measures would generally satisfy condition 2.

Note that major *earthworks* may require a consent from the Regional Council.

- Condition applying to MP 3:

Work which affects the exterior of the New Lynn Police Station *building*, described in the *Heritage* schedule as CHI 1619, shall be limited to repairs, *maintenance* and works such as security lighting, alarms and cameras which are required for security purposes. Such work may be carried out without an outline plan of works.

Explanation

Works otherwise in accordance with the *designation* but which would involve other than repairs and maintenance to the exterior of this group of *buildings*, or minor security works may only be carried out if the *designation* is altered to specifically alter (or remove) the condition. As part of the requirement to alter the *designation* the *requiring authority* would be expected to carry out a form of *heritage* assessment. For general guidance about the content of such an assessment, reference can be made to the *City-Wide Rules: Heritage*.

- Conditions applying to MP2 and MP4:

New *buildings* and *structures* shall not exceed a *height* of 10 metres as measured from the average *ground level* at the base of the *building*, provided that any masts, poles and radio and television aerials which are attached to the *building* and do not project more than 6 metres above the part of the *building* to which they are attached shall not be included in the calculation of *height*.

Explanation

For all *earthworks*, reference should be made to the Erosion and Sediment Control Appendix of the *Plan*. An outline plan of works shall generally be required in respect of *earthworks* only where the extent of *earthworks* exceeds the thresholds specified in the underlying provisions of the *Plan*. The outline plan shall detail the erosion and sediment control measures to be undertaken.

Note that major *earthworks* may require a consent from the Regional Council.

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LOCATION	REF	DESIGNATION PURPOSE	DESIGNATION WIDTH	DESIGNATION RESTRICTIONS
				<ul style="list-style-type: none"> • Soil is not disturbed below a depth of 0.4m from the surface; and • After works, the finished surface level is not reduced below the pre-existing surface datum. <p>Where works in the above categories would exceed a depth of 0.4m from the surface and/or after completion of such works the finished surface level is proposed to be reduced below the pre-existing surface datum then application shall be made to NZRC for consent to do the works. NZRC will review each application with the applicant and work to achieve the most suitable outcome for all parties. NZRC may give its written consent subject to reasonable conditions, and agrees not to unreasonably withhold its consent.</p> <p>Emergency works may be performed in line with the Vector advice booklet by excavation to 0.4m depth and thereafter the use of hand tools only.</p> <p>Emergency operations should be notified immediately to Vector Gas Ltd or their agent who provide an on-call service outside of normal working hours.</p>

Conditions

1. The works to give effect to the designation shall be generally in accordance with the plans and information submitted by NZRC in support of the Notice of Requirement in the documents entitled "Proposed Designation Relating to the Refinery to Auckland Pipeline" and amended/clarified by Boffa Miskell's letter dated 8 January 2007 in response to the request for further information dated 4 December 2006.
2. All pipeline maintenance, repair, upgrade and renewal activities within road reserves shall be pursuant to the Road Opening Notice requirements of the Council and carried out in accordance with the requirements of the Code of Practice for Working in the Road, Auckland Region.
3. The Requiring Authority shall at all times ensure that access between parts of any property held in single ownership temporarily severed by maintenance activities is maintained to a level that will enable, as far as is practicable, normal activities on the property to continue.
4. Within road reserves, scheduled maintenance, repair, upgrade or renewal and associated activities shall be limited to between the hours of 7am and 7pm Monday to Saturday (excluding public holidays) except:
 - (a) Where otherwise stated in a Traffic Management Plan to the satisfaction of the Council submitted under Condition 2; or
 - (b) With the prior written approval of the Council.
5. All works or activities related to the designation shall be undertaken in compliance with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34:2001).
6. The noise from maintenance, repair, upgrade or renewal and associated activities shall be measured, assessed and controlled in accordance with the procedures and limits set out in NZS6803:1999 Acoustics - Construction Noise.
7. The Requiring Authority shall consult with New Zealand Transport Agency at least 30 working days prior to carrying out any works or activities on, in or under State Highways, except in emergency situations.

8. The Requiring Authority shall consult with New Zealand Transport Agency at least 30 working days prior to carrying out any works or activities on, in or under State Highways except in emergency situations.
9. Appropriate sediment and erosion control measures shall be employed for any earthworks on the designated site.
10. The Requiring Authority shall respond within 15 working days of receiving any request for its written approval under section 176 of the Resource Management Act 1991.

Advice Notes

- (a) Access to overhead electricity lines, poles or supporting structures shall be maintained at all times in accordance with the Electricity Act 1992.
- (b) The Requiring Authority has confirmed that it will consult with land owners and occupiers who may be affected by maintenance, repair, upgrade or renewal works to reach fair and reasonable arrangements for entry, and to address any matters regarding effects of relevant activities, including restoring the surface of the land following maintenance, repair, upgrade or renewal, in accordance with its relevant obligations under the pipeline easement.
- (c) This designation traverses earlier Transit New Zealand designations that are protected pursuant to sections 176 and 177 of the Resource Management Act 1991 and State Highways which are protected pursuant to sections 51 and 52 of the Transit New Zealand Act 1989. Where that occurs the Requiring Authority may only carry out its activities with the written consent of New Zealand Transport Agency.
- (d) The Requiring Authority is obliged to operate the pipelines and ancillary facilities in accordance with the requirements of NZ/AS2885: Pipelines - Gas and Petroleum Liquids, the Health and Safety in Employment (Pipelines) Regulations 1999 and in accordance with the authorisations issued for those facilities in terms of the Petroleum Act 1937.
- (e) Where works occur under this designation within the road berm or in vehicle crossings, the Requiring Authority has confirmed that it will undertake reinstatement works as required to ensure that the pre worked ground or driveway levels are re-established upon completion of works, including maintaining such works and undertaking any further works required over a maximum period of two years.

DESIGNATING AUTHORITY: THE RADIO NETWORK LIMITED & RADIO NEW ZEALAND LIMITED				
LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
Triangle Rd Henderson	RNZ2	D8	Lot 4,5,6 & 7 DP 1034	Telecommunication and radiocommunication facilities
Selwood Rd Henderson	RNZ3	D8, D9	Lot 8 & Pt Lots 6 & 7 DP 1034	Telecommunication and radiocommunication facilities

Conditions Relating to Radio New Zealand and New Zealand Public Radio Designations

1. To ensure that section 176A 3(f) of the *Act* has been adequately addressed, an outline plan shall include, as appropriate:
 - (a) a statement on the relevant *Plan* objectives, policies and rules;
 - (b) a statement on any adverse *effects* the works will have on the *environment* and the mitigation measures to be carried out

Explanation

While it is accepted that the project or works will be (or should be) in accordance with the *designated* purpose, the Council wishes to be reasonably assured that the specific works to be carried out will not unnecessarily compromise the objectives, policies and rules of the Plan or adversely affect the *environment*. The Council's principal opportunity to influence the works to assist the *requiring authority* to meet its environmental responsibilities is through the outline plan, and the assessment of compliance and *effects* will assist it in determining whether to request changes.

2. Appropriate sedimentation and erosion control measures shall be employed for any *earthworks* on the designated site.

Explanation

For all *earthworks*, reference should be made to the Erosion and Sediment Control Appendix of the *Plan*. An outline plan of works shall generally be required in respect of *earthworks* only where the extent of *earthworks* exceeds the thresholds specified in the underlying provisions of the *Plan*. The outline plan shall detail the erosion and sediment control measures to be undertaken.

Note that major *earthworks* may require a consent from the Regional Council.

3. RNZ3 Work which affects the Radio NZ Transmitter Building, 2-12 Selwood Road, described in the *Heritage* Schedule as CHI 1174, shall be limited to:

- External repairs and maintenance;
- Minor works to the exterior of the *building* for the purposes of providing security facilities; and
- Internal works which do not affect the 1930's transmitter equipment.

Such work may be carried out without an outline plan of works.

Explanation

Works otherwise relying on the *designation* but which would involve other than repairs and maintenance to the exterior of the *building*, or would affect the identified transmitter equipment, may only be carried out if the *designation* is altered to specifically alter (or remove) the condition. As part of the requirement to alter the *designation*, the *requiring authority* would be expected to carry out a form of *heritage* assessment. For general guidance about the content of such an assessment, reference can be made to the *City-Wide Rules:- Heritage*.

For the purpose of the above, the following definition shall apply:

- “*Fixed radio station*” means radio apparatus comprising transmitters or receivers, or a combination of transmitters and receivers, installed at a fixed location, for the purposes of carrying on a *radio communication* service;
- “*Line*” means a wire or wires or a conductor of any kind (including a fibre optic cable), used or intended to be used for the transmission or reception of *signs*, signals, impulses, writing, images, sounds, or intelligence of any nature by means of any electromagnetic system. It includes any pole, insulator, casing, fixture, tunnel or other equipment or material used or intended to be used for supporting, enclosing, surrounding, or protecting any such wire or conductor and also includes any part of a line;
- “*Radio apparatus*” means any apparatus intended for the purpose of effecting *radio communication*, whether by transmission or reception, or both;
- “*Radio communication*” means any transmission, emission or reception of *signs*, signals, writing, images, sounds or intelligence of any nature by electromagnetic waves or frequencies between 9 kilohertz and 3000 gigahertz propagated in space without artificial guide;
- “*Radio communication facility*” means any mast, aerial, antenna or other *structure*, facility or apparatus intended for the purpose of facilitating *radio communication*;
- “*Telecommunication*” means the conveyance from one device to another of any *sign*, signal, impulse, writing, image, sound, instruction, information, or intelligence of any nature, whether for the information of any person using the device or not;
- “*Telecommunication facility*” means any line, mast, pole, aerial, tower, antenna dish, or other *structure*, facility or apparatus intended for, associated with, or ancillary to, effecting *telecommunication*.

DESIGNATING AUTHORITY:		MINISTER OF SOCIAL WELFARE (MSW)		
LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
26 Normandy Pl, Henderson	MSW1	D8	Lot 79 DP 56436	Child Welfare Institution
116 Wharf Road, Te Atatu Peninsula	MSW2	C10	Lot 10 & 11 DP 47616	Child Welfare Institution

Conditions Relating to Minister of Social Welfare Designations

1. To ensure that section 176A 3(f) of the *Act* has been adequately addressed, an outline plan shall include, as appropriate:

- (a) a statement on the relevant *Plan* objectives, policies and rules;
- (b) a statement on any adverse *effects* the works will have on the *environment* and the mitigation measures to be carried out.

Explanation

While it is accepted that the project or works will be (or should be) in accordance with the *designated* purpose, the Council wishes to be reasonably assured that the specific works to be carried out will not unnecessarily compromise the objectives, policies and rules of the *Plan* or adversely affect the *environment*. The Council's principal opportunity to influence the works to assist the *requiring authority* to meet its environmental responsibilities is through the outline plan, and the assessment of compliance and *effects* will assist it in determining whether to request changes.

2. Appropriate sedimentation and erosion control measures shall be employed for any *earthworks* on the designated site.

Explanation

The *Plan* outlines erosion and sediment control measures for *earthworks* which are above a certain threshold, with that threshold varying according to the particular *environment*. Compliance with these measures would generally satisfy condition 2.

Note that major *earthworks* may require a consent from the Regional Council.

3. New *buildings* and *structures* shall not exceed a *height* of 10 metres as measured from the average *ground level* at the base of the *building*, provided that any masts poles and radio and television aerials which are attached to the *building* and do not project more than 6 metres above the part of the *building* to which they are attached shall not be included in the calculation of *height*.

DESIGNATING AUTHORITY:			TELECOM NEW ZEALAND LIMITED	
LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
Quinns Rd, Waiatarua	PH1	G6	Lot 1 DP 139432, Pt Allotment 96 & 471 Parish of Waikomiti	<i>Telecommunication & radio communication purposes</i>
6 Clayburn Rd, Glen Eden	PH2	F9	Pt Allot 531 Parish of Waikomiti	<i>Telecommunication & radio communication purposes</i> including telephone exchanges, but limited to: <ul style="list-style-type: none"> • <i>upgrading</i> of existing <i>infrastructure</i>; and • the erection of <i>antenna(s)</i> not exceeding 900mm diameter and 2.0m in height outside the profile of an existing <i>building</i>; <i>building height</i> of 8.0m; • lightening rods attached to the existing <i>building</i> or a new <i>structure</i> not exceeding 2.0m above the <i>building height</i> limit
1198A Huia Rd, Huia	PH3	J6	Lot 2 DP 146107	<i>Telecommunication & radio communication purposes</i> including telephone exchanges, but limited to: <ul style="list-style-type: none"> • <i>upgrading</i> of existing <i>infrastructure</i>; and • the erection of <i>antenna(s)</i> not exceeding 900mm diameter and 2.0m in height outside the profile of an existing <i>building</i>; <i>building height</i> of 6.0m; • lightening rods attached to the existing <i>building</i> or a new <i>structure</i> not exceeding 2.0m above the <i>building height</i> limit

LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
142-144 Don Buck Rd, Massey	PH4	D8	Lots 2 & 3 DP 44451	<p><i>Telecommunication & radio communication purposes including telephone exchanges, but limited to:</i></p> <ul style="list-style-type: none"> • <i>upgrading of existing infrastructure; and</i> • <i>the erection of antenna(s) not exceeding 900mm diameter and 2.0m in height outside the profile of an existing building; building height of 8.0m;</i> • <i>lightening rods attached to the existing building or a new structure not exceeding 2.0m above the building height limit</i>
3125 Great North Rd, New Lynn	PH5	F11	Pt Allot 256 Parish of Waikomiti	<p><i>Telecommunication & radio communication purposes - telephone exchange. Any new building or structure shall comply with the recession planes for the Community Environment in existence on July 1 2001.</i></p>
20 Seaview Rd, Piha	PH6	HQ	Lot 6 DP 40332	<i>PH6 Designation Deleted</i>
Old Te Atatu Rd, Te Atatu	PH7	D9	Lot 12 DP 42624	<p><i>Telecommunication & radio communication purposes including telephone exchanges, but limited to:</i></p> <ul style="list-style-type: none"> • <i>upgrading of existing infrastructure; and</i> • <i>the erection of antenna(s) not exceeding 900mm diameter and 2.0m in height outside the profile of an existing building; building height of 8.0m;</i> • <i>lightening rods attached to the existing building or a new structure not exceeding 2.0m above the building height limit</i>
Cnr South Titirangi Rd & Park Rd, Titirangi	PH8	G9	Lot 2 DP 162567	<p><i>Telecommunication & radio communication purposes including telephone exchanges, but limited to:</i></p> <ul style="list-style-type: none"> • <i>upgrading of existing infrastructure; and</i> • <i>the erection of antenna(s) not exceeding 900mm diameter and 2.0m in height outside the profile of an existing building; building height of 8.0m;</i> • <i>lightening rods attached to the existing building or a new structure not exceeding 2.0m above the building height limit</i>
Scenic Drive, Waiatarua	PH9	G6	Pt Allotments 367 & 402 Parish of Waikomiti (SO46501)	<p><i>Telecommunication & radio communication purposes including telephone exchanges, but limited to:</i></p> <ul style="list-style-type: none"> • <i>upgrading of existing infrastructure; and</i> • <i>the erection of antenna(s) not exceeding 900mm diameter and 2.0m in height outside the profile of an existing building; building height of 8.0m;</i> • <i>lightening rods attached to the existing building or a new structure not exceeding 2.0m above the building height limit</i>

LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
McKentee Rd, Waitakere	PH10	D4	Lot 5 DP 48554	<p><i>Telecommunication & radio communication purposes including telephone exchanges, but limited to:</i></p> <ul style="list-style-type: none"> • <i>upgrading of existing infrastructure; and</i> • <i>the erection of antenna(s) not exceeding 900mm diameter and 2.0m in height outside the profile of an existing building; building height of 8.0m;</i> • <i>lightening rods attached to the existing building or a new structure not exceeding 2.0m above the building height limit</i>
49 Kauri Rd, Whenuapai	PH11	B9	Lot 3 DP 43399	<p><i>Telecommunication & radio communication purposes including telephone exchanges, but limited to:</i></p> <ul style="list-style-type: none"> • <i>upgrading of existing infrastructure; and</i> • <i>the erection of antenna(s) not exceeding 900mm diameter and 2.0m in height outside the profile of an existing building; building height of 8.0m;</i> • <i>lightening rods attached to the existing building or a new structure not exceeding 2.0m above the building height limit</i>
6 Ratanui Street, Henderson	PH12	E9	Section 2 SO Plan 65185 Pt Allot 7 Waipareira	<p><i>Telecommunication & radio communication purposes - telephone exchange.</i></p> <p><i>Any new building or structure shall comply with the recession planes for the Community Environment in existence on July 1 2001.</i></p>
118 Henderson Valley Road	PH13	F8	Lot 1 DP 166841, Leasehold lot being part of lots 1-3 DP 171038	<p><i>Telecommunication & radio communication purposes - cellular telephone site</i></p>
153 Brighams Creek	PH14	A7	Lot 1 DP 170235	<p><i>Telecommunication and radio communication purposes including overseas cable terminal</i></p>

Conditions Relating to Telecom New Zealand Designations

- To ensure that section 176A 3(f) of the *Act* has been adequately addressed, an outline plan shall include, as appropriate:
 - a statement on the relevant *Plan* objectives, policies and rules;
 - a statement on any adverse *effects* the works will have on the *environment* and the mitigation measures to be carried out;
 - a visual impact and mitigation assessment.

Explanation

While it is accepted that the project or works will be (or should be) in accordance with the *designated* purpose, the Council wishes to be reasonably assured that the specific works to be carried out will not unnecessarily compromise the objectives, policies and rules of the *Plan* or adversely affect the *environment*. The Council's principal opportunity to influence the works to assist the *requiring authority* to meet its environmental responsibilities is through the outline plan, and the assessment of compliance and *effects* will assist it in determining whether to request changes.

- All masts, antennas, aerials and other *radiocommunication* facilities shall comply with New Zealand Standards NZS 2772.1 1999 or any amendments, at all times;
- Appropriate sedimentation and erosion control measures shall be employed for any *earthworks* on the *designated site*;
- Removal or *pruning* of any *vegetation* shall be restricted to that which compromises the operation of the facility.

Condition Specific to PH1

As to PH1 in the designations appendix *native vegetation alteration* (including removal) shall be restricted to areas within the immediate vicinity of *buildings*, masts, guys and guy stays, and access tracks (approximately 2.0 metres in width (leading to *buildings* and the base of masts.

For the purposes of the above, the following definitions shall apply:

- '*Aerial*' means that part of a radiocommunication facility or telecommunication facility used for transmission or reception, including the aerial mountings, but not any supporting mast or similar structure. This definition excludes any antenna.
- '*Antenna*' means any flat, concave, circular, parabolic or similar shaped radiocommunication facility or telecommunication facility used for transmission or reception, including the aerial mounting, but not any supporting mast or similar structure. This definition includes any satellite dish.
- '*Mast*' means any mast, pole tower or similar structure designed to carry aerials or antennas, or otherwise to facilitate radiocommunication or telecommunication.
- '*Radiocommunication*' means any transmission, emission or reception of signs, signals, writing, images, sounds or intelligence of any nature by electromagnetic waves or frequencies between 9 kilohertz and 3000 gigahertz propagated in space without artificial guide.
- '*Radiocommunication facility*' means any mast, aerial, antenna or other structure, facility or apparatus intended for the purpose of facilitating radiocommunication.

'*Telecommunication*' means the conveyance from one device to another of any sign, signal, impulse writing, image, sound, instruction, information or intelligence of any nature, whether for the information of any person using the device or not

DESIGNATING AUTHORITY:			NEW ZEALAND TRANSPORT AGENCY	
LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
State Highway 16 - Te Atatu	NZTA1	D9, D10	State Highway 16	Refer NOR-2010-1034
Hobsonville Road	NZTA2	B9, B10, C8	State Highway 18	N/A
State Highway 16 - Westgate	NZTA3	B7, C7, C8	State Highway 16	N/A
State Highways 16 and 18 - Hobsonville	NZTA4	B7, B8, B9, B10, C7, C8	State Highway 16 & 18	N/A
State Highway 16 - Henderson	NZTA5	D8, D9	State Highway 16	Refer NOR-2010-1559
State Highway 16 - Massey	NZTA6	C8, D8	State Highway 16	Refer NOR-2010-1136
State Highway 16 - Westgate	NZTA7	C8	State Highway 16	N/A

DESIGNATING AUTHORITY:			NEW ZEALAND TRANSPORT AGENCY	
Hobsonville Road	NZTARW1	B9, C8, C9	(i) from Brighams Creek Road to Upper Harbour Drive: <ul style="list-style-type: none"> • 11.5m from centre line (both sides) • 1.44m from the existing boundary (both sides) (ii) from a point adjacent to Pt 15 SO 2599, being approximately 500mm from the Brighams Creek - Hobsonville Road intersections to a second point at the corner opposite Pt 25 DP 41296: <ul style="list-style-type: none"> • 13m from the centre line (west side only) • 2.88m from the existing boundary (west side only) 	Road widening
State Highway 16	NZTARW2	B7, C7	(i) from the end of the Motorway to Brighams Creek: <ul style="list-style-type: none"> • 15m from the centre line (both sides) • 4.88m from the existing road boundary (both sides) (ii) from eastern side of Lot 1 DP65765 to Taupaki Road <ul style="list-style-type: none"> • 15m from the centre line (south side only) • 4.88m from the existing road boundary (south side only) (ii) from Rodney District boundary to a point 50m east of the boundary: <ul style="list-style-type: none"> • 15m from the centre line (north side only) • 4.88m from the existing road boundary (north side only) 	Road widening

Conditions for NZTA2, NZTA3, NZTA7, NZTARW1, NZTARW2

- Where an outline plan of works is submitted in accordance with s176A of the *Act*, prior to commencing the project of work, that plan shall be accompanied by:
 - a statement detailing the degree to which the works described in the outline plan meet the relevant objectives, policies and rules of the *Plan*; and
 - an assessment of the *effects* the works described in the outline plan will have on the *environment*.

Explanation

While it is accepted that the project or works will be (or should be) in accordance with the *designated* purpose, the Council wishes to be reasonably assured that the specific works to be carried out will not unnecessarily compromise the objectives, policies and rules of the *Plan* or adversely affect the *environment*. The Council's principal opportunity to influence the works to assist the *requiring authority* to meet its environmental responsibilities is through the outline plan, and the assessment of compliance and *effects* will assist it in determining whether to request changes.

-
2. Appropriate sedimentation and erosion control measures shall be employed for any *earthworks* on the *designated site*.

Explanation

This *Plan* outlines erosion and sediment control measures for *earthworks* which are above a certain threshold, with that threshold varying according to the particular *environment*. Compliance with these measures would generally satisfy condition 2.

Note that major *earthworks* may require a consent from the Regional Council.

Conditions for NZTA1

Acronyms

A	Avian Conditions
AEE	Waterview Connection project Assessment of Environment Effects Report (August 2010)
ARCH	Archaeology Conditions
ASMP	Archaeological Site Management Plan
AQ	Construction Air quality Conditions
BPO	Best practice Option
C	Coastal Conditions
CAQMP	Construction Air Quality Management Plan
CBCPMP	Concrete Batching and Crushing Plant Management Plan
CEMP	Construction Environment Management Plan Conditions
CESP	Contractors Erosion and Sediment Control Plan
CL	Contaminated Land and Contaminated Discharges Conditions
CNV	Construction Noise and Vibration Conditions
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention Through Environmental Design
CSMP	Contaminated Soils Management Plan
CTMP	Construction Traffic Management Plan
DC	General Designation Conditions
E	Earthworks Conditions
ECOMP	Ecological Management Plan
EISDCMP	Electrical Infrastructure Site Development and Construction Management Plan
ESCP	Erosion and Sediment Control Plan
F	Freshwater Conditions
G	Groundwater Conditions
GWMP	Groundwater Management Plan
H	Herpetofauna Conditions
HSMP	Hazardous Substances management Plan

L	Lighting Conditions
LV	landscape and Visual Condition
M	Marine Ecology Conditions
NZTA	New Zealand Transport Agency
OA	Operational Air Quality Conditions
OGPA	Open Grade porous Asphalt
ON	Operational Noise Conditions
OPW	Outline Plan of Works
OS	Open Space Conditions
OT	Operational Traffic Conditions
OV	Operations Vibration Conditions
PI	Public Information Conditions
PPFs	Means only the Premises and facilities identified in green, yellow or red in Appendix E, Technical Report G>12 <i>Assessment of Operational Noise Effects</i>
PPV	peak particle velocity
RC	Standard Resource Consent Condition
S	Ground Settlement Conditions
SEMP	Settlement Effects Management Plan
SO	Social Conditions
SSCEMP	Site Specific Construction Environment Plan
SSNMP	Site Specific Noise Management Plan
SSTMP	Site Specific Traffic Management Plan
STEM	Standard Tree Evaluation Method
STW	Streamworks Conditions
SW	Stormwater Conditions
UDLF	Urban Design and Landscape Framework (June 2010)
UDL Plans	Urban Design and Landscape Plans
TSMP	Temporary Stormwater Management Plan
TT	Temporary Traffic Conditions
V	Vegetation Conditions

General Designation (DC) Conditions for NZTA1

DC.1 Except as modified by the conditions below, the works shall be undertaken in general accordance with the information provided by the New Zealand Transport Agency (NZTA being the Requiring Authority), the Notice(s) of Requirement and the supporting documents, and supplementary information provided in evidence. This information is summarised as follows:

- (a) Waterview Connection Project. Assessment of Environmental Effects Report (dated August 2010). Parts A-E;

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- (b) Waterview Connection Project. Assessment of Environmental Effects Report (dated August 2010). Part F: Plans and Drawings, except as updated through the hearing (Refer Schedule A for current plan and drawing references); and
 - (c) Waterview Connection Project. Assessment of Environmental Effects Report (dated August 2010). Part G: Technical Reports:
 - (i) Technical Report G.1 Assessment of Air Quality Effects
 - (ii) Technical Report G.2 Assessment of Archaeological Effects
 - (iii) Technical Report G.3 Assessment of Avian Ecological Effects
 - (iv) Technical Report G.4 Assessment of Coastal Processes
 - (v) Technical Report G.5 Assessment of Construction Noise Effects
 - (vi) Technical Report G.6 Assessment of Freshwater Ecological Effects
 - (vii) Technical Report G.7 Assessment of Groundwater Effects
 - (viii) Technical Report G.8 Assessment of Herpetofauna Ecological Effects
 - (ix) Technical Report G.9 Assessment of Land and Groundwater Contamination
 - (x) Technical Report G.10 Assessment of Lighting Effects
 - (xi) Technical Report G.11 Assessment of Marine Ecological Effects
 - (xii) Technical Report G.12 Assessment of Operational Noise Effects
 - (xiii) Technical Report G.13 Assessment of Ground Settlement Effects
 - (xiv) Technical Report G.14 Assessment of Social Effects
 - (xv) Technical Report G.15 Assessment of Stormwater and Streamworks Effects
 - (xvi) Technical Report G.16 Assessment of Temporary Traffic Effects
 - (xvii) Technical Report G.17 Assessment of Terrestrial Vegetation Effects
 - (xviii) Technical Report G.18 Assessment of Transport Effects
 - (xix) Technical Report G.19 Assessment of Vibration Effects
 - (xx) Technical Report G.20 Assessment of Visual and Landscape Effects
 - (xxi) Technical Report G.21 Construction Environmental Management Plan (CEMP)
 - (xxii) Technical Report G.22 Erosion and Sediment Control Plan (ESCP)
 - (xxiii) Technical Report G.23 Coastal Works
 - (xxiv) Technical Report G.24 Geotechnical Interpretive Report
 - (xxv) Technical Report G.25 Traffic Modelling Report
 - (xxvi) Technical Report G.26 Operational Model Validation Report
 - (xxvii) Technical Report G.27 Stormwater Design Philosophy Statement
 - (xxviii) Technical Report G.28 Geotechnical Factual Report – 500 Series
 - (xxix) Technical Report G.29 Geotechnical Factual Report – 700 Series
 - (xxx) Technical Report G.30 Assessment of Associated Sediment and Contaminant Loads
 - (xxxi) Technical Report G.31: Technical Addendum Report (September 2010)
 - (d) PT & Active Mode Transport Routes Existing and Proposed (Refer Schedule A, Row 22).
 - (e) Waterview Connection Project, Evidence and Supplementary Information provided to the Board of Inquiry:
 - (i) Evidence in Chief (Numbers 1-37)
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(ii) Rebuttal Evidence (Numbers 1-33

(iii) Supplementary Information (Numbers 1-8)

DC.1A Within 3 months of the designations being confirmed for the Project (or at least 1 month prior to any Auckland Council approvals or certifications required by these Conditions, whichever is the earlier), the NZTA shall update and finalise to the satisfaction of the Major Infrastructure Team Manager, Auckland Council all drawings and Plans cited in Schedule A, and provide a full set of the information and documentation referred to in Condition DC.1 to the Major Infrastructure Team Manager Auckland Council. At the same time the NZTA shall prepare to the satisfaction of the Major Infrastructure Team Leader, Auckland Council, a document for each designation which sets out the designation and have attached to it in text format a comprehensive set of the conditions imposed by the Board of Inquiry in its Final Decision as summarised in Schedule B, inclusive of any standard conditions and advice notes.

In particular (but not limited to), the following Plans will need to be amended in light of these Final Conditions:

- (a) F.2 Operational Scheme Plans (refer Schedule A, Row 3) require amendment detailing the amended location of the ventilation stacks and southern ventilation buildings;
- (b) F.5 Construction Scheme Plans (refer Schedule A, Row 4) require amendment to detail changes to the construction footprint for the amended location of the ventilation stacks and southern ventilation buildings and reconfiguration of Construction Yard 1);
- (c) F.6 Construction Yard Plans 101 and 107 (refer Schedule A, Row 7), detailing amendments to the Construction Yard 1 in light of the reconfiguration of this Yard and for Construction Yard 7 in light of the relocation of the northern ventilation stack (refer Schedule A, Row 34);
- (d) F.8 Plans of Structures and Architectural Features (refer Schedule A, Row 9), detailing the amended location of the northern ventilation stack and the design and location of the southern ventilation building and stack;
- (e) The CNVMP (including flow diagram and the supplementary evidence produced by Ms Wilkening) (refer Schedule A, Rows 36, 37 and 39~~38~~);
- (f) The areas of the Open Space Restoration Plans (Schedule A, Row 30) to:
 - (i) Extend these areas in geographic extent to provide for the works identified in the Management Plan notations identified in the OS Conditions (in particular OS.5 and OS.6) (e.g. these areas will (as relevant) include Eric Armishaw Park, Howlett Reserve and Waterview Esplanade Reserve); and
 - (ii) Exclude the operational area of designation required for the northern ventilation stack (as identified through the OPW process (refer Condition DC.8); and
- (g) Schedule A, Row 28 the Plan detailing proposed open space impacts and replacements needs to be updated to recolour the two land parcels on Hendon Avenue (which are excluded from the replacement calculations) to 'brown' to confirm they are part of the operational impact and will not be returned as open space.

DC.2 The period within which this designation shall lapse if not given effect to shall be 10 years from the date on which it is confirmed in accordance with Section 184(1) of the Resource Management Act 1991.

DC.3 The NZTA shall update and finalise the relevant Construction and Operational Management Plans required under these conditions to ensure compliance with the designation conditions imposed by the Board of Inquiry. The relevant Management Plans shall be submitted to the Major Infrastructure Team Manager, Auckland Council within the timeframes specified in the following conditions. No works shall be undertaken until the relevant management plans have been finalised and certified or approved in accordance with the relevant conditions.

DC.4 Any Management Plans submitted to the Major Infrastructure Team Manager, Auckland Council for approval or certification may be submitted in stages to reflect any proposed staging of the physical works. Plans submitted shall clearly show the integration with adjacent stages and interrelated activities.

- DC.5 In the event of any dispute, disagreement or inaction arising as to any Auckland Council Manager certification/ approvals required by the designation conditions, or as to the implementation of or monitoring required by the conditions, matters shall be referred in the first instance to the NZTA Regional State Highway Manager and to the Resource Consents Manager, Auckland Council to determine a process of resolution.

If a resolution cannot be agreed, then the matter may be referred to an independent appropriately qualified expert, agreeable to both parties, setting out the details of the matter to be referred for determination and the reasons the parties do not agree.

The independent appropriately qualified expert shall be appointed within 10 working days of the NZTA or Auckland Council giving notice of their intention to seek expert determination. The expert shall, as soon as possible, issue his or her decision on the matter. In making the decision, the expert shall be entitled to seek further information and hear from the parties as he or she sees fit.

Advice note: The dispute resolution process provided for in this condition does not prejudice any party's right to take enforcement action in relation to the implementation of the designation conditions. However, the dispute resolution process will be applied before any formal enforcement action is taken by the Council, except in urgent situations.

- DC.6 Except for Conditions DC.7, DC.8 and DC.9, the NZTA shall be exempt from providing an Outline Plan of Works for the Project, as provided for in Section 176A (2)(a) and (b) of the RMA.

Advice note: The Construction and Operational Management Plans, together with the provision of detailed drawings required by Condition DC.1(b) are considered sufficient detail in all aspects of the Project, with the exception of proposed works for the northern and southern ventilation buildings and stacks where further details are required.

- DC.10 The NZTA shall give notice to the Manager Regional and Local Planning, Auckland Council in accordance with Section 182 and 181 respectively of the RMA for:

- (a) Within six months of the State highway opening (being operational), removal of those parts of the designation that are not required for the long term operation, maintenance and mitigation of effects of the State highway

Note: this condition is specific to land no longer required for construction purposes once the Project is completed and includes the land of 6 Barrymore Road, refer Condition OS.17.

- (b) The designation to be altered to remove those conditions no longer required for long term operation and maintenance of the Project.

- DC.12 Unless otherwise provided for by Condition RC.2, if any monitoring required to be undertaken by any party by the designation conditions indicates non-compliance with any designation condition, the NZTA must provide written notice to the Major Infrastructure Team Manager Auckland Council as soon as it becomes aware of same, stating the following:

- (a) A description of the non-compliance; and
- (b) The measures NZTA proposes for addressing the non-compliance, including any additional mitigation measures.

Subject to the Council's approval, the NZTA must implement the additional mitigation measures to address the non-compliance.

- DC.13 Pursuant to Section 36(1)(d) of the RMA, the requiring authority is required to pay to Auckland Council any administrative charge for the carrying out by the local authority of its functions in relation to the administration, monitoring, and supervision of designation conditions.

- DC.14 The servants of agents of Auckland Council shall be permitted to have access to relevant parts of the Project at all reasonable times for the purpose of carrying out inspections, investigations, tests, measurements and/or to take samples.

Construction Environmental Management Plan (CEMP) Conditions for NZTA1

- CEMP.1 Except where provided for in Condition CEMP.1A below, the NZTA shall update and finalise the draft Construction Environmental Management Plan (CEMP) including all the Management Plans which form part of the CEMP and are included as appendices, submitted with this application to ensure compliance with the consent and designation conditions imposed by the Board of Inquiry. The CEMP

shall be provided to the Major Infrastructure Team Manager, Auckland Council for review at least 20 working days prior to the commencement of works to certify compliance and consistency with the conditions. Construction shall not commence until certification is obtained.

Advice note: For clarity the CEMP will be updated and finalised in accordance with the conditions. Any amendments will be limited to reflecting the requirements of the conditions, specifying personnel, and completing the Environmental Risk Register.

Advice Note: Particular care must be taken with development and operation of Construction Yard 7. When the CEMP is being updated and finalised, consideration must be given to the contents of the draft SSCEMP prepared for Construction Yard 7 (Row 41, Schedule A) recognising changes required by inclusion of the ventilation stack in this yard.

CEMP.1A In the case of the trial embankment, where works will commence well in advance of the main construction works for the Causeway, the NZTA will provide to the Major Infrastructure Team Manager, Auckland Council, a site-specific CEMP for review and approval at least 20 working days prior to commencement of the trial embankment works.

CEMP.1B For the purposes of staging works, as some works may commence well in advance of others, the NZTA may provide staged or site specific CEMPs for those works to the Major Infrastructure Team Manager, Auckland Council. The NZTA shall consult with the Team Manager about the need and timing for any other site-specific or staged CEMPs and shall provide any required site-specific or staged CEMPs to the Major Infrastructure Team Manager, Auckland Council for review at least 20 working days prior to commencement of such the specific stage (including enabling) or site works.

CEMP.2 The certification process of the CEMP (and its appendices) shall confirm that the CEMP gives effect to the relevant conditions, as well as those matters in CEMP.6, and that it includes details of:

- (a) Staff and contractors' responsibilities;
- (b) Training requirements for employees, sub-contractors and visitors;
- (c) Environmental incident and emergency management;
- (d) Communication and interface procedures (in accordance with the Communication Plan required under Condition PI.2);
- (e) Environmental complaints management (including the procedures required under Condition PI.4);
- (f) Compliance monitoring;
- (g) Reporting (including detail on the frequency of reporting to the Auckland Council);
- (h) Environmental auditing; and
- (i) Corrective action.

CEMP.3 The management of key environmental effects associated with the construction phase of the Project is detailed within environmental management plans that are included in the CEMP as appendices. This suite of management plans as shown on Figure CEMP.A comprises:

- (a) Construction Noise and Vibration Management Plan (CNVMP);
- (b) Construction Air Quality Management Plan (CAQMP);
- (c) Erosion and Sediment Control Plan (ESCP);
- (d) Temporary Stormwater Management Plan (TSMP);
- (e) Ecological Management Plan (ECOMP);
- (f) Groundwater Management Plan (GWMP);
- (g) Settlement Effects Management Plan (SEMP);
- (h) Contaminated Soils Management Plan (CSMP);
- (i) Hazardous Substances Management Plan (HSMP);
- (j) Archaeological Site Management Plan (ASMP);
- (k) Construction Traffic Management Plan (CTMP);

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- (l) Concrete Batching and Crushing Plant Management Plan (CBCPMP);
 - (m) Electrical Infrastructure Site Development and Construction Management Plan (EISDCMP) (to be prepared in accordance with Condition CEMP.15);
 - (n) Waste Management Plan (to be prepared in accordance with Condition CEMP.10) ; and
- Temporary Construction Lighting Management Plan (to be prepared in accordance with Condition L.2).

CEMP.4 The CEMP shall be implemented and maintained throughout the entire construction period.

CEMP.5 A copy of the CEMP shall be held on each construction site at all times and be available for inspection on request by the Auckland Council.

CEMP.6 The finalised CEMP shall include specific details on demolition, construction and management of all works associated with the Project. The certification process of the CEMP shall confirm that the CEMP includes details of the following:

- (a) details of the site or Project manager and the community liaison person, including their contact details (phone, facsimile, postal address, email address);
- (b) The location of large notice boards that clearly identify the NZTA and the Project name, together with the name, telephone, email address and address for service of the site or Project manager and the community liaison person;
- (c) An outline construction programme of the work indicating in particular likely time periods for road closures and anticipated traffic diversion effects;
- (d) The hours of work, which should reflect the need to ensure that residents enjoy reasonable freedom from noisy or intrusive construction activity in their neighbourhood at night, on Sundays and during public holidays;
- (e) Measures to be adopted to maintain the land affected by the works in a tidy condition in terms of disposal/ storage of rubbish, storage and unloading of building materials and similar construction activities;
- (f) Location of worker's offices and conveniences (e.g. portaloos);
- (g) Procedures of controlling sediment run-off, dust and the removal of soil, debris and demolition and construction materials from public roads or places. Dust mitigation measures should include use of water sprays to control dust nuisance on dry or windy days;
- (h) Methods to stabilise ingress and egress points to construction sites, to the standard required by ARC Technical Publication 90 (Nov 2007);
- (i) Procedures for ensuring that residents within 100m of construction areas or other people whose use of an area may be disrupted by construction works (for example the Te Atatu Boating Club for works on the Whau River) are given notice of the commencement of construction activities and are informed about the expected duration of the works, including potentially through the community liaison person;
- (j) Procedures to be followed to ensure that those working in the vicinity of identified heritage and ecological features are aware of the heritage or ecological values of these features and the steps which need to be taken to meet the conditions applying to work on the site;
- (k) Means of ensuring the safety of the general public;
- (l) Procedures for the community liaison person to receive and respond to complaints about construction activities, including dust and odour from the works;
- (m) Methods of mitigating the local and network wide effects of construction of individual elements of the Project, including measures to ensure that parking of staff vehicles on surrounding streets is restricted;
- (n) All temporary boundary/ security fences shall be maintained in good order, with any graffiti removed as soon as possible;
- (o) Confirmation of a Project Arborist and completion of a STEM assessment of the preliminary list of Amenity Trees in Schedule E.7 of the AEE to confirm the final Amenity Trees; and

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- (p) The process to minimise removal of Amenity Trees, maximise the protection of those retained, undertake relocation of Amenity Trees and replacement planting of specimen trees (in accordance with Conditions LV.10 and ARCH.9)

- (q) *Advice note: For the purposes of CEMP.6(o) and (p), Amenity Tree is defined as a tree or trees that contribute significantly to amenity, taking into account its form, size, health, ecological or historical significance (a preliminary list of these trees is provided in Appendix E.7 of the AEE).*

CEMP.7 The layout of the 12 Construction Yards, including associated buildings, fencing and site access shall be developed in accordance with Waterview Connection Project Construction Yards Plans (Refer Schedule A, Row 7). The layout drawings shall be provided to the Major Infrastructure Team Manager, Auckland Council at least 20 working days prior to the occupation of the yard, for review and certification that the final layout of the construction yards is in accordance with the conditions. The layout drawings shall incorporate the following:

- (a) The main access to the construction yards to be located as far as practicable from residential dwellings, taking into account site and public safety and environmental constraints, in the locations shown on Waterview Connection Project Construction Yards Drawings (Refer Schedule A, Row 7);
- (b) Noisy construction activities to be located as far as practicable, and preferably no less than 100m, from residential dwellings; Construction of temporary boundary/ security fences to be undertaken in a manner which minimises impacts on existing trees;
- (c) Temporary acoustic fences and visual barriers;
- (d) Temporary buildings greater than 8 metres in height to be located in a position which minimises visual impact on adjacent residential dwellings; and
- (e) Location of workers' and Project vehicle parking.

CEMP.8 All storage of material and equipment associated with the construction works shall take place within the boundaries of the designation.

CEMP.9 Temporary protection shall be installed to prevent vehicles damaging drains, footpaths, berms, kerbs, vehicle crossings and the roads during the site preparation and construction phase of the Project. Any damage to the drains, footpaths, berms, kerbs, vehicle crossings and the road attributable to any vehicle associated with construction activities shall be repaired to the same or similar standards as existed prior to such damage at no cost to the Auckland Council.

CEMP.10 The NZTA shall finalise and implement the Hazardous Substances Management Plan (HSMP), through the CEMP (as per Condition CEMP.1), submitted with this application, prior to works commencing on site. The certification process of the CEMP shall confirm that the HSMP clearly identifies the requirements for proper storage, handling, transport and disposal of hazardous substances during the construction phase of the Project and confirm that there shall be no storage of explosives on the Project site.

CEMP.11 The NZTA shall develop and implement a Waste Management Plan in accordance with the waste management principles, controls and methods set out in the CEMP. The Plan shall be provided to the Major Infrastructure Team Manager, Auckland Council and be implemented throughout the entire construction period.

CEMP.12 The CEMP shall be reviewed by the NZTA at least annually or as a result of a material change to the Project. The review shall take into consideration:

- (a) Compliance with designation and consent conditions;
 - (b) Any changes to construction methods;
 - (c) Key changes to roles and responsibilities within the Project;
 - (d) Changes in industry best practice standards;
 - (e) Changes in legal or other requirements;
 - (f) Results of inspections, monitoring, incidents, corrective actions, internal or external assessments; and
 - (g) Public complaints.
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A summary of the review process undertaken shall be kept by the NZTA, provided annually to the Major Infrastructure Team Manager, Auckland Council and made available (with any related data) to the Auckland Council upon request.

CEMP.13 Following the review process (as described in Condition CEMP.12), the CEMP may require updating. Any material change proposed to the CEMP (including appended Management Plans) shall be submitted for approval to the Major Infrastructure Team Manager, Auckland Council at least 10 working days prior to the proposed changes taking effect.'

Advice Note: Material change will include amendment to any base information informing the CEMP or any process, procedure or method of the CEMP (such as the environmental constraints map, compliance monitoring process, complaints procedure or mitigation / remedial methods identified) which has the potential to increase adverse effects on a particular value. For clarity changes to personnel and contact schedules do not constitute a material change.

CEMP.14 The CEMP shall include, as an appendix, an Electrical Infrastructure Site Development and Construction Management Plan (EISDCMP). The EISDCMP shall be provided to the Major Infrastructure Team Manager, Auckland Council, and include:

- (a) Methods and measures:
 - (i) To ensure that the existing high voltage infrastructure can be accessed for maintenance at all reasonable times, or emergency works at all times, during and after construction activities.
 - (ii) To appropriately 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 the overhead transmission lines
 - (iii) To ensure that no activity is undertaken during construction that would result in ground vibrations and/or ground instability likely to cause material damage to the transmission lines, including support structures
 - (iv) To ensure that changes to the drainage patterns and runoff characteristics do not result in adverse effects from stormwater on the foundations for any high voltage transmission line support structure.
- (b) Sufficient detail to confirm that new planting and maintenance of vegetation will comply with the New Zealand Electricity (Hazard from Trees) Regulations 2003, including, but not limited to, the provisions of Schedule (Growth Limit Zones) to those Regulations.
- (c) Sufficient detail to confirm that the works will comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001), including, but not limited to, the provisions of:
 - (i) Clause 2.2 with respect to excavations near overhead support structures;
 - (ii) Clause 2.4 with respect to buildings near overhead support structures;
 - (iii) Section 3 with respect to minimum separation between buildings and conductors;
 - (iv) Section 5 with respect to minimum safe distances for the operation of mobile plant; and,
 - (v) Table 4 with respect to minimum safe separation distances between the ground and the overhead conductors.
- (d) Confirmation that Transpower has been provided a copy of the EISDCMP for their review at least 20 working days prior to construction.

Advice note: With respect to clause (c), specific consideration must be given to the height and location of temporary structures (such as Project offices and other construction site facilities) and permanent structures (such as lighting poles, signage, gantries and acoustic barriers).

CEMP.15 The NZTA will be responsible for all service relocations required for construction of the Project. The NZTA shall liaise with the providers of infrastructure service networks (including, but not limited to water, gas, stormwater, wastewater, power and telecommunications), and private property owners with on-site services to develop methodologies and timing for necessary services relocation required for the Project, with the objective of minimising disruption to the operation of these service networks and on-site services.

Advice note:

- (a) *It is noted that if separate consents are required for relocations for any services of network utility operators or landowners, such consents will be obtained before construction commences in the relevant area, and any effects of those relocations would be considered at that time. The same applies to any alteration of consents if required.*
- (b) *Network infrastructure owned and operated by Watercare Services is located within the designations. An operating agreement will be developed by the NZTA and Watercare Services which will include appropriate notification and access protocols where works are to be undertaken by either network operator on or adjacent to Watercare Services infrastructure within the designations.*

Public Information (PI) Conditions

- PI.1 A community liaison person shall be appointed by the NZTA for the duration of the construction phase of the Project to be the main and readily accessible point of contact for persons affected by the Project. The liaison person's name and contact details shall be made available in the CEMP and on site signage by the NZTA. This person must be reasonably available for on-going consultation on all matters of concern to affected parties arising from the Project.
- PI.2 The NZTA shall prepare and implement a Communications Plan that sets out procedures detailing how the public, Ministry of Social Development, Housing New Zealand Corporation and other organisations representing the particular demographic characteristics of the community (including but not limited to Primary Health Organisations, general practitioners, youth, education organisations, aged care groups and groups representing ethnic and migrant communities) will be communicated with throughout the construction and monitoring periods (as prescribed in the designation and consent conditions).

In preparing the Communications Plan, the NZTA will liaise with Auckland Council to access its community liaison databases. The Communications Plan will include details of:

- (a) The site or Project manager and the community liaison person, including their contact details (phone, facsimile, postal address, email address);
- (b) In accordance with these Conditions, the database of the key construction activities and monitoring requirements that are the subject of the Communications Plan;
- (c) The database of stakeholders and residents who will be communicated with;
- (d) Communication methods, an assessment of how these methods reach the different audience/ stakeholder groups (including those methods set out in Condition CEMP.6), and detail on when each of these methods will be used (e.g. regular communication or event specific methods);
- (e) The appointed specialist in Environmental and Occupational Medicine, including contact details (as per Condition SO.13);
- (f) Any stakeholder specific communication plans required; and
- (g) Monitoring and review procedures for the Communications Plan.

The Communications Plan shall be written in accordance with the external communication procedures set out in the CEMP and provided at least 20 working days prior to construction commencing, to the Major Infrastructure Team Manager, Auckland Council, Working Liaison Group and the Community Liaison Group(s) established by Condition PI.5. The structure of the communication groups set out in these conditions is attached as Figure PI.A.

- PI.3 At least 15 working days prior to the commencement of construction, and at 15 working day intervals thereafter, or as required depending on the scale of works and effects on the community, advertisements will be placed in the relevant local newspapers and community noticeboards (as identified in Condition CEMP.6(b)) detailing the nature of the forthcoming works, the location of the forthcoming works and hours of operation. All advertisements will include reference to a 24 hour toll free complaints telephone number. Where relevant, advertisements will also include but not be limited to details of:
 - (a) Any traffic disruptions or controls or changes to property access, pedestrian/ cycle routes and bus stops; and
 - (b) Any other construction activities, including night time works, blasting, and structure-borne noise, as identified in the conditions.

PI.4 The NZTA shall manage, investigate and resolve (as appropriate) all complaints for the duration of the construction works in accordance with the environmental complaints section of the CEMP. The implementation strategy for complaints includes:

- (a) A 24 hour toll free telephone number and email address, which shall be provided to all potentially affected residents and businesses. The number shall be available and answered at all times during the entire duration of the works for the receipt and management of any complaints. A sign containing the contact details shall be located at each site specific work activity;
- (b) The NZTA shall maintain a record of all complaints made to this number, email or any site office, including the full details of the complainant and the nature of the complaint;
- (c) Upon receiving a complaint, within 10 days of complaint receipt, a formal written response will be provided to the complainant and Auckland Council;
- (d) The NZTA shall undertake corrective action where necessary to resolve any problem identified. All action taken and relevant information shall be documented. For the avoidance of doubt, 'where necessary' refers to where the works are not being carried out in accordance with conditions of this designation;
- (e) Where issues and complaints about effects cannot be resolved through the CEMP complaints management process, a meeting shall be held between the NZTA, the complainant and the Auckland Council representative(s) to discuss the complaint and ways in which the issue may be resolved. If parties cannot agree on a resolution, an independent qualified mediator will be appointed, agreeable to all parties and at the shared cost of all parties, to undertake mediation of the dispute or concerns; and
- (f) All information collected in Conditions PI.4 (b), (c) and (d) shall be detailed in a Construction Compliance Report (including the means by which the complaint was addressed, whether resolution was reached and how the response was carried out) prepared by the NZTA. This Report shall be submitted to the Major Infrastructure Team Manager, Auckland Council on a quarterly basis commencing at the beginning of the works and for the entire duration of construction.

PI.5 The NZTA shall establish Community Liaison Group(s) at least two months prior to construction commencing in each of the following key construction areas:

- (a) Te Atatu (including the SH16 Causeway)
- (b) Waterview (including works to St Lukes on SH16 and on the Waterview Estuary and Causeway Bridges)
- (c) Owairaka

and hold regular meetings (at least three monthly) throughout the construction period and up to 24 months following construction completion relevant to these areas (or less if the members of the Group agree), so that on-going monitoring information can continue to be disseminated.

The Community Liaison Group(s) shall be open to all interested parties within the Project area including, but not limited to the following groups:

- (a) Auckland Council and Auckland Transport;
- (b) Educational facilities within the Project area (including schools, kindergartens, childcare facilities and Unitec Institute of Technology);
- (c) Relevant community/ environmental groups (including but not limited to Friends of Oakley Creek, Star Mills Preservation Group, Cycle Action Auckland and representatives from those organisations identified in the Communications Plan (as required by Condition PI.2) and local residents;
- (d) Department of Conservation;
- (e) Local Boards;
- (f) Iwi groups with Mana Whenua;
- (g) Public transport providers; and
- (h) Housing New Zealand Corporation.

Advice note: The purpose of the Community Liaison Group(s) is to provide a regular forum through which information about the Project can be provided to the community, and an opportunity for concerns or issues to be raised.

- PI.6 The Community Liaison Group(s) shall be provided opportunities to review and comment on the following (amongst other things):
- (a) The Outline Plan of Works detailing designs for the northern and southern ventilation buildings and stacks (the outcomes of this consultation will be reported in accordance with the processes required in DC.8(n) and DC.9(k);
 - (b) The Open Space Restoration Plans (as required by Condition OS.3);
 - (c) Finalisation and amendment to Urban Design and Landscape Plans (UDL Plans) (as required by Condition LV.1);
 - (d) The Oakley Inlet Heritage Plan (as required by Conditions OS.5(b)(i) and ARCH.6);
 - (e) The detail of the Oakley Creek restoration (as required by Condition STW.20);
 - (f) Publicly available results of environmental monitoring as required by the designation and/or these Consents (e.g. air quality monitoring); and
 - (g) The finalisation of the STEM assessment required by CEMP.6(o) and a schedule of trees that are required to be removed for consideration of timber use in heritage projects as required by Condition SO.7.

Advice Note: Attention is drawn to the Vegetation conditions concerning identification and protection of Significant Vegetation and Valued Vegetation.

- (h) Detailed design features of the Te Atatu underpass (e.g. lighting and architectural treatment).

Temporary Traffic (TT) Conditions for NZTA1

- TT.1 The NZTA shall update and finalise the Construction Traffic Management Plan (CTMP) submitted with this application, in accordance with these conditions, and implement it through the CEMP.

In finalising the CTMP, the NZTA shall:

- (a) Provide simulation modelling demonstrations to better understand the effects of construction of the Project on the affected road network;
 - (b) Include measures to avoid road closures and restrictions of vehicle, bus, cycle and pedestrian movements;
 - (c) Where road closures or restrictions cannot reasonably be avoided the particular vulnerabilities and sensitivities of pedestrian diversions and restricted conditions shall be taken into account in the planning of any closures or restrictions.
- TT.2 The CTMP shall require the development of Site Specific Traffic Management Plans (SSTMPs) and their approval by the Traffic Management Project Governance Group (as defined by the CTMP), for each construction activity that may affect traffic or transportation infrastructure and services. The SSTMPs shall be provided to the Traffic Management Coordinator(s) for the relevant Road Controlling Authority at least 10 working days prior to each construction activity.
- TT.3 Each SSTMP shall describe the measures that will be undertaken to avoid, remedy or mitigate the local and network wide effects of construction of the Project. In particular, the SSTMP shall include the following matters:
- (a) Traffic management measures to address and maintain, traffic capacity, including bus services, at peak traffic periods during weekdays (6:00 to 9:00 and 16:00 to 19:00) and peak traffic periods at weekends (including Te Atatu Road, Great North Road and Richardson Road);
 - (b) Methods to manage the effects of traffic during construction including the requirement to detour or divert traffic. These methods shall seek to avoid, remedy or mitigate effects on access to and from businesses and other organisations in the area;

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- (c) Any road closures that will be required and the nature and duration of any traffic management measures that will result, including any temporary restrictions, detours or diversions for general traffic and buses;
 - (d) Methods to avoid, remedy or mitigate the local and network wide effects of the construction of individual elements of the project (e.g. intersections/ overbridges) and the use of staging to allow sections of the Project to be opened to the traffic while other sections are still under construction;
 - (e) Methods to manage the effects of the delivery of construction material, plant and machinery (including cranes and oversized trucks) during construction;
 - (f) Any routes where construction traffic movements will be restricted (either for particular times for construction periods);
 - (g) Measures to maintain existing vehicle access, as far as practicable, or where the existing property access is to be removed or becomes unsafe as a result of the construction works, measures to provide alternative access arrangements in consultation with the Auckland Council and the affected landowner; and
 - (h) Measures to maintain pedestrian and cycle access with thoroughfare to be maintained on all roads and footpaths adjacent to the construction works, where practicable (e.g. unless provision of such access is severed by the works or such access will become unsafe as a result of the construction works). Such access shall be safe, clearly identifiable, provide permanent surfacing and seek to minimise significant detours. (This Condition does not act as a qualification to the commitment to maintain access to open space and education facilities, as required in Condition OS.13).
- TT.4 The SSTMPs shall include traffic management measures developed in consultation with the Auckland Transport, Bus and Coach Association and the Auckland Council, to address and maintain, where practicable, existing levels of service for buses particularly at peak periods (6:00 to 9:00 and 16:00 to 19:00) on weekdays.
- TT.5 The NZTA shall consult with the Traffic Operations Manager, Auckland Transport with regard to the most appropriate means for providing access on Council roads within and adjacent to the designation. The NZTA shall also coordinate and consult directly with the proponents of any major construction or major traffic generating event occurring concurrently with, and in the vicinity of the Project.
- TT.6 The SSTMPs shall include measures developed in consultation with Auckland Transport to, as far as practicable, enable continued public walking and cycling passage along the existing Northwestern Cycleway (between Te Atatu Interchange and St Lukes Interchange) and along Great North Road and the public walkway along Oakley Creek, with any interruptions being as short as feasible.
- TT.7 The NZTA shall undertake construction works so as to avoid significant long duration impacts or the full closure of Te Atatu Road for all road users heading to or from the Te Atatu Peninsula and to ensure that access for emergency service vehicles is maintained.
- TT.8 The NZTA shall restrict construction truck movements during peak hours (6:00 to 9:00 and 16:00 to 19:00) on weekdays and during the peak periods at the weekends to avoid the following:
- (a) Te Atatu Road Interchange, during both morning and afternoon peak hours
 - (b) Great North Road Interchange, city bound during the morning peak hours
 - (c) Great North Road Interchange, west bound onto SH16 and southbound onto Great North road during the afternoon peak.
- Construction truck movements during these hours shall only be allowed under exceptional circumstances agreed in advance with the Traffic Management Project Governance Group.
- TT.9 The NZTA shall maintain at least the existing active traffic lane configuration capacity on SH16, at the Te Atatu Interchange area, Te Atatu Road, Richardson Road and on Great North Road during peak periods being 6:00 to 9:00 and 16:00 to 19:00 on weekdays and during the peak periods on weekends, for the duration of the temporary construction programme.
- TT.10 The NZTA shall monitor the impact of construction traffic in terms of traffic speeds and volumes on SH16, Great North Road, Te Atatu Road and Richardson Road throughout the construction period to
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confirm the expected traffic effects as set out in the *Temporary Traffic Assessment* (Technical Report G.16) submitted with this application.

- (a) This monitoring will be undertaken on a daily, weekly and monthly basis; and
- (b) Monitoring results will be made available to the Traffic Operations Manager, Auckland Transport on request.

TT.11 If monitoring undertaken pursuant to Condition TT.10 indicates that traffic volumes or traffic conditions are significantly different from those expected, the SSTMPs will be reviewed and as appropriate amended to the satisfaction of the Traffic Management Project Governance Group.

Operational Traffic (OT) Conditions for NZTA1

Integration with Local Road Network

OT.1 The NZTA shall prepare in collaboration with Auckland Transport a Network Integration Plan (NIP) for the Project, or relevant Project phases, to demonstrate how the Project integrates with the existing local road network and with future improvements (identified in the Western Ring Route (Northwest) Network Plan) planned by the Auckland Council. The NIP shall include details of proposed physical works at the interface between the State highway and the local road network, and shall address such matters as pedestrian/ cycle ways, lane configuration, traffic signal co-ordination, signage and provision for buses

In addition, the NIP will address:

- (a) The commitment of the NZTA to progress bus priority measures northbound on Great North Road as part of the reinstatement of Great North Road, as proposed by Auckland Transport and indicated on the Plans *Great North Road Option 1 Proposed Road Marking* (Schedule A, Row 33), subject to the agreement with Auckland Transport;
- (b) How the works committed to by the NZTA for pedestrian and cycle ways, as detailed in the PT and Active Mode Transport Routes Plan Set (Condition DC.1(d) (refer Schedule A, Row 22)), integrate with pedestrian and cycle ways on the wider transport network;
- (c) The Richardson Road Bridge, which shall be designed in general accordance with the structural plans (Schedule A, Row 9) and the commitment of the NZTA to provide a 2m footpath on Richardson Road Bridge, subject to confirming appropriate bus stop locations with Auckland Transport;
- (d) Integration of the works proposed on Te Atatu Road to appropriately transition between the Waterview Connection Project and any projects being progressed by Auckland Transport;
- (e) Opportunities to review traffic signal timings at the Te Atatu Interchange with a view to minimising delays to all users, including cyclists on the SH16 cycle way; and
- (f) The commitment of the NZTA to provide for cycle “aspects” (cycle signal lights) at the Great North Road Interchange.
- (g) As part of detailed design at the Te Atatu Interchange, the installation of underpasses and/or overbridges, provided however that should same not prove feasible in civil or traffic engineering design terms, the installation of coordinated traffic signal operation for cyclists on the north-western cycleway by means of synchronised cycle lights which seek to reduce delays for cyclists.

Works identified in the NIP which are the responsibility of the NZTA, will be undertaken as at the time of construction works for the Project.

Noise and Vibration (CNV) Conditions - Construction for NZTA1

CNV.1 The NZTA shall finalise and implement through the CEMP, a Construction Noise and Vibration Management Plan (CNVMP) throughout the entire construction period of the Project.

The CNVMP shall describe the measures adopted to meet:

- (a) the noise criteria set out in Conditions CNV.2 and 3 below;
- (b) the vibration criteria set out in CNV.4 below; or

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- (c) where (a) or (b) cannot be met, the process that will be followed to appropriately mitigate noise and vibration effects including methods that may be applied outside the designation.

The CNVMP shall be provided to the Major Infrastructure Team Manager, Auckland Council at least 20 working days prior to construction activities being undertaken for review and certification that the CNVMP, as a minimum, addresses the following:

- (i) Construction noise and vibration criteria (Conditions CNV.2, CNV.3, and CNV.4);
- (ii) Hours of operation, including times and days when noisy and/or vibration inducing construction activities would occur;
- (iii) Machinery and equipment to be used;
- (iv) Vibration testing of equipment to confirm safe distances to buildings prior to construction;
- (v) Preparation of building condition surveys of critical dwellings prior to, during and after completion of construction works;
- (vi) Roles and responsibilities of personnel on site;
- (vii) Construction operator training procedures;
- (viii) Methods for monitoring and reporting on construction noise and vibration;
- (ix) A hierarchy of mitigation options that will be assessed for the Project noise mitigation, including alternative strategies where full compliance with the relevant noise and/or vibration criteria cannot be achieved;
- (x) Management schedules containing site specific information;
- (xi) Measures for liaising with and notifying potentially affected receivers of proposed construction activities and the potential for noise and vibration effects, specifically:
 - PPFs located within a horizontal distance of 35 metres of underground excavation works, along the tunnel alignment shall receive prior notification not greater than 7 days (and not less than 24 hours) prior to the commencement of works.
 - Methods for ensuring residents affected by night works (within 100m of the construction site night works, as defined on the maps (refer Schedule A, Row 35) are notified of such works (i.e. any works during the hours of 20:00 to 06:30) at least 5 days prior to the commencement of any such work.
 - The maps showing PPFs to be notified of night works (refer Schedule A, Row 35, shall be reviewed and included within the CNVMP.
- (xii) Methods for receiving and handling complaints about construction noise and vibration;
- (xiii) Measures for preventing the occurrence of rogue fly rock, including management of charge weights and face loading procedures, stemming of charge holes and profiling of the face to maintain minimum burden (face cover);
- (xiv) Investigations on the practicability of implementing permanent noise mitigation works for construction mitigation (as per Condition CNV.7);
- (xv) Investigations of the practicability of implementing Building Modification mitigation, as required in accordance with Conditions ON.6 and ON.11, prior to commencement of construction within 100m of the relevant PPFs (including those on the Unitec site); and
- (xvi) The process for developing Site Specific Noise Management Plans (SSNMP), in accordance with the SSNMP Flow Chart (refer Schedule A, Row 36), including templates and a certification process for the Major Infrastructure Team Manager, Auckland Council (in accordance with Condition CNV.13) to confirm the process of SSNMP review of noise mitigation options where, the modelled/predicted levels or subsequent actual levels exceed the criteria in Conditions CNV.2 and/or CNV.4.

CNV.2 Except where certified by the Council through the SSNMP (in accordance with Condition CNV.13), construction noise (excluding noise from blasting Monday to Saturday inclusive) shall be measured and

assessed in accordance with NZS 6803:1999 “Acoustics - Construction Noise” and shall comply with the following criteria:

Note: In Condition CNV.2 (T) means a duration between 15 minutes and 60 minutes, in accordance with NZS6803:1999.

(a) Project Construction Noise Criteria: Residential Receivers

Time of week	Time period	Project Construction Noise Criteria (Long Term Construction) dB		
		Sectors 1 to 7	Sectors 8 and 9	All Sectors
		LAeq(T)	LAeq(T)	LAFmax
Monday - Saturday	0630-0730	60	45	75
	0730-1800	70	70	85
	1800-2000	65	65	80
	2000-0630	60	45	75
Sundays and Public Holidays	0630-0730	45	45	75
	0730-1800	60	45	85
	1800-2000	45	45	75
	2000-0630	45	45	75

(b) Project Construction Noise Criteria: Commercial and Industrial Receivers

Time period	Project Construction Noise Criteria (Long Term Construction) dB
	LAeq(T)
0730-1800	70
1800-0730	75

(c) Project Construction Noise Criteria: Internal Structure-borne Noise from tunnelling for Residential Receivers

Time period	Project Construction Noise Criteria Inside	
0600-2200	35 dB LAeq(T)	All habitable rooms
2200-0600	30 dB LAeq(T)	Bedrooms

(d) Project Construction Noise Criteria: Internal noise for Licensed Educational Facilities

Time period (School Days)	Project Construction Noise Criteria Inside	
Teaching Hours	45 dB LAeq(T) or existing, whichever is the higher	Classrooms, library, offices, teaching, laboratories, manual arts, workshops

Teaching hours	40 dB LAeq(T) or existing, whichever is the higher	School hall, lecture theatres
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*Note: In Condition CNV2(d) "Teaching hours" means:
Primary schools and Kindergartens: 9am to 3pm
Unitec: 8am to 9pm*

CNV.4 Except where certified by the Council through the SSNMP (in accordance with Condition CNV.13), construction vibration received by any building shall be measured and assessed in accordance with the German Standard DIN 4150-3:1999 "Structural vibration – Part 3: Effects of vibration on structures", and shall comply with the criteria set out as follows:

Type of Structure	Short-term vibration			Long-term vibration	
	PPV at the foundation at a frequency of			PPV at horizontal plane of highest floor (mm / s)	PPV at horizontal plane of highest floor (mm / s)
	1- 10 Hz (mm / s)	1- 50 Hz (mm / s)	50- 100 Hz (mm / s)		
Commercial/ Industrial	20	20-40	40-50	40	10
Residential/School	5	5-15	15-20	15	5
Historic or sensitive structure	3	3-8	8-10	8	2.5

CNV.5 Notwithstanding Condition CNV.3 above,

- Blasting activities shall be conducted so that 95% of the blasts undertaken (measured over any twenty blasts on the foundation of any building outside the designation boundary) shall produce peak particle velocities not exceeding 5mm/s and 100% of the blasts undertaken shall produce peak particle velocities not exceeding 10mm/s irrespective of the frequency of the blast measured.
- Construction activities, which occur within Sectors 1, 6, 8 and 9 which are identified in Technical Report no. G.19 Assessment of Vibration Effects, as being at a 'High Risk' of exceeding the DIN 4150-3:1999 criteria (being excavation, piling, compaction and drilling) shall be conducted so that 95% of the activities undertaken (measured over at least 20 representative samples of the relevant activity on any residential building) shall produce peak particle velocities not exceeding the relevant criterion in DIN 4150-3:1999 and 100% of the activities undertaken shall not exceed 10mm/s irrespective of the frequency of the activity measured.

CNV.7 Where practicable, permanent (traffic) noise barriers, required in any Sector as Detailed Mitigation Options for operational noise following completion of the Project (in accordance with Conditions ON.3 to ON.5) shall be erected prior to noise generating construction works commencing. Where this is not practicable, temporary noise mitigation measures shall be implemented in accordance with the CNVMP, prior to noise generating construction works commencing.

CNV.8 Pile driving or pile removal shall not be undertaken at night (i.e. during the hours of 20:00 – 06:30).

CNV.9 The concrete batch plants, rock crushing plants and the loading bays and conveyors for such plants shall be fully enclosed.

CNV.13 SSNMPs (required by Condition CNV.1(xvi)) above, shall be submitted to Major Infrastructure Team Manager, Auckland Council for review and certification at least 7 working days prior to the proposed works commencing. A decision will be provided by the Council within 5 working days of receipt of the SSNMP.

Works will not commence until certification is received from the Major Infrastructure Team Manager, Auckland Council. The Council may, at its discretion, waive the requirement for SSNMPs to be submitted to the Council where an SSNMP is required.

If monitoring shows that levels specified in a SSNMP are being exceeded, work generating the exceedance will stop and not recommence until further mitigation is implemented in accordance with an amended SSNMP certified by Council.

Advice note: It is accepted that the criteria of CNV.2 and CNV.4 may not be met at all times, but that the NZTA will take all practical steps to achieve compliance, taking into account the hierarchy of mitigation options outlined in Condition CNV.1 (ix).

Noise (ON) Conditions - Operation for NZTA1

ON.1 For the purposes of Conditions ON.2-ON.14 the following terms will have the following meanings:

- Appendix E – means Appendix E to the Technical Report G.12 ‘Assessment of Operational Noise Effects’ submitted with this application.
- BPO – means Best Practicable Option.
- Building Modification Mitigation – has the same meaning as in NZS 6806:2010.
- Design Year – means a point in time that is 10 years after the opening of the Project to the public
- Emergency Mechanical Services – means mechanical services used for emergency situations only.
- Habitable room – has the same meaning as in NZS 6806:2010.
- Noise Criteria Categories – means groups of preference for time-averaged sound levels established in accordance with NZS 6806:2010 when determining the BPO mitigation option; i.e. Category A - primary noise criterion, Category B - secondary noise criterion and Category C - internal noise criterion.
- NZS 6806:2010 – means NZS 6806:2010 Acoustics – Road-Traffic Noise – New and Altered Roads.
- PPFs – means only the premises and facilities identified in green, yellow or red in Appendix E.
- Structural mitigation – has the same meaning as in NZS 6806:2010.

ON.2 The NZTA shall implement the traffic noise mitigation measures identified as the “Preferred Mitigation Options” in Appendix E as part of the Project, in order to achieve the Noise Criteria Categories indicated in Appendix E (“Identified Categories”), where practicable and subject to Conditions ON.3-ON.11 below.

ON.3 The detailed design of the structural mitigation measures of the “Preferred Mitigation Options” (the Detailed Mitigation Options) shall be undertaken by a suitably qualified and experienced acoustics specialist approved by the Major Infrastructure Team Manager, Auckland Council prior to construction of the Project, and, subject to Condition ON.4, shall include, as a minimum, the following:

- (a) Noise barriers with the location, length and height in general accordance with Appendix E and designed in accordance with the ULDF (Section B) (refer Schedule A, Row 38); and
- (b) A requirement that Open Graded Porous Asphalt ("OGPA") or equivalent low-noise generating road surface be used on all surface roads throughout the Project, except at the Great North Road Interchange; and
- (c) For the Great North Road Interchange, a requirement that Twin Layer Open Graded Porous Asphalt ("Twin Layer OGPA") or equivalent low-noise generating road surface be used as shown in Appendix E.

ON.4 Where the design of the Detailed Mitigation Options identifies that it is not practicable to implement a particular structural mitigation measure in the location or of the length or height included in the “Preferred Mitigation Options”, either:

- (a) If the design of the structural mitigation measures could be changed and would still achieve the same Identified Category at all relevant PPFs, and a suitably qualified expert approved by the Major Infrastructure Team Manager, Auckland Council, certifies to the Auckland Council that the changed

structural mitigation measure would be consistent with adopting BPO in accordance with NZS 6806:2010, the Detailed Mitigation Options may include the changed mitigation measures; or

- (b) If the changed design of the structural mitigation measure would change the Noise Criteria Category at any relevant PPF from Category A or B to Category C but Major Infrastructure Team Manager, Auckland Council confirms that the changed structural mitigation measure would be consistent with adopting BPO in accordance with NZS 6806:2010, the Detailed Mitigation Options may include the changed structural mitigation measures.

ON.5 The Detailed Mitigation Options shall be implemented prior to completion of construction of the Project.

ON.6 (a) **Sectors 1 to 8** - Prior to construction of the Project, a suitably qualified and experienced acoustics specialist approved by the Major Infrastructure Team Manager, Auckland Council shall identify those PPFs within 100m of the edge of the closest traffic lane of the motorway carriageway where, following implementation of all the structural mitigation measures included in the Detailed Mitigation Options:

- (i) A noise level increase of 3 decibels or more will occur due to road-traffic noise from the Project; and
- (ii) Habitable spaces are likely to receive in excess of 45 dB LAeq(24h) from motorway operational noise with windows closed, in the Design Year.

For those PPFs, following the process set out in Conditions ON.7 to ON.11, it shall be determined which Building Modification Mitigation is required to achieve 40 dB LAeq inside habitable spaces.

ON.7 (a) Prior to commencement of construction of any sector of the Project in the vicinity of a PPF identified under Condition ON.6, the NZTA shall write to the owner of each-such building seeking access for the purpose of measuring internal noise levels and assessing the existing building envelope in relation to noise reduction performance.

- (b) If the owner(s) of the building approve the NZTA's access to the property within 12 months of the date of the NZTA's letter (sent pursuant to Condition ON.7(a)), then no more than six months prior to commencement of construction in any sector of the Project, the NZTA shall instruct a suitably qualified and experienced acoustics specialist approved by the Major Infrastructure Team Manager, Auckland Council, to visit the building to measure internal noise levels and assess the existing building envelope in relation to noise reduction performance.

ON.8 Where a PPF identified under Condition ON.6 is identified, the NZTA shall be deemed to have complied with Condition ON.7 above where:

- (a) The NZTA (through its acoustics specialist) has visited the building; or
- (b) The owner(s) of the building approved the NZTA's access, but the NZTA could not gain entry for some reason after repeated attempts; or
- (c) The owner(s) of the building did not approve the NZTA's access to the property within the time period set out in Condition ON.7(b) (including where the owner(s) did not respond to the NZTA's letter (sent pursuant to Condition ON.7(a) within that period); or
- (d) The owner(s) of the building cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

If any of (b) to (d) above apply to a particular Building, the NZTA shall not be required to implement any Building Modification Mitigation at that Building

ON.9 Subject to Condition ON.8, within 6 months of the assessment required under Condition ON.7(b), the NZTA shall give written notice to the owner of each PPF identified under Condition ON.6:

- (a) Advising of the options available for Building Modification Mitigation to the building; and
- (b) Advising that the owner has three months within which to decide whether to accept Building Modification Mitigation for the building, and if the NZTA has advised the owner that more than one options for building modification mitigation is available, to advise which of those options the owner prefers.

ON.10 Once an agreement on Building Modification Mitigation is reached between the NZTA and the owner of an affected building, the mitigation shall be implemented (including the NZTA undertaking any required third party authorisation) in a reasonable and practical timeframe agreed between the NZTA and the owner. Building Modification Mitigation shall be to the standard specified in section 8.3.2 of NZS 6806:2010.

Advice Note: The NZTA will be responsible for obtaining any necessary building consents or other approvals to undertake the above Building Modification Mitigation.

ON.11 Subject to Condition ON.8, where Building Modification Mitigation is required, the NZTA shall be deemed to have complied with Condition ON.10 above where:

- (a) The NZTA has completed Building Modification Mitigation to the Building; or
- (b) The owner(s) of the Building did not accept the NZTA's offer to implement Building Modification Mitigation prior to the expiry of the timeframe stated in Condition ON.9(b) above (including where the owner(s) did not respond to the Requiring Authority within that period); or
- (c) The owner of the Building cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

ON.12 The NZTA shall manage and maintain the Detailed Mitigation Options to ensure that, those mitigation works are maintained to retain their noise attenuation performance indefinitely.

OC.14 (a) Prior to construction, the NZTA shall arrange for a suitably qualified and experienced acoustics specialist approved by the Major Infrastructure Team Manager, Auckland Council to undertake a minimum of 8 (eight) representative measurements of ambient noise levels. Measurements shall be undertaken in accordance with the requirements of Section 5.2 of NZS6806:2010.

(b) Following completion of the work, the NZTA shall arrange for a suitably qualified and experienced acoustics specialist approved by the Major Infrastructure Team Manager, Auckland Council to undertake traffic noise monitoring at the same sites surveyed in Condition ON.14 (a) above, within 2 to 3 years following completion of construction of the Project. Measurements shall be undertaken in accordance with the requirements of Section 5.2 of NZS6806:2010.

(c) The results of the noise level monitoring in accordance with ON.14(b) above shall be used to verify the computer noise model of the Detailed Mitigation Option. A report describing the findings of the verification shall be provided to the Major Infrastructure Team Manager, Auckland Council within one month of it being completed.

Vibration (OV) Conditions - Operation for NZTA1

QV.1 Existing ambient vibration levels shall be measured at critical locations nominated by the NZTA, and submitted to the Major Infrastructure Team Manager, Auckland Council for approval prior to the commencement of works. These baseline measurements will establish pre-Project vibration levels for comparison with future vibration levels.

Air Quality (AC) Conditions - Construction for NZTA1

GENERAL CONDITIONS

AQ.1 The NZTA shall finalise and implement, through the CEMP, the Construction Air Quality Management Plan (CAQMP) and Concrete Batching and Crushing Management Plan (CBCMP) submitted with the application.

The CAQMP and CBCMP shall be provided to the Major Infrastructure Team Manager, Auckland Council at least 20 working days prior to construction activities being undertaken for review and certification that the CAQMP and CBCMP includes the following details:

- (a) Daily visual monitoring of dust emissions;
- (b) Procedures for responding to process malfunctions and accidental dust discharges;
- (c) Criteria, including consideration of weather conditions and procedures for use of water sprays on stockpiles and operational areas of the site;

- (d) Continuous monitoring of Total Suspended Particulate (TSP) concentrations and meteorology;
- (e) Monitoring of the times of detectable odour emissions from the ground;
- (f) Procedures for responding to discharges of odour (including in the event of excavation of contaminated sites);
- (g) Monitoring of construction vehicle maintenance;
- (h) Process equipment inspection, maintenance, monitoring and recording, including baghouses, pressure relief valves and high level alarms;
- (i) Complaints investigation, monitoring and reporting; and
- (j) The identification of staff and contractors' responsibilities.

AQ.2 The NZTA shall review the CAQMP and CBCMP at least annually and as a result of any material change to the Project. Any consequential changes will be undertaken in accordance with Condition CEMP.13.

AQ.3 All construction activities shall be operated, maintained, supervised, monitored and controlled at all times so that all emissions authorised by this consent are maintained at the minimum practicable level.

AQ.4 The NZTA shall undertake construction activities in accordance with the CEMP, CAQMP and CBCMP, such that:

- (a) Hard surfaced areas of the construction yards and active construction areas are vacuum swept or scraped down at least twice each week and additionally as reasonably required;
- (b) All unsealed areas of the site used for vehicle movement are maintained visibly damp by the use of water sprays or a water cart during weather conditions where the potential for dust emissions exist;
- (c) Wheel wash systems are installed at all truck exits from unpaved areas of the site onto public roads are used for all trucks that depart from the site;
- (d) All stockpiles are constructed and positioned to minimise the potential for dust emissions. The surfaces of all stockpiles are maintained adequately damp at all times to minimise the release of particulate matter;
- (e) Belt conveyors for moving dry materials are fitted with water sprays or enclosed to minimise wind entrainment of dust. Where installed, water suppression is used whenever the conveyors are used for moving dry materials.

AQ.5 Unless expressly provided for by conditions of this consent, there shall be no odour, dust or fumes beyond the site boundary caused by discharges from the site which, in the opinion of an enforcement officer, is noxious, offensive or objectionable.

AQ.6 All offensive or objectionable dust beyond the boundary of the site caused as a result of processes on the site shall be mitigated forthwith in accordance with the requirements of the Construction Air Quality Management Plan.

AQ.7 Beyond the site boundary there shall be no hazardous air pollutant caused by discharges from the site that causes, or is likely to cause, adverse effects on human health, environment or property.

AQ.8 No discharges from any activity on site shall give rise to visible emissions, other than water vapour, to an extent which, in the opinion of an enforcement officer, is noxious, dangerous, offensive or objectionable.

MONITORING

AQ.14 The NZTA shall undertake visual inspections of dust emissions as follows:

- (a) Visual inspections of all active construction areas at least three times daily during October to April inclusive, whenever there are construction activities. The results of visual monitoring shall be logged.
- (b) Visual inspections of dust emissions from the concrete batching plants and rock crushing plant shall be undertaken daily while the plant is operating.

AQ.15 The operation of water sprays shall be checked at least once each day.

AQ.16 Continuous monitoring of TSP concentrations shall be undertaken in at least one location in Sector 1, in at least two locations in Sectors 5 and/or 7, and in at least two locations in Sector 9 while construction activities are being undertaken in those Sectors. The locations of continuous TSP monitors shall, as far as practicable, comply with the requirements of AS/NZ 3580.1.1:2007 Method for Sampling and Analysis of Ambient Air – Guide to Siting Air Monitoring Equipment.

AQ.17 Continuous monitoring of wind speed and direction shall be undertaken in at least one location in each of Sector 1, Sectors 5 or 7 and Sector 9 while construction activities are being undertaken in those Sectors. The locations of wind speed and direction monitors shall, as far as practicable, comply with the requirements of AS 2923:1987 Ambient Air – Guide for the Measurement of Horizontal Wind for Air Quality Applications and be at the same locations as the TSP monitors required by Condition AQ.16.

AQ.18 The locations and types of continuous TSP and meteorological monitoring sites required by Conditions AQ.16 and AQ.17 shall be selected by the NZTA in consultation with the Auckland Council.

In the event of a failure of the monitoring equipment, this shall be repaired or replaced within 2 working days.

REPORTING

AQ.19 All records, logs, monitoring and test results that are required by the conditions of this consent shall be made available on request, during operating hours, to an Auckland Council enforcement officer and shall be kept for the duration of the consent.

AQ.20 If the monitoring required by Condition AQ.16 shows that concentrations of TSP in ambient air at or beyond the boundary of the site exceeds 80 micrograms/m³ as a 24-hour average, the NZTA shall undertake an investigation into the cause of the exceedance in accordance with the CAQMP.

AQ.21 A report into the outcome of any investigation required by Condition AQ.20 shall be forwarded to the Major Infrastructure Team Manager, Auckland Council within 10 working days of the exceedance. If the cause of the exceedance is identified as being an activity undertaken on the site, the report shall also identify additional measures to be taken to reduce discharges of particulate matter into air from that activity.

AQ.22 Log books shall be maintained that record all relevant information that is required to demonstrate compliance with the conditions of this consent. This information shall include, but is not limited to:

- (a) Visual assessments of any dust emissions from the site and the source;
- (b) Any dust control equipment malfunction and any remedial action taken;
- (c) When a water cart was used and, if so, the frequency of use and the volume of water used (including identification of location);
- (d) All relevant details of the TSP and meteorological monitoring required by Conditions AQ.16 and AQ.17;
- (e) Any additional dust control measures undertaken; and
- (f) The date and time of the entry and the signature of the person entering the information.

AQ.23 The NZTA shall maintain a log of any complaints received relating to air quality. Details of each complaint received shall be forwarded to the Major Infrastructure Team Manager, Auckland Council within 24 hours of receipt of the complaint. The log shall include any complaints lodged with the Auckland Council where the Council has informed the NZTA of the complaint. The log shall include, but not be limited to the following:

- (a) The date, time, location and nature of the complaint;
- (b) Weather conditions at the time of the complaint (including approximate wind speed, wind direction, cloud cover);
- (c) Any possible other contributing factors (such as a fire, smoky vehicle, a local chimney emission, etc.);
- (d) The name, phone number and address of the complainant (unless the complainant elects not to supply these details);
- (e) Any remedial actions undertaken; and

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- (f) The date and time of the entry and the signature of the person entering the information.

Landscape and Visual (LV) Conditions for NZTA1

- LV.1 The Urban Design and Landscape Plans (UDL Plans) (Plan Set F.16, refer Schedule A, Row 17) shall be reviewed and revised in accordance with the conditions and submitted to the Major Infrastructure Team Manager, Auckland Council for certification that they comply with the conditions of the consents/ designation prior to construction of the relevant Project stage, at least 20 working days prior to the commencement of construction.

The UDL Plans shall be updated to:

- (a) Reflect relevant details from the PT and Active Mode Transport Routes Plan Set (Schedule A, Row 23);
- (b) Remove the playing field at Waterview Reserve;
- (c) Confirm the reconfigured bund design at Alwyn Avenue (Schedule A, Row 42);
- (d) Reflect landscaping required in relation to the northern vent stack in Waterview Glades pursuant to Conditions DC.8.

- LV.2 In certifying the UDL Plans, prepared in accordance with Condition LV.1, the Major Infrastructure Team Manager, Auckland Council shall be satisfied the UDL plans includes:

- (a) The visual mitigation of infrastructure as detailed in Section B of the UDLF (refer Schedule A, Row 38).
- (b) Incorporation of art or art through design of structures, particularly as it relates to noise barriers and the Great North Road Interchange piers and ramps (Refer to clauses (g) and (i) below).
- (c) Planting to screen houses and noise walls (including cross section details);
- (d) Planting along the corridor on Traherne Island, in accordance with these conditions and the Ecological Management Plan;
- (e) Specimen planting on the Great North Road Interchange and the Te Atatu Road Interchange;
- (f) Specimen planting at the tunnel portals (except where this is within the OPW area);
- (g) Finalisation of the noise barriers (as required by Condition ON.3(a)) in accordance with the design principles for noise walls (refer Schedule A, Row 32);
- (h) Delineation of the final areas of the Open Space Restoration Plans in accordance with the Open Space Restoration Plans (Schedule A, Row 30), and reference that all works within the Open Space Restoration Plan Areas are subject to Conditions OS.1 to OS.8;
- (i) Oakley Inlet Heritage Plan, prepared in accordance with Conditions OS.5, and in particular, consideration shall be given to the design treatment of the Great North Road Interchange piers and ramps to take into consideration the impact of the structures on the visual quality of the open space beneath;
- (j) Ecological Management Plan, prepared in accordance with Conditions V.1, A.1, H.1, F.1 and M.1;
- (k) Western Ring Route: Maioro Street Interchange and Waterview Connection - Oakley Creek Rehabilitation and Restoration Guidelines (Boffa Miskell, 2010); and
- (l) Details of artworks or art through design of structures within the Project (e.g. design detailing of median barriers, bridge railings, safety barriers, piers, retaining walls and tunnel portals), in accordance with Section B of the Urban Landscape and Design Framework (UDLF June 2010) (refer Schedule A, Row 38) and F.8:Plans of Structures and Architectural Features, but excluding the north and south ventilation buildings, plans sections and elevations.

- LV.3 The NZTA shall have implemented the UDL Plans within 6 months of practical completion of construction of the Project.

- LV.4 The landscaping shall be implemented in accordance with the UDL Plans within the first planting season following the completion of the construction works, provided that climatic conditions are suitable,

otherwise at the first practicable opportunity thereafter, and shall be maintained for a period of 10 years thereafter. Should the landscaping be implemented in stages (depending on construction phases), landscaping shall be implemented in accordance with this Condition for each stage unless subsequent construction staging requires use of the proposed landscaping area.

Advice note: On-going control and management of the landscaping within the designation is the responsibility of the NZTA.

- LV.5 The NZTA shall implement the UDL Plans taking into account the pest plant management guidelines detailed in the Ecological Management Plan (as required by Condition CEMP.3).
- LV.6 The UDL Plans shall make provision for close planting of fast growing native shrubs or small trees (Griselina, Karo, Tarata or similar) along the security boundary of Construction Yard 1 facing Te Atatu Road. This planting shall be implemented prior to operational use of the yard and maintained in a healthy state for the duration of the works programme. Such planting shall occur at no greater than 1.0m centres and shall comprise plants that are Pb28 or larger at the time of planting.
- LV.8 The NZTA shall ensure that any areas within the designation affected by construction activities have sub-soil rehabilitated and top-soil replaced so that the hydrological response including the volume of stormwater runoff generated is as close as practicable to the predevelopment situation. The methodologies to achieve this shall be documented and provided to the Major Infrastructure Team Manager, Auckland Council with the revised UDL Plans submitted pursuant to Condition LV.1
- LV.10 The UDL Plans shall identify all Amenity Trees required to be removed over the construction of the Project (in accordance with Condition CEMP.6(o) and (p)). Replacement trees shall be sized at 160Lt and will either draw from the Coastal Forest or Basalt Rock Forest ecotypes listed in the Landscape Planting Schedules (provided in F.16, refer Schedule A, 17) or an agreed alternative species (confirmed by Major Infrastructure Team Manager, Auckland Council), except in the case of those trees subject to Condition ARCH.9.

Advice note: This does not necessary apply to any replacement planting in the Open Space Restoration Plan areas, which will be confirmed in approval from Auckland Council and will be in accordance with relevant Auckland Council Park guidelines (see Condition OS.4).

- LV.11 The UDL Plans shall make provision for the rehabilitation of McCormick Green at the completion of the SH16 construction works and removal of the construction stormwater pond. Works will be in general accordance with the UDL Plans 202 and 203, (Refer Schedule A, Row 17), providing for replacement Amenity Tree planting in accordance with Condition LV.10 above.

Open Space (OS) Conditions for NZTA1

- OS.1 For the purposes of Conditions OS.2 – OS.15 the following terms will have the following meanings:
- Full size – means a football (soccer) field with the dimensions 100m x 60m.
 - Half size – means a football (soccer) field with the dimensions less than 100m x 60m but no smaller than 50m x 30m.
 - Toddler – means a playground specifically designed for children between the ages of 1 and 3
 - Junior – means a playground specifically designed for children between the ages of 4 and 8
 - Youth – means a playground specifically designed for children between the ages of 9 – 14 years
 - Open Space Restoration Plans – means those plans listed in Schedule A, row 30.
 - Open for Play - means the sports field has a level surface and a dense weed-free sward of mature grass, goal posts and lighting if indicated in the Open Space Restoration Plans approved by the Auckland Council.
 - Sand - carpeted - means the field has been levelled and irrigated, and conventional sub-soil drains, slit drains and a 50mm deep sand carpet have been installed. The field has been stolonised with a warm season grass such as kikuyu or couch.
 - Auckland Council Park Guidelines – means the document by Auckland City Council titled “Furnishing our parks: design guidelines for park furniture”, dated September 2009
 - Park furniture – means those items described in the Auckland Council Park Guidelines

- AS2560 – means the Australia New Zealand Standard for lighting of sports fields.
- AS4282 – means the Australia New Zealand Standard for the control of the obtrusive effects of outdoor lighting.
- Way finding exercise – means a process for determining the number, size, location and content of signage to provide clear direction for all park users.
- Skate-park for the purpose of conditions OS.5(b)(iii) means a skate park with a size of approximately 1,400 sq. m. (generally 25 wide x 55m long), incorporating a range of design variations. Suitable for beginners (providing training facilities to develop their skills) but primarily catering for intermediate to advanced level skaters.

Permanent Works

- BMX bike track for the purpose of condition OS.5(b)(iii) means a low maintenance, non-competition BMX bike track, incorporating a range of design variations. Primarily catering for beginner and intermediate riders.

OS.2 The NZTA shall prepare Open Space Restoration Plans to outline how the open space replacement land, as defined in the Open Space Restoration Plan Areas (Schedule A, Row 30) (including land occupied during construction) will be reinstated or replaced on completion of construction, for handover to Auckland Council and those areas identified in Condition DC.1A(f) and RC.3(f).

Following the consultation detailed in Condition OS.3 below, the Open Space Restoration Plans listed in Condition OS.3(a) to (f) shall be submitted within 12 months of construction commencing in the specific areas affecting the reserves or within 12 months of occupation of open space, whichever is the sooner, to the Major Infrastructure Team Manager, Auckland Council.

Advice note: Conditions OS.9 and OS.10 require certain works to be provided prior to occupation of Construction Yards 6 and 7 (Waterview Reserve) and Construction Yards 9-12 (Alan Wood Reserve) and this may impact on the timing of Open Space Restoration Plans for these areas.

OS.3 The Open Space Restoration Plans shall be prepared in consultation with the Auckland Council, Iwi, the Community Liaison Groups (Condition PL.5), NZHPT, and other recreation users and other user representatives identified by Auckland Council. The Open Space Restoration Plans shall comprise the following specific plans:

- (a) Waterview Reserve Restoration Plan;
- (b) Alan Wood Restoration Plan (including Hendon Park and 25 Valonia Street);
- (c) Oakley Creek Esplanade (Waterview Glades) Restoration Plan;
- (d) Jack Colvin Park Restoration Plan;
- (e) Rosebank Domain Restoration Plan;
- (f) Harbourview-Orangihina Reserve Restoration Plan.
- (g) The areas of the Open Space Restoration Plans are shown in the Open Space Restoration Plan Areas (Refer Schedule A, Row 30).

OS.4 All Open Space Restoration Plans shall be prepared in general accordance with the UDL Plans (Schedule A, Row 30), and shall include, but not be limited to, the following:

- (a) Details of, including the location, of any artworks and educational signage, and directional signage. In the case of Alan Wood Reserve, Waterview Reserve and Oakley Creek Esplanade (Waterview Glade) this shall include a “way-finding exercise” in accordance with Auckland Council practice, to determine all signage to be provided; and
- (b) Evidence of integration with the Oakley Creek restoration works required under Conditions STW.5, STW.20, V.16 and LV.2(i); and a summary of the consultation undertaken (as required by Condition OS.3) and the response received; and
- (c) Details of any vehicle access through the reserves and parking areas; and

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- (d) Park furniture (including quantity and quality) to be provided in accordance with relevant Auckland Council Park guidelines, except for:
 - (i) The riparian area within Alan Wood Reserve where the only furniture required is a maximum of 10 seats; and
 - (ii) Oakley Creek Esplanade (Waterview Glades) where the only furniture required is replacement of 3 existing seats; and
 - (e) The inclusion and integration of the design for all pedestrian and cycleway linkages and facilities detailed on the PT and Active Mode Transport Routes (Schedule A, Row 22). The design integration shall be in accordance with CPTED principles;
 - (f) Implementation programme, including sequencing of works and completion dates. This shall include works that could be implemented prior to practical completion of construction works or are outside the Project area (e.g. upgrading of the Waterview Esplanade Reserve set out in Condition OS.5(b)(vii);
 - (g) Implementation programmes for planting and field reinstatement. This shall include:
 - (i) A 12 month maintenance period for built structures and soft landscaping; and
 - (ii) For any landscaping accessible to horses an assessment to demonstrate that the planting schedule is not toxic to horses and that consultation on this has been undertaken with the Te Atatu Pony Club;
 - (h) The specific requirements for each Restoration Plan area as set out in Conditions OS.5 – OS.8;
 - (i) Documentation of consultation undertaken required by Condition OS.3 and the views and concerns expressed by this consultation and the written approval of the Manager Community and Cultural Policy.

Advice note: For the avoidance of doubt provision of (a) to (h) above will require elevations, cross sections, engineering drawings and written documentation to supplement the UDL Plans. It is also noted that the UDL Plans identify landscaping, planting and other works beyond the Open Space Restoration Plans (refer Conditions LV.1 – LV.6, LV.9 and LV.10). Educational signs and artworks are particularly encouraged.

Open Space (OS) Conditions for NZTA1

Jack Calvin Park Restoration Plan (Specific)

- OS.8 The Waterview Reserve Open Space Restoration Plan shall be prepared in general accordance with the UDL Plans (Refer Schedule A, Row 17). The following shall be provided

Construction Works

- OS.13 During construction, the NZTA shall maintain pedestrian accessways to all open space available for public use during construction and education facilities where access is affected by the works, including any public access that crosses private land. Such access shall be safe, clearly identifiable, provide appropriate surfacing and seek to minimise significant detours. The access shall be of a same or similar standard as that disrupted and will be provided and maintained by the NZTA.

Advice note: This specifically includes the existing pedestrian access that provides a connection to the crossing over Oakley Creek between 1510 Great North Road and Unitec Mt Albert Campus.

Social (SO) Conditions NZTA1

- SO.1 In addition to the Community Liaison Groups established pursuant to Condition PI.5, the NZTA shall establish an Education Liaison Group (including representatives from local schools, kindergartens, childcare facilities, Unitec Institute of Technology, the Ministry of Education and Housing New Zealand Corporation), to provide a forum through which:
- (a) Relevant monitoring data can be provided (e.g. air quality monitoring);
 - (b) Notice can be provided of when particularly noisy activities will occur in close proximity to schools and education facilities, to enable the opportunity to identify any potential conflict with particular

sensitive periods, and the requirement for specific mitigation strategies (e.g. rescheduling of construction activities where practicable);

- (c) Particular concerns can be raised by educational facilities or parents, discussed and potentially addressed;
- (d) Notice can be provided of potential construction impacts on school transport routes (including pedestrian/cycle access) to enable the opportunity to identify specific mitigation preferences of the education facilities (e.g. any detour routes) and to enable these facilities to appropriately inform students and/or parents; and
- (e) Learning and teaching opportunities for educational facilities to participate in Project works (e.g. planting or artworks).

The Education Liaison Group shall be established at least 2 months prior to construction commencing and shall have regular meetings (at least three monthly) throughout the construction period. The Education Liaison Group shall continue to meet for at least 12 months following the completion of the Project (or less if the members of the Education Liaison Group agree), so that ongoing monitoring information can continue to be disseminated.

SO.2 In addition to Condition SO.1(b) above, where noisy construction activities (that are projected to exceed the Noise Criteria in the CNVMP) are proposed in close proximity or adjacent to schools/ childcare centres, the NZTA shall, when preparing their SSNMP (in accordance with Condition CNV.1) give specific consideration to options to carry out these works outside school hours or during school holidays as a mitigation option.

SO.6 In addition to the Community Liaison Group established pursuant to Condition PI.5, the NZTA shall establish a Working Liaison Group (WLG) inviting the following:

- (a) Auckland Council;
- (b) Housing New Zealand Corporation;
- (c) Te Kawerau Iwi Tribal Authority;
- (d) Ngati Whatua o Orakei;
- (e) KiwiRail;
- (f) Department of Conservation;
- (g) Ministry of Education; and
- (h) Local Boards.

The purpose of this WLG will be to provide a forum through which:

- (a) Opportunities for public work development (including social housing, passenger transport or recreation / open space) are identified in areas where the NZTA confirms that the designation is no longer required (e.g. following construction activities);
- (b) Comment can be provided on updated Urban Design and Landscape Plans, including the finalised designs of structural elements for the Project (prior to their submission to the Auckland Council);
- (c) Opportunities for integration of other environmental projects (e.g. restoration plantings) are identified;
- (d) Consideration is given to appropriate protocols for commencement and completion of construction activities (including blessings for commencement of construction phases); and
- (e) Comment can be provided by Te Kawerau a Maki on the detailed lighting design of SH16, to consider how lighting effects on cultural sites and practices might be mitigated without compromising traffic safety or those performance standards identified in Condition L.1.

The Working Liaison Group shall be established at least 2 months prior to construction commencing and shall have regular meetings (at least three monthly) throughout the construction period.

SO.7 A schedule of trees that require removal for construction of the Project will be identified and reported to the Community Liaison Group for their consideration of potential provision of timber for heritage

projects (including in particular the provision of *Robinia* wood for heritage boat building). If the demand for this timber is identified to the Construction Team, appropriate measures for felling and removal from the site will be confirmed.

- SO.8 The NZTA will provide financial support to Te Atatu Pony Club over the period of occupation of Construction Yard 1 for additional feed supplement required as a consequence of the area of lost grazing. Support will be paid on receipt of proof of purchase up to a maximum of \$12,000/yr and excluding any existing feed purchase that is required by the club (e.g. the amount of additional feed purchased in the 2010 and 2011 years, when the club had full use of the proposed construction yard 1).

Except this condition will be amended if additional grazing land becomes available or is provided by the Auckland Council (Areas A and B identified in the Henderson Massey Local Board Minutes, dated 7 April 2011). In this instance, providing the forage on that pasture is suitable for food for horses, the amount payable would be pro-rated based on the shortfall in area from the 'pre-construction' lease area only.

- SO.9 The NZTA will provide annual financial support to Te Atatu Pony Club for monies lost from the 'One Day Events' held on the Harbourview - Orangihina Park, calculated on the basis of average annual funds derived from such events over the Feb 2008 to Feb 2011 years (up to a limit of \$8,000). This payment will be over the period from the contractor's occupation of Construction Yard 1 to the confirmation of the Open Space Restoration Plan (required by Condition OS.2 – OS.4). If the Open Space Restoration Plan for Harbourview - Orangihina Park confirms that the Pony Club will be reinstated on the site, then payment will continue up until restoration is completed to the satisfaction of Auckland Council.

- SO.10 Subject to any necessary consent and landowner approvals, the NZTA will construct a raceway on the alignment shown on the Plan 'Te Atatu Interchange': Construction Yard 1, including annotations (see Schedule A, Row 34). The raceway shall be not less than five metres wide and enclosed on both sides by timber rail fencing.

- SO.11 The NZTA shall form a level, grassed area having approximate dimensions of 90 metres by 170 metres suitable for the exercise of horses, within the general location shown on the Drawing 'Te Atatu Interchange': Construction Yard 1 (see Schedule A, Row 34). Except this condition will cease to have effect if other adjacent land becomes available or is provided by the Auckland Council to the Te Atatu Pony Club for the duration of the NZTA's occupation of the land for Construction Yard 1 (for example, if the Areas A and B identified in the Henderson Massey Local Board Minutes, dated 7 April 2011 are made available).

- SO.12 The NZTA shall comply with the obligations offered by the NZTA in its letter to the Te Atatu Pony Club, 21 March 2011, including the following:

- (a) Development of a Construction Yard Plan in consultation with the Te Atatu Pony Club and the Auckland Council to minimise the impacts on ponies and horses which will address:

- (i) The location, timing and monitoring of construction yard activities which could affect ponies and horses; and
- (ii) Confirm the programme of key events in the Te Atatu Pony Club calendar so that, any construction yard activities with the potential to cause disruption can be rescheduled; and
- (iii) Confirm communication protocols between the NZTA and its contractors and the TAPC;

Advice notes:

The attention of NZTA and the club is drawn to the PI suite of conditions concerning communication, consultation, and liaison.

- (b) Subject to any necessary consent and landowner approvals, undertake the following works (where relevant, these works are to be in accordance with the details identified on the plan Te Atatu Interchange: Construction Yard 1 (see Schedule A, Row 34)):

- (i) Relocate existing water troughs (and their supply lines), trees (in accordance with Condition CEMP.6(n) and CEMP.6(o)) and horse jumps located within the construction yard to elsewhere in the remaining area leased by the Te Atatu Pony Club;
- (ii) Provide surface water drainage for the south western paddock adjacent to the Motorway (SH16).

Vegetation (V) Conditions for NZTA1

- V.1 The NZTA shall finalise the ECOMP submitted with this application, prior to works commencing on site. The ECOMP shall be implemented through the CEMP. The ECOMP shall clearly identify the location and identity of:
- (a) All Significant Vegetation within the designation that is to be fully protected or relocated; and
 - (b) All Valued Vegetation within the designation that is affected by the works (protected or removed).
- Note: Significant and Valued Vegetation shall be as defined in the ECOMP.
- V.2 The NZTA shall employ a suitably experienced botanist ('nominated botanist') for the duration of the works to monitor, supervise and direct all works affecting or otherwise in close proximity to the Significant Vegetation and Valued Vegetation identified in the ECOMP.
- V.3 Prior to any site works commencing, a pre-commencement site meeting shall be held so that the conditions that pertain to the Significant Vegetation and Valued Vegetation and all vegetation in general (both native and exotic) are explained by the nominated botanist to all contractors or sub-contractors who will be working on site within the close vicinity of that vegetation.
- V.4 The NZTA shall minimise the amount of vegetation (both native and exotic) which is to be cleared, with the exception of weeds (both woody and otherwise, unless agreed with the Major Infrastructure Team Manager, Auckland Council and the Community Liaison Group that the retention of these 'weeds' has other environmental or ecological benefits that warrant their retention). All vegetation clearance shall be undertaken in accordance with the measures set out in the ECOMP.
- V.5 The NZTA shall install protective fencing around, or otherwise clearly demarcate, all of the Significant Vegetation identified in the ECOMP as requiring full protection, under the supervision of the nominated botanist.
- V.6 The NZTA shall replace any terrestrial Valued Vegetation that is required to be removed as a result of construction activities, in accordance with the ECOMP and the Urban Design and Landscape Plans.
- V.7 The nominated botanist shall supervise all trimming, pruning and relocation work associated with the Significant Vegetation and Valued Vegetation required as part of the works.
- V.8 Immediately prior to planting, and for a period of 2 years following completion of construction, the NZTA shall undertake weed control and management of all invasive plant pests within the vegetated areas of the surface designation for the Project. Following this 2 year period, on-going control and management of all invasive plant pests within these areas will be the responsibility of the NZTA.
- V.9 The nominated botanist shall undertake a monitoring programme throughout the construction period, including monitoring of:
- (a) The condition, repair and location of the temporary protective fencing or other forms of demarcation used to identify the Significant Vegetation;
 - (b) Any works within the vicinity of the Significant Vegetation and Valued Vegetation;
 - (c) The general health of the Significant Vegetation and Valued Vegetation (including any Significant or Valued Vegetation that has been relocated away from the works area); and
 - (d) Compliance with the vegetation conditions of designation by way of fortnightly inspections during the construction period.
- V.10 Any planting utilising native plants shall use plants genetically sourced from the Tamaki Ecological District where possible or otherwise shall use plants that have been genetically sourced from within the Auckland Ecological Region.

Avian (A) Conditions for NZTA1

- A.1 The NZTA shall finalise, and implement through the CEMP, ECOMP submitted with this application to include the matters set out in Conditions A.2 to A.6.
- A.3 The NZTA shall employ a suitably qualified ecologist to undertake monitoring of the roosting areas located at:

- (a) The existing high tide roost in Harbourview-Orangihina Park; and
- (b) The temporary construction roosting structure(s) pursuant to Condition A.2.

Monitoring shall be undertaken on a monthly basis, with a monitoring report prepared on a quarterly basis. The monitoring report shall be made available to the Major Infrastructure Team Manager, Auckland Council and Department of Conservation upon request.

- A.4 Should the monitoring results indicate that the roosting sites have been abandoned, consultation shall be undertaken with the Department of Conservation and the Major Infrastructure Team Manager, Auckland Council to determine the need for and type of further management strategies (if any) required.

Herpetofauna (H) Conditions for NZTA1

- H.1 The NZTA shall finalise and implement through the CEMP, the ECOMP submitted with this application to include details of lizard management to be undertaken, including the following:
 - (a) Lizard capture methodology, including timing;
 - (b) Lizard release locations(s);
 - (c) Lizard habitat enhancement at population release sites, including a detailed pest control programme for a minimum of one month prior to release and for a minimum of three consecutive years' duration after release;
 - (d) Location(s), monitoring and maintenance of lizard protective fencing;
 - (e) Post-release monitoring methodology; and
 - (f) Lizard captive management methodology.

Lighting (L) Conditions for NZTA1

Operation

- L.1 Lighting shall be designed and screened to minimise the amount of lighting overspill and illumination of residential areas, in general accordance with the Waterview Connection Lighting Plan (Drawing Set F.11 (Refer Schedule A, Row 12):
 - (a) All motorway lighting shall be designed in accordance with "Roadlighting Standard AS/NZS1158";
 - (b) All other lighting shall be designed in accordance with relevant rules provided in Rule 14 of the Waitakere City District Plan or Part 13 of the Auckland City Bylaw (April 2008);
 - (c) Fully cut off luminaires shall be used on SH20 from the Southern Tunnel Portal to the Maioro Street Interchange to minimised lighting overspill, as shown on Drawing Set F.11(Refer Schedule A, Row 12).

Construction Zones and Construction Yards

- L.2 A Temporary Construction Lighting Management Plan shall be prepared for all construction zones and construction yards prior to commencement of any night time works within the construction zones and construction yards. The Temporary Construction Lighting Management Plan shall be independently verified by a lighting specialist and provided to the Major Infrastructure Team Manager, Auckland Council for certification of compliance 10 working days prior to any night time work commencing.

The certification process shall ensure that the Plan includes (but is not be limited to):

- (a) The layout and arrangement of all temporary lighting required for night time works, and shall show how this avoids the "Light Spill Restriction Zone" identified on the Construction Yard Plans (Refer Schedule A, Row 7) submitted with the application, and that the temporary lighting complies with relevant rules provided in Rule 14 of the Waitakere City District Plan or Part 13 of the Auckland City Bylaw (April 2008);
- (b) Provision for a 10m buffer between the night time work and any residential boundary at all times to minimise potential for light spill; and
- (c) General operating procedures outlined in the CEMP.

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- L.3 Asymmetrical floodlights with horizontal glass visors that are not raised more than 3 degrees above the horizontal plane shall be used for any temporary construction night time lighting requirements. Alternative temporary lighting arrangements may be used, subject to the prior approval of the Major Infrastructure Team Manager, Auckland Council, where it can be demonstrated that the proposed lighting is similar or better to asymmetrical floodlights with glass visors. Glare shall be kept below the recommendation given in AS 4282 – 1997 “Control of the Obtrusive Effects of Outdoor Lighting” Tables 2.1 and 2.2.

Archaeology (ARCH) Conditions for NZTA1

ARCH.1 The NZTA shall complete, and implement through the CEMP, the Archaeological Site Management Plan (ASMP) submitted with the notice of requirement, to include, but not be limited to:

- (a) Identification of the Project archaeologist, their role and responsibility on the Project;
- (b) Who reports to the Project archaeologist;
- (c) Specific sites requiring supervision, and measures to be undertaken to protect and manage these sites;
- (d) Whether NZHPT and/or Auckland Council heritage and/or iwi supervision is required for the specific site (the latter to be determined through consultation with the relevant iwi groups); and
- (e) Accidental discovery protocols in the event that unknown archaeological sites are uncovered.

ARCH.2 The NZTA shall employ at its expense a qualified archaeologist (the Project archaeologist) who shall be on site to monitor all initial earthworks, including surface stripping of the site, for all specific areas identified in the ASMP to establish whether any sub-surface archaeological features are present. This includes, but is not limited to, the following areas:

- (a) All unmodified areas in the vicinity of Rosebank Road;
- (b) All works in the vicinity of the “Oakley Inlet Heritage Area”, located adjacent to the Great North Road Interchange;
- (c) Works in the vicinity of two midden sites (recorded R11/2214 and R11/2215) within Great North Road Interchange, and all previously unmodified areas near the banks of the Oakley Inlet;
- (d) Any ground disturbance works in Construction Yard 7 within Oakley Creek Reserve.

ARCH.3 If any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- (a) Immediately it becomes apparent that a possible archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease;
- (b) The site supervisor shall immediately secure the area in a way that ensures that any artefacts or remains are untouched and notify the Project archaeologist;
- (c) The Project archaeologist shall inspect the site to assess the relevance of the find, and then the Auckland Council shall be advised of the significance;
- (d) If the site is confirmed to be an archaeological site by the Project archaeologist, the site supervisor shall then notify tangata whenua, the New Zealand Historic Places Trust, and the Auckland Council that an archaeological site has been exposed so that appropriate action can be taken;
- (e) In the case of human remains, the NZ Police shall be notified.

ARCH.8 All contractors and subcontractors working on the Project shall be trained on the archaeological requirements set out in the ASMP.

Advice Note: Any archaeological sites within the area affected by the Project shall not be modified or disturbed in any way unless written authorisation has been obtained from the NZ Historic Places Trust.

Contaminated Land and Contaminated Discharges (CL) Conditions for NZTA1

- CL.1 The NZTA shall finalise and implement through the CEMP, the Contaminated Soil Management Plan (CSMP) submitted with this application prior to commencement of any site works. The CSMP shall include, but not be limited to:
- (a) Measures to be undertaken in the handling, storage and disposal of all material excavated during the construction works;
 - (b) Soil validation testing and groundwater testing;
 - (c) Soil verification testing to be undertaken to determine the nature of the excavated spoil and potential reuse or disposal options;
 - (d) Measures to be undertaken in the event of unexpected contamination being identified during construction activities; and
 - (e) Measures to be undertaken for the handling of asbestos containing material.
- CL.4 All excavated soil shall be tested by the NZTA in general accordance with the CSMP, prior to either reuse on site or disposal off site. The testing regime shall be submitted for approval by the Major Infrastructure Team Manager, Auckland Council.
- CL.5 The NZTA shall notify the Major Infrastructure Team Manager, Auckland Council within 5 working days of identification of any contamination at the site which was not identified in the reports submitted in support of this application, including contaminated soil, surface water or groundwater.
- CL.6 The removal of any excavated contaminated soil shall be in accordance with the CSMP. The removal and disposal of any contaminated groundwater/ surface water from the site shall be in accordance with the GWMP and the ESCP.
- CL.7 The NZTA shall engage a suitably qualified contaminated land specialist to supervise the works, excavation and removal of any contaminated soils from the site and undertake sampling (if required) of imported material.
- CL.8 All testing / sampling techniques shall be carried out in accordance with the Ministry for the Environment Contaminated Land Management Guidelines or other equivalent standards approved in writing by the Major Infrastructure Team Manager, Auckland Council.
- CL.11 The NZTA shall submit to the Major Infrastructure Team Manager, Auckland Council, a Site Closure Report no later than three (3) months after the completion of the earthworks. The Report shall be prepared in accordance with Schedule 13 (Schedules for Reporting on Contaminated Land) of the Proposed Auckland Regional Plan: Air Land and Water and include:
- (a) Results of any soil reuse and imported material testing carried out to ensure compliance with the CSMP;
 - (b) Volumes of soil removed from site;
 - (c) Copies of the waste disposal receipts; and
 - (d) Reports of any non-compliance with the CSMP procedures or complaints received while undertaking the site works.

Freshwater (F) Conditions for NZTA1

- F.1 The NZTA shall finalise, and implement through the CEMP, the ECOMP submitted with this application. The ECOMP shall be updated to ensure compliance with the conditions of this consent and include changes to the details of construction processes prior to construction commencing. The ECOMP shall include, but not be limited to details of:
- (a) Monitoring of freshwater ecology;
 - (b) Monitoring of freshwater and stream sediment quality;
 - (c) Trigger event criteria for undertaking additional monitoring;
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- (d) Procedures for responding to accidental discharges of contaminants to the freshwater environment; and
 - (e) Contingency plans and/or remedial measures in the event monitoring results identify adverse effects.
- F.2 The NZTA shall engage a suitably qualified ecologist and water quality scientist to undertake freshwater monitoring programme prior to, during and following construction to monitor the effect of the Project
- F.3 on the freshwater ecology. The freshwater monitoring shall be undertaken in Oakley Creek, Pixie Stream and Meola Creek. The freshwater monitoring programme shall be undertaken in accordance with the details set out in the ECOMP and include:
- (a) Cross sectional profiles;
 - (b) Macro invertebrate sampling; and
 - (c) Freshwater fish monitoring.
- F.4 The freshwater monitoring programme shall, as a minimum, be undertaken in accordance with the following frequency:
- (a) Prior to construction – two baseline ecological surveys.
 - (b) During construction – twice per year for fish and macro invertebrates and cross sectional profiles, within one month prior to the beginning of the earthworks season and within one month either side of the end of the earthworks season
 - (c) Post construction – on an annual basis for a maximum period of three years, or less if the Major Infrastructure Team Manager, Auckland Council is satisfied that no adverse effects have occurred or are likely to occur from the Project.
 - (d) Monthly water quality samples at the five existing Oakley Creek sample locations to be analysed for pH, turbidity, suspended solids, metals (Zn, Cu and Pb) and nutrients.
 - (e) Four “event based” samples per annum from each of the current two Oakley Creek sites. The samples are to be analysed for pH, turbidity, suspended solids, metals (Zn, Cu and Pb), hydrocarbons (TPH) and nutrients.
 - (f) Two sediment quality samples per annum (January and July) at the five existing water quality Oakley Creek sites (if there is sufficient sediment to sample). The samples are to be analysed for metals (Zn, Cu and Pb), polycyclic aromatic hydrocarbons (PAH), hydrocarbons (TPH) and semi-volatile organic compounds.
- Advice note: The sample collection and analysis required under sub-clauses (d) to (f) shall be undertaken following an IANZ accredited methodology by a suitably accredited laboratory (International Accreditation New Zealand).*
- F.5 The NZTA shall undertake additional freshwater monitoring in the event of a ‘trigger event’ for freshwater habitats. For the purposes of this consent, a ‘trigger event’ for freshwater habitats is defined in the ECOMP.
- F.6 The NZTAs ecologist/hydrologist (required by condition F.2) shall review, every six months, the freshwater monitoring results, provided from Conditions F.2 to F.4, and results in monitoring detailed in earthworks Conditions E.9 and E.19 and Groundwater Condition G.10. In the event that potential adverse effects are identified, including through review of the Condition G.10 monitoring results by the hydrologist and freshwater ecologist required by Condition G.12, the NZTA shall develop and submit for the approval of the Major Infrastructure Team Manager, Auckland Council appropriate contingency plans and/or remedial measures in accordance with the measures set out in the ECOMP.
- F.7 Freshwater monitoring reports shall be compiled from the monitoring undertaken pursuant to Conditions F.2 to F.4 and the review of Condition F.5, and a report provided to the Major Infrastructure Team Manager, Auckland Council every 6 months.

Conditions for NZTA4

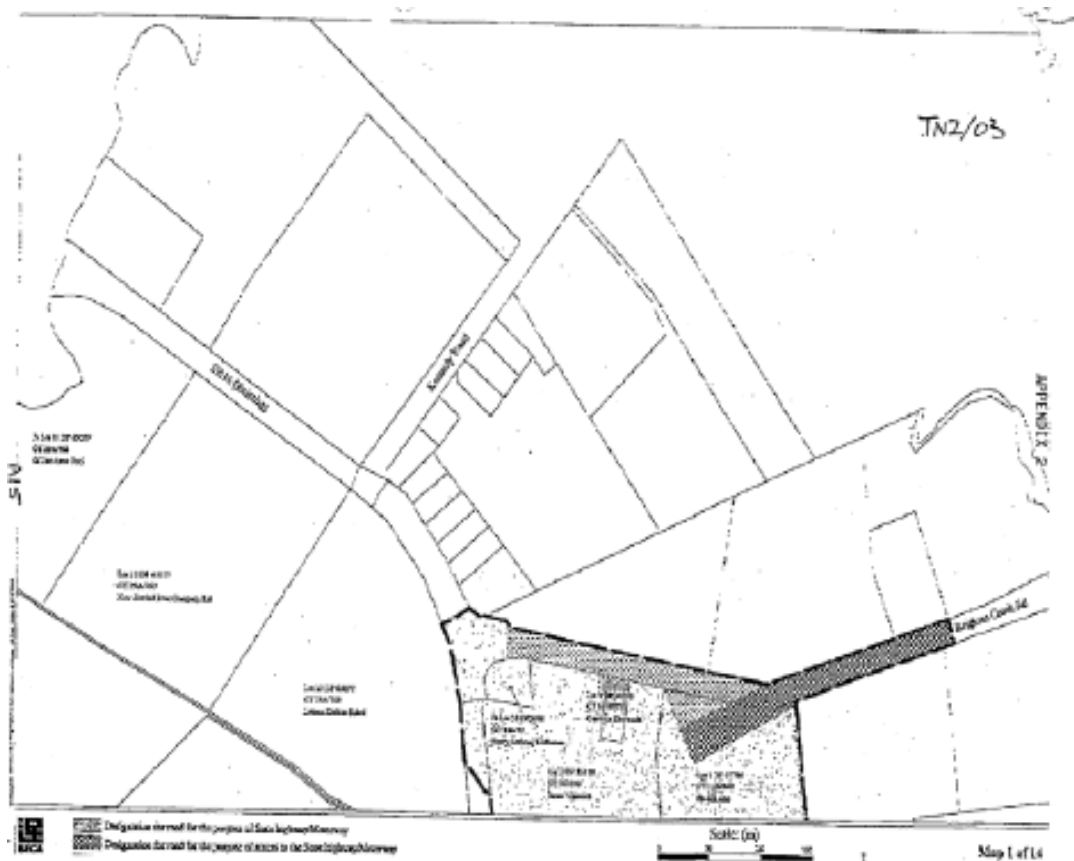
1. GENERAL CONDITIONS

Condition No. 1(i): Modification of SH16B

That the proposed SH16B designation be modified by reducing its size so that it does not extend northward of the current SH16 intersection with Brigham Creek Road. This modification shall be as shown on Plan TNZ/03 attached to these conditions.

Condition No.1(ii): Maintenance of Land

That any land taken or held for the works shall be maintained to a reasonable standard until physical works commence.



Condition No.1(iii): Access

Where private access to private property is directly affected by the designation, Transit New Zealand, in consultation with each affected owner, shall provide suitable alternative vehicular access to those properties unless the affected landowner agrees otherwise. Such alternative access shall:

- (a) In those cases where the proposed access serves the same or lesser number of properties as the existing access or accesses, be of no lesser construction standard than the existing access.
- (b) In those cases where the proposed access serves a greater number of properties than an existing access or accesses, comply with the Waitakere City Council construction standards applicable at the time.

In all cases works must be completed and maintained to ensure access to those properties at all times. For the purposes of this condition, the term “properties” shall include only those properties existing at the time of confirmation of the designation or once appeals have been determined (whichever is the later).

Condition No.1(iv): Vehicular access

At all times reasonable vehicular access shall be maintained to private properties not directly affected by construction and/or operation. Where private properties are directly affected by construction and/or operations causing vehicular access to be temporarily prevented and no alternative can be utilised, Transit New Zealand shall ensure that the property owner is consulted about the most suitable time for carrying out the work and shall minimise the period during which vehicular access is prevented.

Condition No.1(v): Liaison person

That a permanent liaison person shall be immediately appointed by Transit New Zealand for the duration of the highway project to be the main and readily accessible point of contact for persons affected by the designation and construction works. The liaison person's name and contact details shall be advised to affected parties by Transit New Zealand. This person must be available for ongoing consultation on all matters of concern to affected persons.

Condition No.1(vi): Iwi protocols

The iwi protocols submitted with the Notice of Requirement (Appendix 14, Volume 2 of the AEE) shall be followed.

Condition No.1(viii): Pegging properties

That, where requested by owners, Transit New Zealand shall physically peg out the extent of the alignments on individually affected properties once the designation has been confirmed or once all appeals have been determined (whichever is the later).

Condition No.1(viii): Monterey Park Signage

That appropriate signage shall be provided directing access to Monterey Park, in consultation with the owner of that site.

Condition No.1(ix): Specific properties

In carrying out detailed design, Transit New Zealand shall consult with the owners of 143, 147 and 155 SH16, 21 Brigham Creek Road and 122 Hobsonville Road and shall to the greatest practicable extent minimise land take from those properties.

Condition No.1(x): Definition of “practicable”

For the purpose of these conditions, in determining whether a proposed activity is “practicable” or “impracticable”, Transit New Zealand shall have regard to:

- The nature of the proposed activity; and
- The sensitivity of the environment which will be affected by the proposed activity; and
- The financial implications of the proposed activity when compared with other options; and
- Relevant planning instrument; and
- The effects on the environment of the proposed activity when compared with other options; and
- The current state of technical knowledge and the likelihood that the proposed activity can be successfully carried out.



**Iwi Protocols and Management Plan
for
Transit New Zealand Highway Realignments -
Upper Harbour Corridor
SH18 Greenhithe &
SH16 & SH18 Hobsonville/Whenuapai**

1. TERMS OF REFERENCE

1.1 Ngati Whataua O Orakei, and Kawerau a Maki Trust are Mana Whenua in the Greenhithe, Hobsonville and Whenuapai area. The Ngati Whataua O Orakei Maori Trust Board is the representative of the hapu of Ngati Whataua O Orakei.

1.2 Ngati Whataua O Orakei has identified the following issues of concern, in regard to roading projects such as the proposed State highway realignments:

- Wahi tapu;
- Bush clearance, protection and enhancement
- Stormwater quality, treatment and enhancement
- Sediment erosion controls

2. DEFINITIONS

2.1 Discoveries: Possible wahi tapu uncovered in the course of the Project within the Project Corridor.

2.2 Mahi hahu: Exhumation of iwiwi (bones of the dead) and tupuna remains.

2.3 Mauri: Life principle, of inherent spiritual significance.

2.4 Project archaeologist: Senior personnel with authority to manage archaeological aspects of the Project and with full authority to stop activity in the course of a discovery of wahi tapu.

2.5 Project corridor: The identified and designated corridors for the realignments of SH18 through Greenhithe and SH16 and SH18, Hobsonville/Whenuapai.

2.6 Project managers: Senior personnel with authority to stop activity in the course of the Project and authority to determine design changes that will mitigate impact on waahi tapu.

2.7 Mana Whenua representatives: representatives and personnel assigned by iwi consultative group to oversee the Management Plans.

2.8 Tikanga: custom, customary actions, to determine a correct procedure or process.

2.9 Tohu: mark, sign, proof (... of physical remains).

2.10 Waahi tapu: land, place, site or feature of special spiritual, cultural or historical significance to Maori.

2.11 Whakanoa: remove tapu, make or consider free from tapu.

3. PERSONNEL

3.1 To be identified through consultation with Ngati Whetua O Orakei and Kawerau a Maki Trust.

4. PURPOSE

4.1 The purpose of this management plans is to manage a process for the consideration, review and assessment of any waahi tapu discovered in the course of the Projects.

4.2 Furthermore, this management plans will endeavour to preserve and protect those waahi tapu discovered in the course of the SH18 Greenhithe and SH16 & SH18 Hobsonville Projects.

5. WAAHI TAPU

5.1 The following list is considered to be waahi tapu that may form an inventory of possible discoveries in the course of the project: -

5.1.1 To be established in consultation with representatives from Ngati Whetua O Orakei and Kawerau a Maki Trust

6. PROCEDURE

6.1 Two weeks prior to the commencement of works, the Project manager will meet on site with all members of Mana Whenua.

6.2 On-site contractors will be introduced to Mana Whenua representatives and an opportunity will be provided to discuss the following protocols.

7. PROCEDURE FOR INITIAL DISCOVERY

7.1 In the even that a discovery is made in the course of the Projects, work will stop immediately in the vicinity of the discovery and Mana Whenua representatives will be notified.

7.2 The following process should be observed:

7.2.1 Any significant but unidentified feature or object found, work will stop immediately, within a 20m radius from the discovery site (Zone A), until the arrival of Mana Whenua representatives.

7.2.2 Project personnel should leave Zone A immediately, and the area should be cordoned off and access restricted.

7.2.3 Major activities should also cease within a radius of 80m of Zone A (Zone B) until Mana Whenua representatives and project archaeologists have assessed the feature or object, and are confident that further work within Zone B will not affect Zone A or the discovery.

7.2.4 Major activities include - to be determined in consultation.

7.2.5 If there is sufficient reason to believe that the discovery extends beyond the Zones, it may be necessary to extend the radius of Zone A and Zone B restrictions.

8. PROCEDURE FOR THE PROCESSING OF A DISCOVERY

8.1 If a heritage value has been adequately identified, Mana Whenua representatives will ascertain whether the heritage value is noa or tapu.

8.2 The following procedure for waahi tapu that are noa (tohu noa) will be observed:

8.2.1 The archaeologist and Mana Whenua representatives will record the site in preparation for NZAA registration.

8.2.2 Artifacts will be removed from the site and delivered to an appropriate place for storage and safekeeping by the Project archaeologists or their nominees, with the agreement of Mana Whenua representatives.

8.2.3 Photographs and copy of the NZAA record, prepared by the Project archaeologist will be supplied to Mana Whenua representatives.

8.2.4 Prior to removal or destruction of the heritage value, written consent from Mana Whenua representatives will be obtained.

8.2.5 Prior to commencing works in Zone A and B, written consent from Mana Whenua representatives will be obtained and provided to the Project archaeologist, indicating that a satisfactory agreement has been reached between Transit New Zealand and tangata whenua.

8.3 The following procedure for waahi tapu that are tapu will be observed:

8.3.1 A whakanoa ceremony will be completed.

8.3.2 The archaeologist and Mana Whenua representatives will record the site in preparation for NZAA registration.

8.3.3 Artifacts will be removed from the site and delivered to an appropriate place for storage and safekeeping by the Project archaeologist or their nominee, with the agreement of Mana Whenua representatives.

8.3.4 Photographs and copy of the NZAA record, prepared by the Project archaeologists will be supplied to Mana Whenua representatives.

8.3.5 Prior to removal or destruction of the heritage value, written consent from Mana Whenua representatives will be obtained.

8.3.6 Prior to commencing works in Zone A and B, written consent from Mana Whenua representatives will be obtained and provided to the Project archaeologist, indicating that a satisfactory agreement has been reached between Transit New Zealand and tangata whenua.

8.4 The following procedure for discovery of waahi tapu containing koiwi will be observed:

8.4.1 Mana Whenua representatives will contact the following organisations:

- kaumatua and kuia;
- New Zealand Police;
- Historic Places Trust;
- Auckland Regional Council's archaeologist.

8.4.2 In the case of koiwi tupuna discovery, the Projects will take all reasonable steps to avoid disturbance of the site.

8.4.3 In consultation with kaumatua and kuia, if the site cannot be avoided, the necessary procedures and ceremonies will be undertaken for the removal of koiwi.

8.4.4 Koiwi will be removed from the site and delivered to an appropriate urupa.

8.4.5 Prior to commencing works, written consent from Mana Whenua representatives will be obtained and provided to the Project archaeologists, indicating that a satisfactory agreement has been reached between Transit New Zealand and Mana Whenua.

8.4.6 If the discovery is not a kōiwi tupuna, the Project managers may request the service of kaumatua to whakanoa the site, and provide any further consultation on the removal of the kōiwi from the site.

8.4.7 If the kōiwi discovery is not a kōiwi tupuna, no written consent will be required from Mana Whenua representatives for work to commence in the restricted zones.

9. PROCEDURE FOR ACCIDENTAL DEATH

9.1 In the case of an accidental death the following protocols will be observed:

9.1.1 All work on the site shall cease and standard operating procedures in the event of a death by way of an industrial accident shall apply.

9.1.2 A rahui shall take effect immediately upon cessation of work on the site.

9.1.3 The Project managers shall contact Mana Whenua representatives.

9.1.4 Mana Whenua will contact kaumatua to act on their behalf to lift the rahui through appropriate ceremony.

9.1.5 On the completion of appropriate ceremonies, work on the site can resume.

10. OTHER ISSUES

10.1 Other issues, as outlined on page 1, will be dealt with in the course of the consultation process for the study.

11. RECOMMENDATIONS

11.1 That a representative from Mana Whenua is employed in a part time capacity to oversee this management plan.

11.2 That all reasonable expenses incurred by Mana Whenua representatives in carrying out the protocols outlined above.

Draft
CULTURAL MANAGEMENT PLAN

Upper Harbour Corridor
SH16 & SH18 Realignment Study
Hobsonville Rd



KAWERAU A MAKI TRUST

JULY 1999

1. BACKGROUND

- 1.1. Pursuant to s.94 of the Resource Management act 1991 and following this initial consultation round, Kawerau A Maki Trust submit this Cultural Management Plan (CMP) which shall be limited to the use for inclusion into the Assessment of Environmental Effects report of the SH16 and SH18 realignment study.
- 1.2. Accordingly, this protocol records those procedures, which shall be agreed between the Kawerau A Maki Trust, Transit NZ and BCHF.

2. DEFINITIONS

- 2.1. In this CMP, the following terms shall have the meanings as follows:
 - 2.1.1. *Kōiwi* means human remains such as skeletal material
 - 2.1.2. *Hahunga* means the exhumation of *kōiwi* and archaeological remains
 - 2.1.3. *Taonga* means cultural artifacts such as implements, weapons or decorations traditionally and historically utilised by *tangata whenua*
 - 2.1.4. *Wahi Tapu* means land, a place or feature or a site of special spiritual, cultural or historical significance to Maori
 - 2.1.5. *Rahui* means a traditional prohibition against specified activities
 - 2.1.6. *Site* means the areas described along the alignment, inside or outside the designated area
 - 2.1.7. **Project Construction** means all activities relating to the construction of the antenna
 - 2.1.8. **Senior Officer** means an officer appointed by Transit NZ/BCHF as the officer responsible for ensuring compliance with this protocol. This person shall have sufficient authority so as to be in a position to practically enforce compliance with this protocol including authority to order those operations on the site cease.

3. PROCEDURES

- 3.1. The following procedure will be adopted in the following events:
 - 3.1.1. Unearthing of *kōiwi* or other *taonga*
 - 3.1.2. The discovery of *whāhi tapu*
 - 3.1.3. An accidental death on site of construction during the course of construction operations

4. UNEARTHING *KOIWI* OR OTHER *TAONGA*

- 4.1.1. Immediately it becomes apparent or is suspected by workers at the site that *kōiwi* or *taonga* have been uncovered, all activity at the site will cease.
- 4.1.2. The plant operator will shut down all machinery or activity immediately, leave the area and advise his or her Supervisor of the occurrence.

- 4.1.3. Until such time as the find can be verified, the Supervisor shall take steps to immediately secure the area in a way that ensures that the suspected *ko'iwi* or *taonga* remain untouched as far as possible in the circumstances and shall notify the Senior Officer.
- 4.1.4. The Senior Officer will notify *tangata whenua*, the New Zealand Police, (particularly in the case of *ko'iwi*), and the NZ Historic Places Trust or the Department of Conservation that it is suspected that *ko'iwi* and *taonga* have been uncovered at the site.
- 4.1.5. The *tangata whenua* have the responsibility to contact appropriate *kaumatua* to act on their behalf in order to guide and advise Transit NZ/BCHF and other parties as to the course of action to be followed and will immediately advise the Senior Officer of the identity of such *kaumatua* and such other details as may be appropriate in the circumstances.
- 4.1.6. The Senior Officer will ensure that staff are available to meet and guide *kaumatua*, police, DOC or Historic Places Trust staff to the site, assisting with any requests that they may make.
- 4.1.7. If *kaumatua* are satisfied that the *ko'iwi* or *taonga* are of Maori origin the *kaumatua* will decide how they are to be dealt with and will communicate such decision to Transit NZ/BCHF, NZ Police, and other such parties as are considered appropriate.
- 4.1.8. Activity on site will remain halted until the *kaumatua*, Police, DOC, Historic Places Trust have given approval for operations to recommence.
- 4.1.9. The Senior Officer shall ensure that *kaumatua* are given the opportunity to undertake *karakia* and such other religious or cultural ceremonies and activities at the site as may be considered appropriate in accordance with *tikanga Maori*.

5. DISCOVERY OF WAAHI TAPU

- 5.1.1. In the event that construction activities do reveal evidence suggestive of previous occupation, the following shall apply:
- 5.1.2. Work on that site at that particular workplace shall cease, the plant operator will shut down all machinery or activity leave the workplace and advise his or her Supervisor of the occurrence.
- 5.1.3. Until such time as the discovery can be verified, the Supervisor shall secure the immediate area of the find and shall notify the Senior Officer.
- 5.1.4. The Senior Officer will notify *tangata whenua*, the Historic Places Trust and other appropriate organisations of the discovery.
- 5.1.5. The *tangata whenua* have the responsibility to contact *kaumatua* to act on their behalf to advise Transit NZ/BCHF and other parties as to the course of action to be followed. Transit NZ/BCHF will immediately advise the Senior Officer of the identity of such *kaumatua* and such other details as may be appropriate.
- 5.1.6. The site will be inspected and a joint decision made as to what action, if any, should be taken. The particular action(s) to be taken will be dependent on the nature of the discovery but as a general guide, every effort should be made to preserve the integrity of the finding.
- 5.1.7. The Senior Officer shall ensure that *kaumatua* are given the opportunity to undertake *karakia* and such other religious or cultural ceremonies and activities at the site as may be considered appropriate in accordance with *tikanga Maori*.

5.1.8. Work at the site will resume only after all parties are completely satisfied that all possible steps to protect, preserve, record or properly remove the discovery have been taken.

6. IN THE CASE OF AN ACCIDENTAL DEATH THE FOLLOWING SHALL APPLY

6.1.1. All work on the site shall cease and standard operating procedures in the event of a death by way of an industrial accident shall apply

6.1.2. A *rahui* shall take effect immediately upon cessation of work on the site

6.1.3. The Senior Officer shall contact *tangata whenua*

6.1.4. The *tangata whenua* have the responsibility to contact appropriate *kaumatua* to act on their behalf in order to guide and advise Transit NZ/BCHF and other parties as to the course of action to be followed and will immediately advise the construction manager/supervisor of the identity of such *kaumatua* and such other details as may be appropriate in the circumstances

6.1.5. When the body of the deceased person has been recovered, *kaumatua* representatives of the *tangata whenua* will visit the construction site and lift the *rahui* through appropriate *karakia* and ceremonial activity. The Senior Officer will ensure that staff are available to meet and guide *kaumatua*, be responsible for their safe conduct and arrange assistance as required

6.1.6. On the completion of the appropriate ceremonies work on the site can resume

7. NOTE

7.1. *Tangata whenua* urge a comprehensive safety plan for use during construction in an endeavor to avoid the application of the *rahui* protocol.

7.2. Transit NZ/BCHF through their appropriately designated agencies, will ensure that these requirements are understood and followed by all its contractors and agents.

Condition No.1(xi): Outline Plans and Management Plans

- (a) Prior to the commencement of the works, Transit New Zealand shall submit to Council the relevant Management or Mitigation Plans required under Conditions 3(ii) and 6(i).
- (b) The Plans shall be submitted to Council as soon as reasonably practicable, and in any event, allowing sufficient time for review by Council and discussion with Transit.
- (c) Any Management, Mitigation or Outline Plans may be submitted in stages to reflect any proposed staging of the physical works.
- (d) If Council and Transit agree on the terms of such Management or Mitigation Plans, that agreement shall be deemed to be a waiver pursuant to section 176A(2)(c) of the RMA of the requirement for an Outline Plan and under section 176A.
- (e) If Council and Transit do not agree on the terms of such Plan or Plans, the provision of section 176A of the RMA shall apply of any matter not agreed.
- (f) The works shall be undertaken in accordance with the relevant Management or Mitigation Plan or Outline Plan (as the case may be).

2. ROAD DESIGN CONDITIONS

Condition No.2(i) Shoulder bus lanes

That a motorway cross-section shall be provided for that can accommodate future 3.5m shoulder bus lanes.

Condition No. 3(ii): Hobsonville Road interchange

That Transit shall incorporate facilities for pedestrians and cyclists at the Hobsonville Road interchange in general accordance with the attached plan entitled Figure 1 - Hobsonville Road Cyclist Facilities.



Condition No. 2(iii): Cycle and pedestrian paths

That Transit New Zealand shall reinstate or replace existing cycle or pedestrian paths affected by the designation to a similar standard as existing.

Condition No.2(iv): Cyclists and Pedestrians

That adequate provision shall be made to ensure that cyclists and pedestrians can travel between the Upper Harbour Bridge and Hobsonville Road.

Condition No. 2(v): Utility Operators

Subject to the general powers and obligations as set out in section 54 of the Transit New Zealand Act 1989, during the detailed design processes and subsequent construction processes, Transit New Zealand and its agents shall liaise with all relevant utility operators prior to undertaking any work in reliance on the designation and shall ensure that all existing utility services located in or adjacent to the motorway designation are:

- (a) either protected from any activity which may interfere with the proper functioning of the services, or relocated; and
- (b) if damaged, repaired; at Transit New Zealand's expense, to the reasonable satisfaction of the affected utility operator.

3. NOISE IMPACT MITIGATION CONDITIONS**Condition No. 3(i):**

That the alignments be designed and constructed in accordance with Transit New Zealand's "Guidelines for the Management of Traffic Noise for State Highway Improvements", December 1999.

Condition No. 3(ii):

That a detailed Noise Mitigation Plan shall be prepared by a suitably qualified noise consultant in consultation with the Director of Planning, Waitakere City Council. The Noise Mitigation Plan shall be submitted to the Director of Planning, Waitakere City Council, prior to construction. The purpose of the plan is to describe the method by which noise associated with traffic using the roading within the designation will be made to comply with specified noise limits. Where the ambient sound level is required to be monitored to determine design limits then this shall be done prior to construction commencing.

Condition No. 3(iii)

Noise monitoring shall be undertaken in accordance with NZS6801:1991 Measurement of Sound. Transit New Zealand shall ensure that representative noise monitoring of the Highway route is undertaken at its expense by a suitably qualified and experienced acoustical consultant if so requested by Waitakere City Council within nine months of the opening of the whole route if that occurs separately. Results of all noise monitoring shall be supplied to Council within six weeks of the monitoring being completed.

Condition No. 3(iv)

That during construction, New Zealand noise standard NZS 6803P: 1984 The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Works be complied with.

Condition No. 3(v)

Notwithstanding the generality of Condition 3(iii) above, at such time as the new Highway is operational, Transit shall:

- (a) undertake specific noise monitoring on the properties at:
 - 70 Trig Road owned by C & S Birch, legally described as Lot 8 DP 64470;
 - 72 Trig Road owned by Jon Winifred Boyle, legally described as Lot 7 DP 64470;
 - Kedgley Drive, legally described at Lot 3 DP 117530 owned by Annemarie de Vos, -

to ensure that the specified noise limits set out in Condition 3(i) are being complied with; and

- (b) if such limits are not being complied with, take such further action in consultation with each of those parties and/or their authorised representative as may be necessary to ensure compliance

1. ARCHAEOLOGICAL REMAINS CONDITIONS

Condition No. 4(i)

That, should construction work uncover any archaeological remains, Transit New Zealand immediately advise local Kaumatua and the New Zealand Historic Places Trust and cease working in the affected area until any necessary authority required by the New Zealand Historic Places Trust is obtained.

Condition No. 4(ii)

That Transit New Zealand engage a recognised archaeologist:

- (a) To undertake a scientific archaeological investigation of the Sinton Store site (R11/2000) and make the requisite applications to the New Zealand Historic Places Trust for authority to modify or destroy the site (on behalf of Transit New Zealand).
- (b) To be present during construction of the section of the new SH18 alignment between Upper Harbour Drive (Hobsonville Road) and Sinton Road and to determine whether any subsurface remains are present in this section of the alignment.

Condition No. 4(iii):

That Transit New Zealand implement, where practicable, any recommendations made by the archaeologist in relation to conditions 4(i) and 4(ii) above.

2. HERITAGE CONDITION

Condition No. 5(i): Relocation of Heritage Buildings

With respect to the buildings at 1, 2 and 3 Clarks Lane, 1 Brigham Creek Road and 130 Hobsonville Road, Transit shall pay the reasonable costs (including the costs of any consents required) for each building of:

- (a) relocating it appropriately to a new location within the wider Hobsonville area which recognises the historical significance of that building; then
- (b) refurbishing to its “pre-removal” standard.

This Condition shall remain operative until such time as the construction of the SH16/18 realignment project requires that the building or buildings (as the case may be) need to be removed. Transit shall commence consultation with appropriate heritage authorities (including the Waitakere City Council) and

landowners regarding relocation options not later than six months prior to the commencement of construction works. If no party has come forward who is willing to provide a suitable site for relocation,

then Transit shall, subject to any necessary investigation and recording of heritage significance as required by the appropriate heritage authorities, be entitled to dismantle and/or dispose of the building or buildings at that time. It is noted that Historic Places Trust authorisations may also be required.

Condition No. 5(ii): 2-4 Sinton Road

- (a) Subject to compliance with the mitigation requirements set out in this Condition, Transit is authorised under the designation to demolish the heritage building at 2-4 Sinton Road.
- (b) Demolition shall be undertaken under the supervision and instruction of a suitably qualified archaeological expert. Demolition shall be undertaken in a manner, and at a rate, that allows careful recording and appropriate sampling of materials to provide an archive of the historical evidence that is to be destroyed. The guiding principles that are to be followed in undertaking the demolition are those set out in the ICOMOS document 'Principles for the Recording of Monuments, Groups of Buildings and Sites (1996)'.
- (c) In addition to the detailed recording set out in paragraph (b) above, Transit shall use all reasonable endeavours to save parts of the building for display in a suitable archival institution. Assuming that suitable institution can be located that is interested in hosting such a display, Transit shall fully fund all steps necessary to prepare the display, including costs of transport, storage, and the preparation of explanatory materials showing the construction techniques and the materials utilised in construction.
- (d) In addition to the foregoing, Transit shall fund the preparation of an illustrated booklet outlining the history, architecture and technology of the building (in the context of the history of experimentation with concrete structures and the relationship with the ceramics industry, particularly the Hobsonville ceramics industry). This study will also include information relating to the broader heritage context at the site, including its relationship with other historic houses in nearby Clarks Lane.
- (e) In undertaking the mitigation works referred to in paragraphs (b) - (d) above, Transit shall not be required to expend more than a total of \$100,000.
- (f) In addition to the mitigative works referred to above, Transit shall make a contribution to the Waitakere City Council of the sum of \$300,000 as offsetting mitigation for the loss of the heritage values associated with 2-4 Sinton Road. That sum is to be utilised by Waitakere City Council on such heritage projects within the broader Waitakere City area, and if possible the Hobsonville area, as the Council deems appropriate.

1. ECOLOGICAL IMPACT MITIGATION CONDITIONS

Condition No. 6(i):

Prior to the commencement of any works, an Ecological Mitigation Plan shall be prepared by a suitably qualified ecologist in consultation with the Waitakere City Council. This Plan shall address the matters raised in Conditions 6(ii) to 6(vii) below.

Condition No. 6(ii)

That a revegetation programme be carried out for those parts of the Totara Stream within or adjoining the proposed SH16B designation footprint. This programme shall focus on revegetation with native species, eco-sourced and densely planted.

Condition No. 6(iii)

The Wallace Inlet and wetland areas are to be rehabilitated in accordance with the Boffa Miskell Ecological Mitigation report Sections 5.1 and 5.2 (as below):

**Hobsonville State Highway 16B and 18C: Mitigation Measures in Regard to Ecological Effects.
Prepared by Boffa Miskell Limited March 1999**

5.1 Wallace Inlet

It appears that SH18 C will pass close enough (i.e. the toe of the fill batter) to the Wallace Inlet that the native vegetation here will be affected through clearance, and that the existing riparian (buffer) vegetation will be disturbed. Adequate mitigation will involve the revegetation of an appropriate riparian buffer zone at the head of the Wallace Inlet (including road side batter slopes within the estuary area). It will also involve the promotion of natural regeneration of estuary inlet vegetation through weed control,

monitoring and enhancing the establishment of mangroves either through using mangrove seed traps (which is as yet an experimental method and simply involves the installation of small stakes at strategic positions with which to encourage the settlement of mangrove seeds washed in by the full tide) or by direct planting of recently germinated seedlings thinned from the adjacent mangrove estuary. This should promote the re-establishment of estuary habitat with the eradication of the existing weed populations within the immediate area (including adjacent areas less affected by the roadway) and the revegetation of cleared or weeded areas. Because the batter toe appears to remove the small salt marsh at the inlet head, changing the topography as it does this vegetation type may not return to occupy its former position, however, with the proposed mitigation the system is highly likely to return to a native, natural, estuary condition.

The species used for revegetation should reflect the transition from estuary inlet to terrestrial and potentially be comprised species such as:

Canopy	Common name	Spacing	Plant Size	% Composition
<i>Metrosideros excelsa</i>	Pohutukawa	7m	PB5	5
<i>Corynocarpus laevis</i>	Karaka	3m	PB5	10
<i>Sophora microphylla</i>	Kowhai	3m	PB5	10
Lower tier				
<i>Pseudopanax lessonii</i>	Coastal Five Finger	0.5m	PB2	20
<i>Leptospermum scoparium</i>	Manuka	0.5m	PB2	25
<i>Phormium tenax</i>	Flax	1m	PB2	10
<i>Coprosma lucida</i>	Karamu	0.5m	PB2	10
<i>Cordyline australis</i>	Cabbage Trees	0.5m	PB2	5
<i>Pittosporum crassifolium</i>	Karo	1m	PB2	5

5.2 SH16 B - SH18 C Intersection Wetland

Just north and immediately down stream of the proposed intersection of SH16 B and SH18 C is one of the better native wetland habitats through which the new highways pass (though it is nevertheless modified). A bridge for SH 18 C and a bridge like structure for SH 16 B in these areas may avoid adverse effects, but only if it retained habitat beneath its structure - this would be an expensive option and probably not warranted given the modified nature of the wetland. Suitable mitigation for the loss of some of this area could involve the following:

1. plant the remainder of the alluvial flood plain north of SH 16 B beyond the earthworks (see Fig. 1, wetland corridor) with appropriate species to form a thin natural habitat corridor;

2. begin the establishment of a swamp forest / flood plain forest habitat on the alluvial plain immediately adjacent to the designation in between SH 18 C and SH 16 B (Fig.1, swamp forest);
3. recreate a new wetland of better (without the exotic tree components etc) quality than the existing one between SH 16 B and SH 18 C (Fig. 1, wetland) including an open water area;
4. replace or create native riparian vegetation on the bank side-slopes and wetland edges and batter slopes (Fig. 1 riparian edges); and
5. construct fish “friendly” culverts beneath the highways as these will be necessary in order to link the wetland with the wider freshwater ecosystem. For SH 16 B this may mean long lengths of culvert which are likely to need to have passage devices (such as baffles) to ensure no lamina flows (culverts over 20m and/or those that change the flow dynamics).

For establishment of a wetland this may involve some or all of the following:

- creation of a shallow pond or ponds (minor earth works with associated sediment discharge precautions);
- a weir or weirs with suitable fish passage devices connecting the ponds and lower reaches and ensuring at least minimal water retention within the ponds;
- planting of appropriate wetland vegetation.

This area could potentially also be used for stormwater treatment utilising the wetland vegetation to remove suspended solids and absorb and trap pollutants.

Wetland vegetation should be with species such as:

Inundated areas	Common Name	Spacing	Size	% Composition
Phormium tenax	Flax	1m	PB5	50
Typha orientalis	Raupo	In clusters		Clusters in water
Carex secta	Carex	1m	PB2	20
Juncus articulartris	Jointed Rush	In clusters	PB2	20
Cordyline australis	Cabbage Tree	0.5m	PB2	10
Drier areas				
Cordyline australis	Cabbage Tree	0.5m	PB2	20
Leptospermum scoparium	Manuka	0.5m	PB2	40
Cordaderia splendens	Toe-toe	1m	PB2	10
Coprosma lucida	Karamu	0.5m	PB2	10
Phormium tenax	Flax	1m	PB2	10

For establishment of the swamp forest / flood plain forest habitat vegetation should be with species such as:

Canopy (later planting)	Common name	Spacing	Size	% composition
Dacrycarpus dacrydioides	Kahikatea	3m	PB8	30
Podocarpus totara (drier areas)	Totara	5m	PB8	5

Agathus australis (drier areas)	Kauri	5m	PB8	5
Sophora microphylla (edges)	Kowhai	5m	PB8	5
Lower canopy				
(initial nursery - planting)				
Cordyline australis	Cabbage tree	0.5m	PB2	10
Leptospermum scoparium	Manuka	0.5m	PB2	30
Cordaderia splendens	Toe-toe	1m	PB2	5
Coprosma lucida	Karamu	0.5m	PB2	10

For terrestrial riparian vegetation (which maintains the terrestrial corridor connections beyond the wetland / swamp forest) (Fig. 1, riparian vegetation) the following species should be planted:

Canopy	Common name	Spacing	Size	% Composition
Sophora microphylla (edges)	Kowhai	5m	PB5	5
Cordyline australis	Cabbage tree	0.5m	PB2	10
Phormium tenax	Flax	1m	PB2	10
Leptospermum scoparium	Manuka	0.5m	PB2	65
Coprosma lucida	Karamu	0.5m	PB2	10

For the corridor connection beyond the wetland / swamp forest area towards the lower existing flax swamp (Fig. 1, wetland corridor) the following species should be planted adjacent to the existing water channel to form a thin linear vegetation corridor:

Canopy	Common name	Spacing	Size	% composition
Cordyline australis	Cabbage tree	0.5m	PB2	20
Phormium tenax	Flax	1m	PB2	60
Carex secta	Carex	1m	PB2	10
Coprosma lucida	Karamu	0.5m	PB2	10

Condition No. 6(iv):

Should the existing wetland located next to the intersection of SH16 and SH18 be used for the purposes of providing stormwater treatment, then it shall also continue to provide for wildlife habitats. This shall be achieved by ensuring that all stormwater is pre-treated prior to entering this wetland and all structures associated with pre-treatment are located, as far as practicable, adjacent to (rather than within) the wetland itself. In addition to this wetland being enhanced in accordance with condition 5(iii) above, all potential adverse effects on the existing water regime within this wetland, its stream and its adjacent flood plain shall be avoided if practicable or, if unavoidable, shall be minimised.

Condition No. 6(v):

Where there is continuous water flow, Transit shall design and position culverts (with the assistance of a suitably qualified freshwater biologist) to facilitate the passage of fish species which are resident upstream

at the following locations: Waiarohia Stream (chainages 2950 and 3950), Trig Stream (chainage 3050), Rawiri Stream (chainage 3300), Totara Creek (chainage 1500), Lower Totara Creek (chainage 2800), Upper Totara Creek (chainages 110-1350 and 1550) and Pikau Stream.

Condition No. 6(vi):

Any realigning of existing perennial waterways shall be voided or, if unavoidable, shall be minimised. Where streams are realigned, the design of any new channel shall be carried out with the advice of a fresh water biologist, and shall include the creation of appropriate habitat opportunities for aquatic fauna and the retention and establishment of riparian vegetation.

4. VISUAL IMPACT MITIGATION CONDITIONS

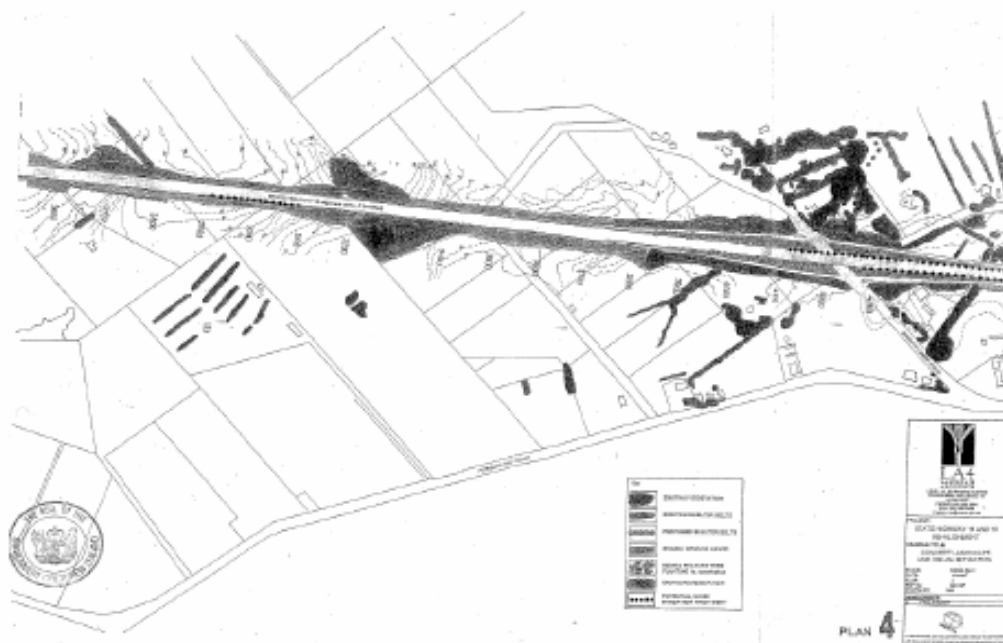
Condition No. 7(i)

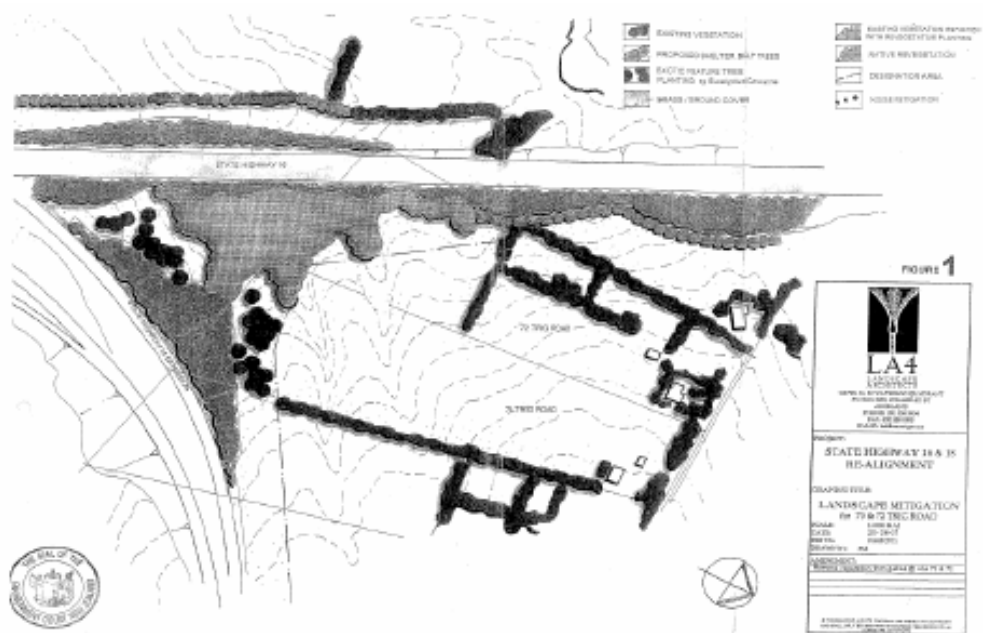
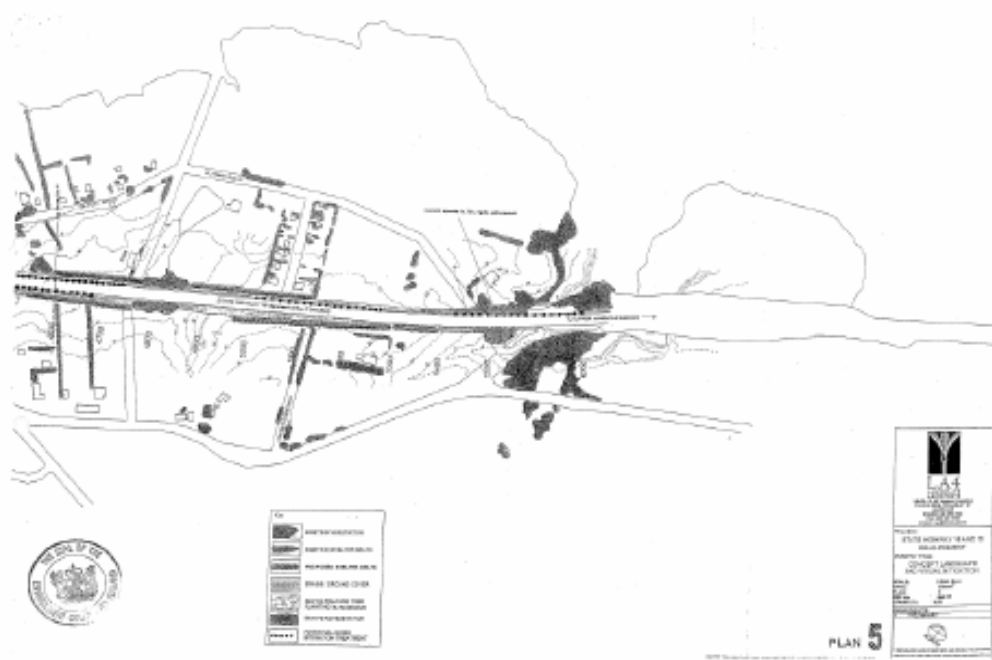
That Transit New Zealand engage a landscape architect to investigate and make recommendations with regard to the following conditions.

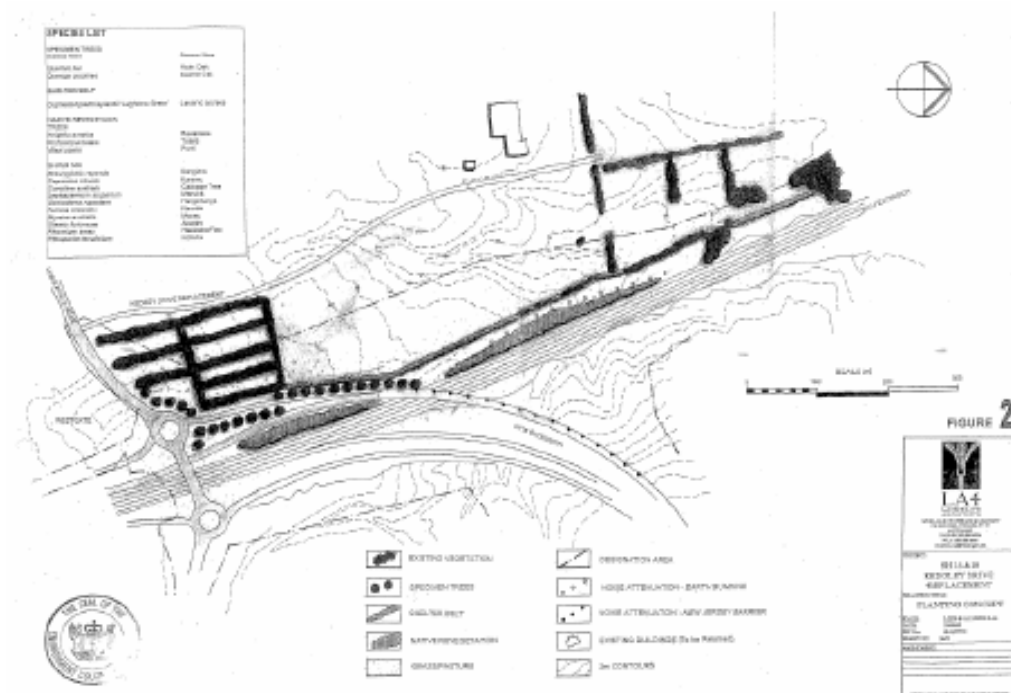
- (a) That all borrow and disposal areas for excess fill be designed and constructed to avoid significant impact, be in keeping with the general form of the surrounding landscape, and that all such areas be restored, in consultation with relevant land owners, upon completion of project construction.
- (b) That restoration measures include grassing and other planting for slope stability, together with landscape planting, using locally sourced native species where available.
- (c) That wherever possible embankment and slopes associated with the alignments be planted as soon as practicable, using locally sourced native species where available.
- (d) That in carrying out the detailed design for the alignment, Transit New Zealand shall take advice from a practising landscape architect and shall pay particular attention to:
 - i The **attached** plans entitled:
 - Concept Landscape and Visual Mitigation (Plans 1 to 5) dated 2 March 1999;
 - Landscape Mitigation for 70 & 72 Trig Road (Figure 1) dated 20 June 2001; and
 - Kedgley Drive Replacement Planting Concept Plan (Figure 2) dated 12 February 2000.
 - ii The angle and extent of cut and batter slopes;
 - iii Oblique cuts through highly visible ridge lines:
 - in order to achieve, as far as practicable, unity between the road and the surrounding landscape units;
 - and shall prepare, with advice from a practising landscape architect, and in due course implement, a planting plan that will integrate the alignments into the various landscape units through which it passes.
 - iv Mitigation by appropriate replacement vegetation of any existing vegetation that must be removed within the designation.
- (e) That a landscape plan be finalised during the detailed design stage by an experienced landscape architect appointed by Transit New Zealand.

designations appendix









Condition No. 8(v):

Activities relating to the road alignment shall ensure that 4 wheel drive access to the existing support structures of Transpower New Zealand is possible at all times, provided that no access from the motorway lanes shall be permitted without the prior permission of Transit New Zealand.

Condition No. 8(vi):

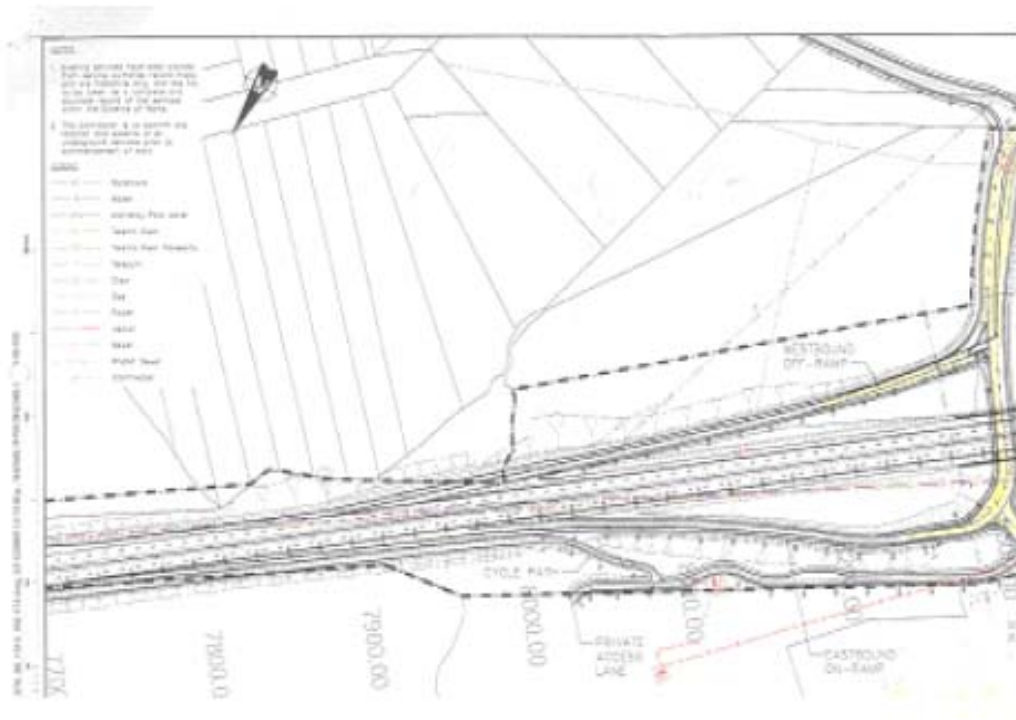
Transit New Zealand is to submit a dust plan to Transpower New Zealand for approval prior to any work commencing on the designated route which will outline the measures to be taken to avoid dust settling on Transpower's conductors and insulators.

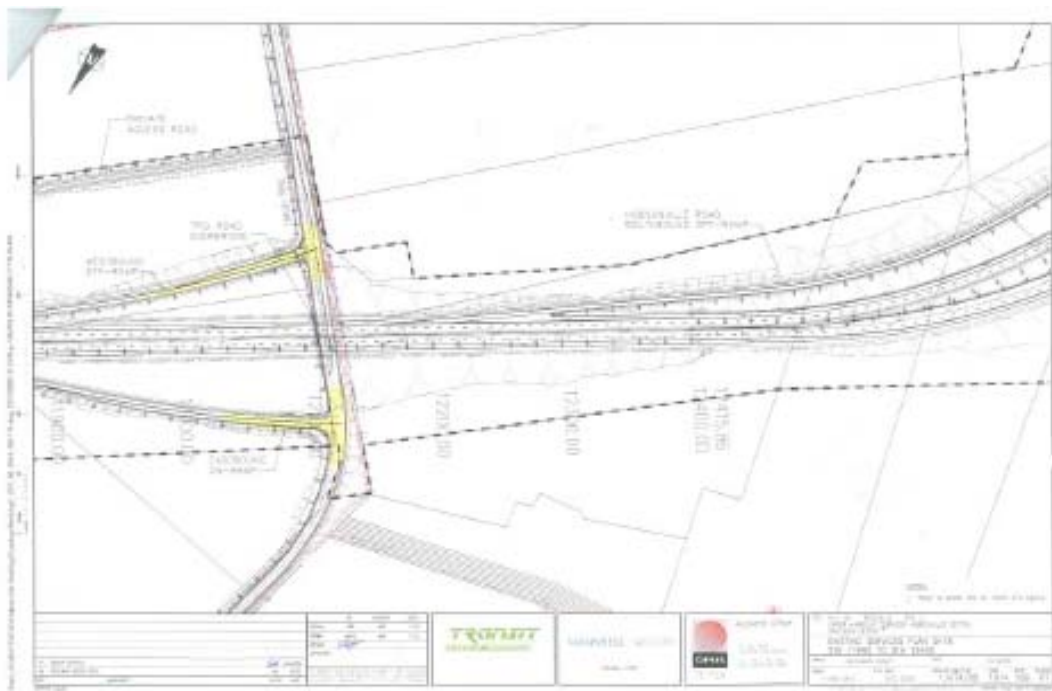
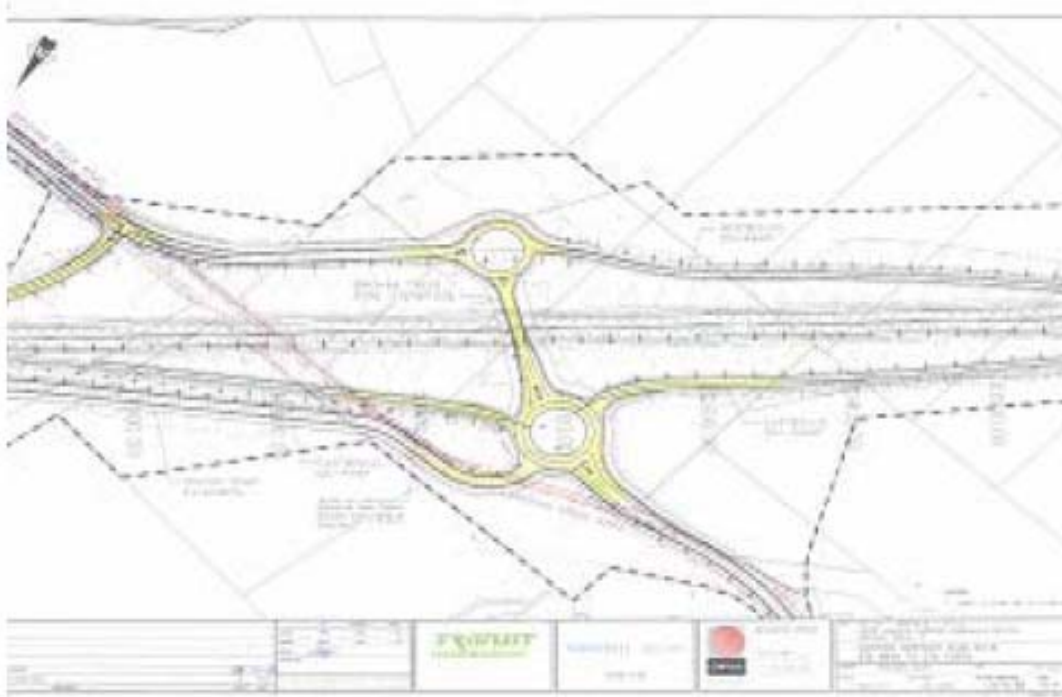
Condition No. 8(vii):

Transit New Zealand shall inform Transpower New Zealand before any work is carried out within 30 metres of the existing transmission lines.

Condition No. 8(viii):

No excavation works shall be undertaken or structure built within 12 metres of the foundation of the pylon marked on the attached plan ("Transpower Plan") unless all necessary engineering calculations for the construction of the retaining wall have been submitted and approved by Transpower New Zealand.

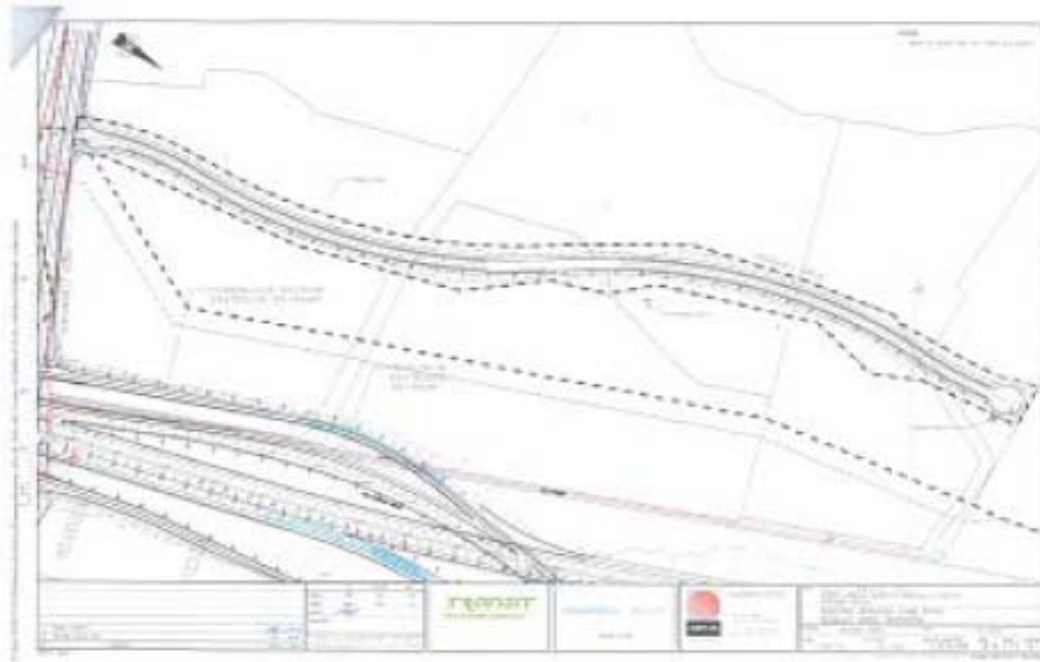




designations appendix



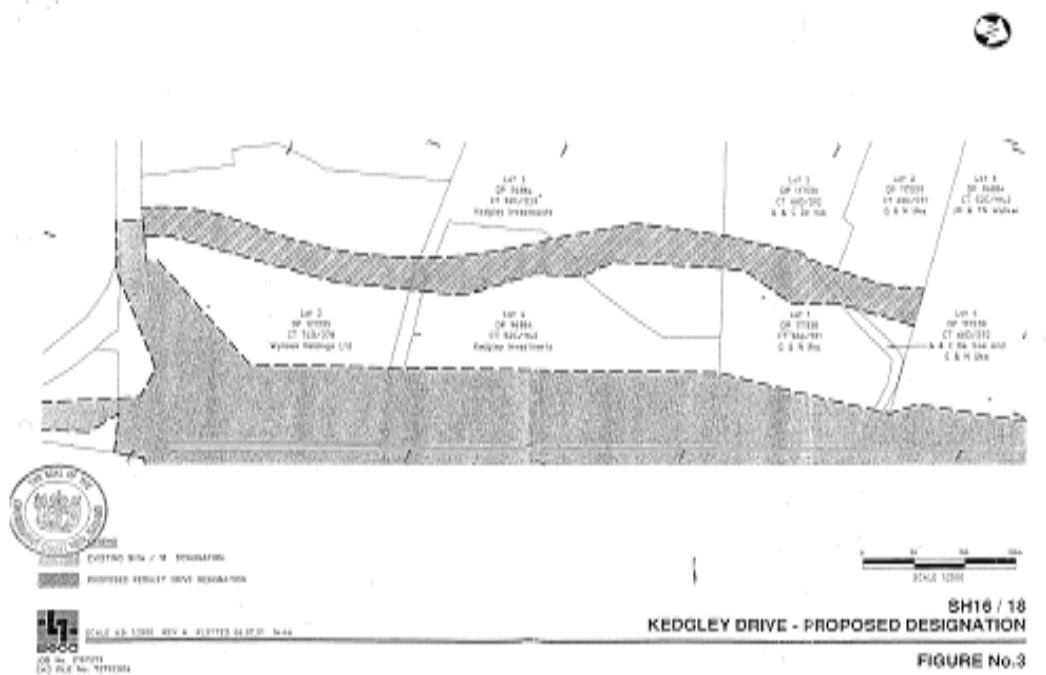
9 KEDGLEY ROAD CONDITION



Condition No. 9

Transit shall use its best endeavours to designate as “local access ancillary to State Highway purposes” the parts of Lots 1, 2, 3 and 4 DP 11750, Lots 3 and 4 DP 96884, and Lot 2 DP 127335 shown as “proposed road designation: on the plan entitled “Kedgley Drive - Proposed Designation” attached as Figure 3, and

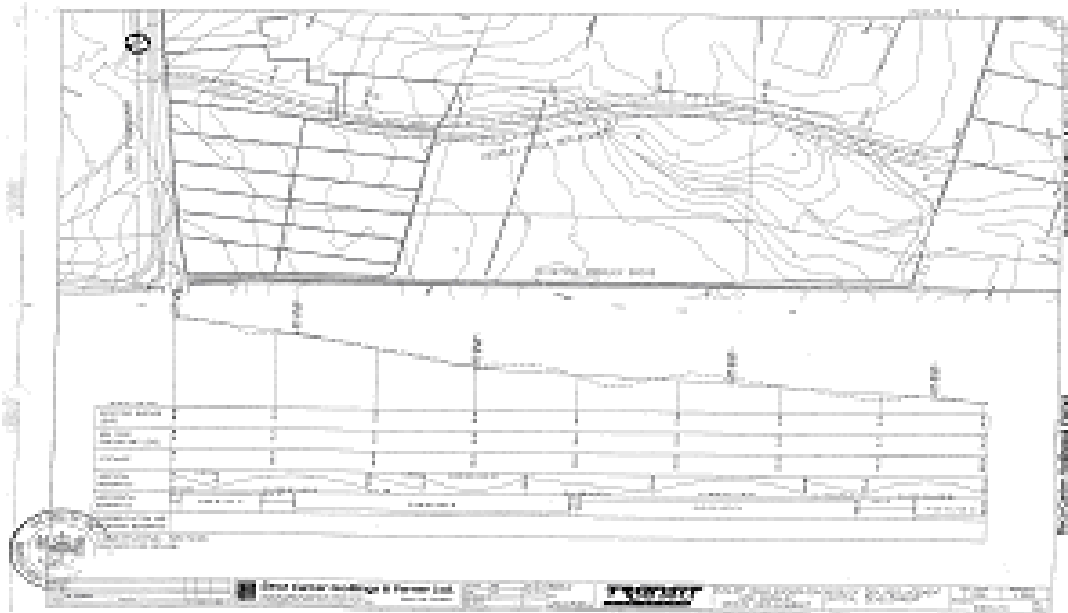
Figure 3



designations appendix

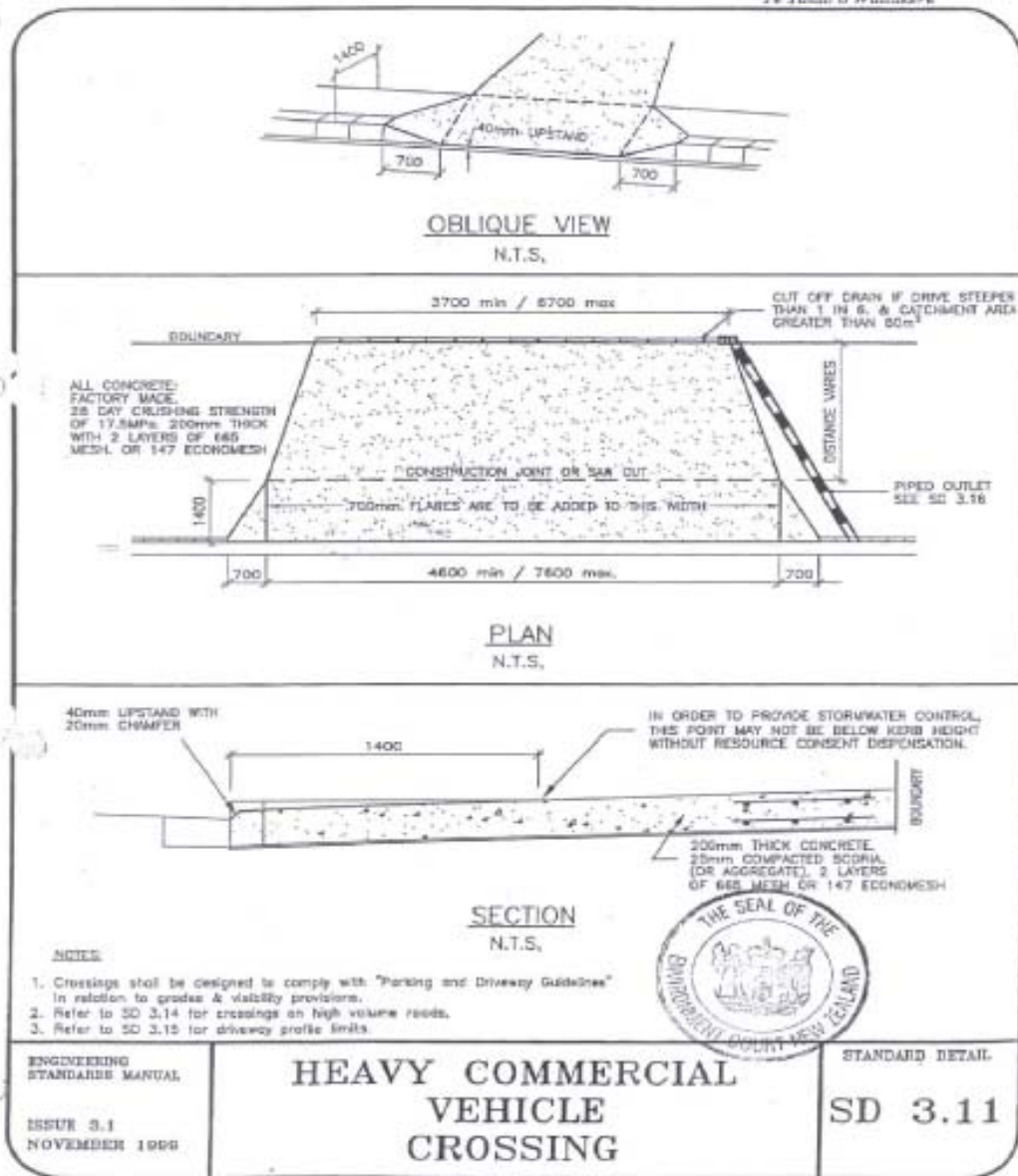
-
- ii In the event that the land referred to in Condition 1 above is designated and either acquired or rights of access secured by landowner agreement by 30 June 2003, then Transit will:
- (a) Build a replacement of the existing Kedgley Drive (“the new Kedgley Drive”) in the location shown in Plan entitled “Kedgley Drive Replacement - Initial Development attached as Figure 4. The new Kedgley Drive will be constructed to Waitakere City Council standards with a 6m carriageway width with a design profile allowing for future widening to full road width and will be completed and operational before the existing Kedgley Drive is closed off.

Figure 4



- (b) Undertake all legal steps necessary to establish a right of way over the new Kedgley Drive to the owners of land to be served by it. The right of way shall be established on terms which give those owners:
- common and exclusive rights of occupation of the new private way; and
 - sole obligation for its maintenance and upkeep - subject to the Council choosing at some time in the future to acquire the relevant land and take over responsibility for the new Kedgley Drive as a public road;
- (c) Form one vehicle crossing on to the new Kedgley Drive for each block of land served by it. Such vehicle crossings shall be constructed to the standards set out in the attached extract from Waitakere City Council’s Engineering Standards Manual Issue 3.1, entitled “Heavy Commercial Vehicle Crossing - SD.3.11”, November 1999 (Figure 5). The vehicle crossings shall be established in the location specified by each landowner (as far as that location is consistent with the Waitakere City Council standards);

FIGURE 5



- (d) Form an additional residential standard crossing place onto Lot 3 DP 117530 at the location specified by the owner of that property; and
- (e) Form a "cul-de-sac" termination to the end of the new Kedgley Drive to Waitakere City Council standards in the general location shown on Plan SK8004/15 [Figure 4]
- (iii) In the event that the land referred to in Condition 1 above is **not** designated by 30 June 2003 or the land cannot either be acquired or rights of access secured to it by that date, then Transit will:
- (a) Build a replacement of the existing Kedgley Drive ("the new private way") in the general location shown on Plan entitled "SH16/18 - Original Kedgley Drive" attached as Figure 6. The new private way will be constructed to the same specifications as the existing Kedgley Drive and will be completed and operational before the existing Kedgley Drive is closed off.

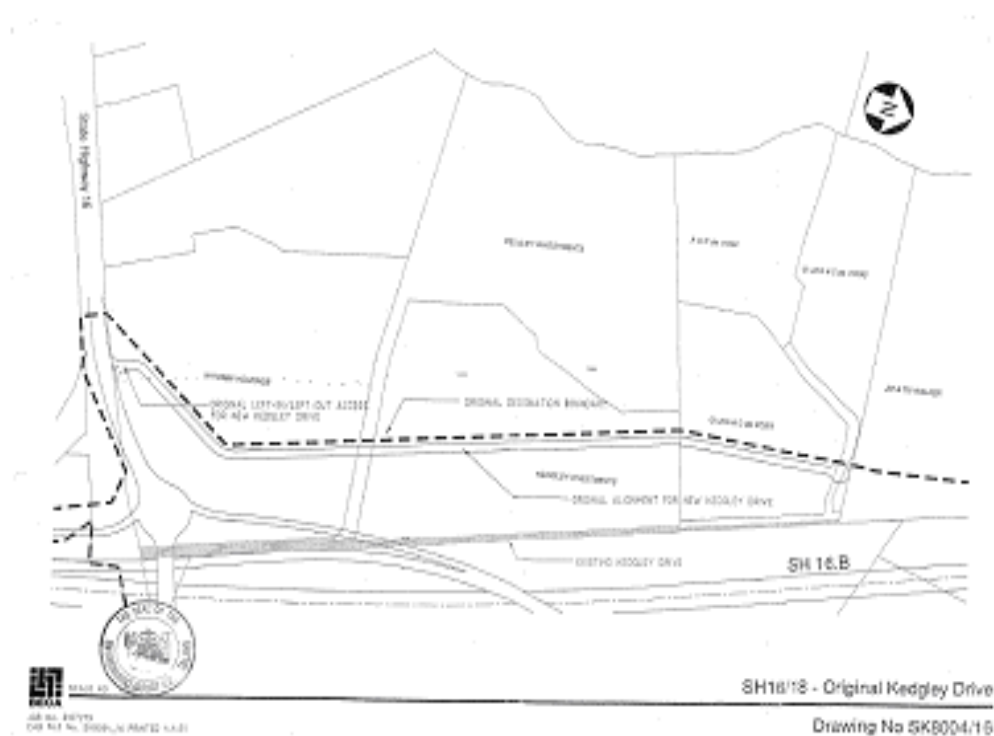


Figure 6

- (b) Form a “cul-de-sac” termination to the end of the new private way to Waitakere City Council standards in the general location shown on Figure 6.
- (c) From one vehicle crossing on to the new private way for each of block of land served by it. Such vehicle crossings shall be constructed to the standards set out in the attached extract from Waitakere City Council’s Engineering Standards Manual Issue 3.1, entitled “Heavy Commercial Vehicle Crossing - SD3.11”, November 1999. The vehicle crossings shall be established in the location specified by each landowner (as far as that location is consistent with the Waitakere City Council standards); and
- (d) Upon completion of the SH16/18 project:
- Undertake all legal steps necessary to establish a right of way over the new private way to the owners of land which will be served by it on terms which give those owners:
 - common and exclusive rights of occupation of the new private way; and
 - sole obligation for its maintenance and upkeep; and
 - Vest the new private way with the landowners served by the new private way in the same proportions as those owners presently own the existing Kedgley Drive.

10. DURATION OF THE DESIGNATION

Condition No. 10:

In accordance with Section 184(1)(c) of the Resource Management Act 1991, the designation will lapse on the expiry of fifteen years after the date on which it is included in the District Plan unless:

- (a) It is given effect to before the end of that period; or

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- (b) The territorial authority determines, on an application made within 3 months before the expiry of that period, that substantial progress or effort has been made towards giving effect to the designation and is continuing to be made and fixes a longer period to give effect to the designation.

ADVICE NOTES

1. Transit New Zealand is to take part as appropriate in investigations with the Waitakere City Council covering the following matters:
 - possible provision of linkages between SH18B and SH18C (including east-facing ramp arrangements for Trig Road);
 - possible provision of linkages between SH16B/SH18C, and Red Hills and Westgate;
 - possible provision of an interchange at SH18C/Buckley Avenue/Monterey Park

It is expected that these investigations shall be conducted in the 2001/2002 financial year.

2. It is expected that Transit New Zealand will, as undertaken at the hearing, proceed immediately to initiate the formal procedures necessary to designate the land required for the Buckley Avenue interchange and altered SH18C alignment in that area.
3. It is noted that Transit New Zealand will meet the relevant minimum site size standards applying in the Proposed District Plan when arranging for the disposal of surplus land.
4. That, should an agreement be reached between land owners obtaining access from Kedgley Drive and the Waitakere City Council with regard to the position of Kedgley Drive which would best serve the future roading pattern for the area, then Transit shall give consideration to providing a financial contribution to the establishment of that road to the same level as it would otherwise contributed towards (and in lieu of) works to replace Kedgley Drive.
5. Waitakere City Council requests that Transit New Zealand take all necessary steps to resolve issues of land purchase as soon as reasonably practicable.

Conditions for NZTA5

Description of Works

- 1 Except as modified by the conditions below, the works which give effect to this alteration to the designation for State Highway 16 from the eastern abutments of Henderson Creek (at approximately chainage 8080) as shown on the Schedule of Plans and Drawings shall be undertaken in general accordance with the Notice of Requirement for an alteration to designation and the Assessment of Environment Effects titled “SH16 Western Ring Route Henderson Creek to Huruwharu Road Bridge” dated October 2010, referenced by the Auckland Council as “NOR-2010-1559” and subject to the conditions which follows.

Construction Environment Management Plan (“CEMP”)

- 2 Prior to commencement of construction activity within the designation boundaries, the Requiring Authority shall submit a CEMP to the Auckland Council in respect of that stage of works. The CEMP shall include specific details relating to the demolition, construction and management of all works associated with the project, including:
 - i. Details of the site or project manager, including their contact details (phone, email, postal address) and the location of large noticeboards that clearly identify the name and telephone number of the project manager
 - ii. Any means, such as a restriction on the size of construction vehicles and machinery, required to ensure that no damage occurs to street trees throughout the construction period
 - iii. Any means of protection of services such as pipes and water mains (including infrastructure operated by Watercare Services Limited) within the road reserve

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- iv. Measures to be adopted to maintain the land in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building/construction materials and similar construction activities
 - v. Measures to be adopted to ensure that pedestrian and cycle access past the works is provided where practicable and that such access is safe
 - vi. Location of workers conveniences (e.g. portaloos)
 - vii. Ingress and egress to and from the works for vehicles during the construction period
 - viii. Proposed maximum numbers and timing of truck movements throughout each day and the proposed routes to be used
 - ix. Procedures for controlling sediment runoff, dust and the removal of soil, debris and demolition and construction materials from public roads or places. Dust mitigation measures should include use of water sprays to control dust nuisance on dry or windy days
 - x. Location of vehicle and construction machinery access and storage areas/facilities during the construction period
 - xi. Hours of operation and days of the week for construction activities
 - xii. Means of ensuring the safety of the general public
 - xiii. Procedures for ensuring that residents in the immediate vicinity of construction areas are given prior notice of the commencement of construction activities and are informed about the expected duration of the works
 - xiv. Provision for the
 - xv. saltmarsh protection methods referred to in condition 19 of resource consent 35599
 - xvi. The appendix required by condition 4, the CTMP required by condition 6, the measures to protect Vodafone infrastructure required by condition 5 and the various management plans required by conditions 10 to 14.

- 3 The approved CEMP shall be implemented and maintained throughout the relevant stage of works. Any amendments are to receive the prior approval of the Council and are then to be incorporated into a single document.

Electrical Infrastructure

- 4 The CEMP shall include, as an appendix, an Electrical Infrastructure Site Development and Construction Management Plan ("EISDCMP"). The EISDCMP is to include:
 - i. Methods and measures to:
 - a) ensure that the existing high voltage infrastructure can be accessed for maintenance at all reasonable times, or emergency works at all times, during and after construction activities;
 - b) appropriately 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 the overhead transmission lines;
 - c) ensure that no activity is undertaken during construction that would result in ground vibrations or ground instability likely to cause material damage to the transmission lines, including the support structures;
 - d) Section 5 with respect to minimum safe differences for the operation of mobile plant; and,

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- ii. Sufficient detail to confirm that new planting and maintenance of vegetation will comply with the New Zealand Electricity (Hazard from Trees) Regulations 2003, including but not limited to, the provisions of the Schedule (Growth Limit Zones) to those Regulations.
 - iii. Sufficient detail to confirm that the works will comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZCEP 34:2001), including but not limited to the provisions of:
 - a) Clause 2.2 with respect to excavations near overhead support structures;
 - b) Clause 2.4 with respect to buildings near overhead support structures;
 - c) Section 3 with respect to minimum Section 5 with respect to minimum safe differences for the operation of mobile plant; and,
 - d) separation between buildings and conductors;
 - e) Table 4 with respect to minimum safe separation distances between the ground and overhead conductors.

Note: with respect to clause c), specific consideration must be given to the height and location of temporary structures (such as project offices and other construction site facilities) and permanent structures (such as lighting poles, signage, gantries and acoustic barriers).

Vodafone Infrastructure

- 5 The CEMP prepared for the purpose of condition 2 shall include methods and measures:
- i. To ensure that the existing Vodafone infrastructure in the vicinity of the designation area can be accessed for maintenance at all reasonable times, or emergency works at all times, during construction activities;
 - ii. To manage appropriately 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 the tower and the equipment shelter and the equipment within it;
 - iii. To ensure that no activity is undertaken during construction that would result in ground vibration and/or ground instability likely to cause material damage to the tower, including support structures and the equipment shelter together with the associated electrical equipment in the shelter. This clause also covers cables associated with the Vodafone infrastructure, including any running from the Vodafone site to the Concourse;
 - iv. To ensure that no plant or equipment of 18m or higher is used in the immediate vicinity of the cell tower;
 - v. If plant or equipment used for the project works is likely to intrude into the path from the existing microwave dish on the Vodafone mast (located at 18 metres above ground level with an azimuth of 301 degrees True), NZTA shall endeavour to provide advance warning prior to these works being undertaken;
 - vi. NZTA, together with its invitees, employees and or contractors, acknowledge that the operation of the telecommunications facility relies on the transmission and reception of radiofrequency emissions 38Ghz licensed band Tx 37667.0 Hz 7 Rx 38927.0 Hz, **GSM900**: UL: 899.8 – 915 MHz_DL:945-960MHz GSM1800: UL 1710-1725 MHz_DL:1805 – 1820 MHz, **UMTS2100**: UL:1920-1935 MHz_DL:2110-2125 MHz and will use its best endeavours not to permit any act that causes interference with the telecommunications facility (as defined in section 2 of the Radio Communications Act 1989).

Construction Traffic

- 6 Any CEMP prepared in terms of condition 2 shall include a Construction Traffic Management Plan (“CTMP”) for the project which shall be prepared by a suitably qualified person.
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- 7 In developing the CTMP the Requiring Authority shall:
- i. Use best practice to understand the effects of construction of the project or project stage on the affected road network better which may include the use of appropriate traffic modelling tools. Any such assessment should be undertaken in consultation with the Auckland Council, and have the ability to simulate lane restrictions and road closures; and
 - ii. As far as practicable, undertake measures to avoid road closures and also the restriction of vehicle, cycle and pedestrian movements.
- 8 The CTMP shall describe the measures that will be undertaken to address the following, as far as practicable:
- Methods of avoiding, remedying or mitigating the local and network wide effects of construction of the project. In particular, the CTMP shall describe:
- i. Traffic management measures to address and maintain, where practicable, traffic capacity at traffic peak hours during weekdays and weekends at the Lincoln Interchange and Lincoln Road;
 - ii. Any road closures that will be required and the nature and duration of any traffic management measures that will result, including any temporary restrictions, detours or diversions for general traffic and buses;
 - iii. Methods to avoid, remedy or mitigate the local and network wide effects of the construction of individual elements of the project (eg. intersections/overbridges) and the use of staging to allow sections of the project to be opened to traffic while other sections are still under construction;
 - iv. Methods to manage the effects of the delivery of construction material, plant and machinery (including oversized trucks);
 - v. The numbers, frequencies, routes and timing of construction traffic movements.
- 9 Any commercial earthmoving equipment or similar shall be stored or parked within the boundaries of the designation at all times and not on surrounding streets.

Air Quality

- 10 The Requiring Authority shall ensure that the CEMP developed for the project includes a dust monitoring programme to control dust generated during the construction and earthworks phases of the project, in order to minimise dust deposition and nuisance beyond the designation boundaries. Monitoring activities shall include:
- i. Monitoring of total suspended particulate using e-BAMs or equivalent adjacent to particularly sensitive receiving environments such as dwellings and ecological habitat areas;
 - ii. Daily inspection of all unsealed surfaces (including earthworks sites) for dampness and to ensure that surface exposure is minimised;
 - iii. Daily inspection of all sealed surfaces to ensure that they are clean and all spillages have been cleared;
 - iv. Daily inspection of stockpiles to ensure enclosure, covering, stabilisation or a damp condition;
 - v. Monitoring of dust generating activities and water application rate in winds over 5.5m/s at ground level;
 - vi. Weekly inspection of watering systems to ensure equipment is maintained and functioning to effectively dampen all exposed areas;
 - vii. Weekly inspection of wheel wash equipment to ensure effective operation;
 - viii. Weekly checking that all site windbreak fences are intact.
-

Construction Noise and Vibration Management Plan (“CNVMP”)

- 11 Any CEMP prepared in terms of condition 2 shall include a CNVMP for the project or relevant project stage, which shall be prepared by an appropriately qualified person.
- 12 The CNVMP shall include specific details relating to the control of noise and vibration associated with demolition, construction and management of all works associated with the project.
- 13 The CNVMP be formulated to detail as far as practicable the manner in which construction noise will be managed to achieve compliance with the relevant construction noise limits. In summary this would address the following matters:
 - i. the construction noise limits which apply to particular areas
 - ii. construction techniques
 - iii. machinery and equipment to be utilised
 - iv. days and times when noisy construction work would occur
 - v. the use of noise barriers
 - vi. the design of noise mitigation measures
 - vii. alternative mitigation measures
 - viii. monitoring and reporting of noise levels at critical locations and methods for managing complaints.
- 14 As far as practicable the CNVMP shall be formulated to be in accordance with the vibration standards of German Standard DIN 4150 and shall address the following aspects:
 - i. vibration limits
 - ii. vibration monitoring measures
 - iii. possible mitigation measures
 - iv. complaint response
 - v. reporting procedures.
- 15 The approved CNVMP shall be implemented and maintained throughout the entire demolition and construction periods. Any amendments must receive the prior approval of the Council and are then to be incorporated into a single document.

Landscape and Visual

- 16 The landscape planting shall be implemented in accordance with the Landscape Plan (Plan PD11901 to PD11903) and the Visual Assessment and Ecological Assessment (lodged with the Notice of Requirement) within the first planting season following the completion of the construction works provided that climatic conditions are suitable, otherwise at the first practicable opportunity thereafter, and shall be maintained for the next 3 years thereafter. Should the landscaping be implemented in stages (depending on construction phases), landscaping may be implemented after the first planting season of each stage.
- 17 Where practicable, any planting utilising native species shall use plants genetically sourced from the ecological district.
- 18 Planting areas shall be mulched using suitable weed-free, granular organic mulch. The only exceptions to this shall be where the slopes are too steep to allow for its retention. In such cases a neutral or black coloured biodegradable or photodegradable geotextile is to be used.

Iwi Matters, Archaeology and Heritage

- 19 In the event of an accidental discovery of any unrecorded archaeological sites, including human remains, the following steps shall be taken:
- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease.
 - ii. The site construction supervisor will notify the NZTA archaeological consultant who in turn will contact the project manager at NZTA. In the event of the project manager being unavailable the matter will be reported by the consultant to the Regional Manager of the NZTA.
 - iii. NZTA will ensure that the matter is reported to the Regional Archaeologist at the NZHPT, the tangata whenua and to any required statutory agencies if that has not already occurred.
 - iv. In the event that the accidental discovery material is confirmed as being archaeological, under the terms of the Historic Places Act, the NZTA shall ensure that the archaeologist carries out an archaeological assessment, and if appropriate, an archaeological authority is obtained from the NZHPT before work resumes.
 - v. NZTA will ensure that representatives of the consultant and the contractor, as appropriate, shall be available to meet and guide representatives of the NZHPT and tangata whenua, and any other party with statutory responsibilities, to the discovery site.
 - vi. Works in the site area shall not recommence until authorised by NZTA after consultation with the NZHPT, tangata whenua, the NZ Police (and any other authority with statutory responsibility) to ensure that all statutory and cultural requirements have been met.
 - vii. Work may recommence in the shortest possible timeframe provided that any archaeological sites discovered are protected until as much information as practicable (in the opinion of the archaeological consultant) is gained and a decision regarding their appropriate management is made, including obtaining an archaeological authority if necessary. (Note: Appropriate management could include recording or removal of archaeological material.)

Replacement of Kauri Trees

- 20 The Requiring Authority shall replace the two kauri trees identified on Plan SKC700 with two trees (Size PB 100, species - *Agathis australis* (Kauri), or *Dacrycarpus dacrydioides* (Kahikatea), or *Weinmania Silvicola* (Towai)) in a new location, known as "Sherwood Park", 460 metres due south from the current Kauri location, the exact position of each new tree to be as approved by the Auckland Council. The trees are to be eco-sourced from the Tamaki Ecological District and if possible planted by members of the local community.

Provisions for QTN infrastructure

- 21 The Requiring Authority shall not remove or reduce in capacity the bus shoulder lanes on the on-ramps, or on the mainline motorway at Lincoln Road, without first consulting with Auckland Transport.

Integration with the local road network

- 22 In collaboration with Auckland Transport, within 60 days of the alteration of NZTA1 becoming operative the Requiring Authority shall prepare a Network Integration Plan ("NIP") to demonstrate how the project integrates with the existing local road network and with future improvements planned by Auckland Transport. The NIP shall include details of proposed physical works at the interface between the State Highway and the local road network, and shall address such matters as pedestrian / cycleways, lane configuration, traffic signal coordination, signage and provision for buses. In addition the NIP is to consider and to identify:
- i. opportunities to progress bus priority measures on Lincoln Road;
 - ii. opportunities to provide an off-road cycle way, or on-road cycle lanes on both sides of Lincoln Road;

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- iii. integration of the works proposed on Lincoln Road to transition appropriately between the SH16 Western Ring Route Henderson Creek to Huruhuru Road Bridge Project and any projects proposed by Auckland Transport at the time the NIP is prepared;
 - iv. integration of works proposed on the Huruhuru Road bridge with the local road network;
 - v. opportunities to review traffic signal timings at the Lincoln Road Interchange with a view to minimising delays to all users, including cyclists on the SH16 cycleway;
 - vi. opportunities to progress bus priority measures on the on- and off-ramps at the Lincoln Road Interchange and on the Selwood Road Bridge.

Operational Noise

- 23 The operational noise emissions from State Highway 16 shall be managed in accordance with the recommendations of the Noise and Vibration Technical Report submitted with the Notice of Requirement being Volume 3 of “Western Ring Route – SH16 Henderson Creek to Huruhuru Road Bridge”. This management shall include the provision of noise mitigation for protected premises and facilities where necessary to comply with NZS6806:2010. Design details of operational noise mitigation barriers are to be designed in accordance with Plan PD11361 (Revision B), Plan PD11362 (Revision B), Plan PD11363 (Revision B), Plan PD11364 (Revision B), Plan PD11365 (Revision B), Plan PD11366 (Revision B), Plan PD11367 (Revision A) and Plan PD11372 (Revision B).

Vehicle Crossing

- 24 Vehicle access through the existing vehicle crossings to properties off Selwood Road and The Concourse shall be retained.

Vibration

- 25 If construction work requiring any one of the following activities: piling, blasting, vibratory roller and/or rock breaking, is to take place within 30 metres of a residential dwelling, the following shall be undertaken:
 - a. At least one month prior to the commencement of construction activities, the Requiring Authority shall (with the permission of the landowner) commission an independent consultant with expertise in the building effects arising from vibration effects to undertake a preconstruction condition survey of all dwellings that are within 30 metres or less from the edges of the construction zone. The condition survey shall identify and measure all exterior cracks and other features that may be subject to movement and shall record these for the information of the landowner, the Council and the Requiring Authority. A copy of the preconstruction survey shall be provided to the relevant landowner, the Council and the Requiring Authority prior to the commencement of construction works.
 - b. No less than 3 months and no more than 6 months after the completion of the construction works within the vicinity of the residential properties in respect of which the condition survey was undertaken, the Requiring Authority shall commission an independent consultant with expertise in the building effects arising from vibration effects to undertake a post construction condition survey of all dwellings surveyed as a requirement of condition 26(a). The survey shall measure and record the exterior cracks and other features surveyed previously and shall make recommendations as to what works and/or remediation, if any, are required to return the building(s) to their pre-construction condition. A copy of the post-construction survey report shall be provided to the landowner, the Council and the Requiring Authority within 1 month of the completion of the report.
 - c. Within one month of the receipt of the post-construction survey report, the Requiring Authority shall inform the Council in writing as to the actions it will undertake to respond to each of the report's recommendations. Any actions required to be carried out as a result of the post-construction report shall be completed within 4 months of the receipt of the post-construction report, provided that the relevant landowner agrees to the undertaking of the work and enables the Requiring Authority to access the property for the purposes of undertaking that work. If agreement

or access is not forthcoming within one month of the request being made, the Requiring Authority shall be deemed to have complied with this condition.

Lighting

- 26 All lighting will be designed to comply with AS/NZS 1158.1.1:2005.
- 27 Maximum light spill at the boundary of the designation will be 10 lux.

ADVICE NOTE

Network infrastructure owned and operated by Watercare Services is located within the designation boundaries. Agreements are being developed by the NZTA and Watercare Services which will include appropriate relocation, notification and access protocols for the construction duration and for notification and access protocols and the replacement of existing and installation of new infrastructure in the operations phase.

Conditions for NZTA6

Description of Works

- 1 Except as modified by the conditions below, the works which give effect to this alteration to designation for State Highway 16 from west of Huruhuru Road Bridge (at approximately chainage 8450) to Westgate (at approximately chainage 9725) as shown on the General Arrangement Plans C-GA-001 to C-GA-003 in Volume 4 (the Project) shall be undertaken in general accordance with the Notice of Requirement for an Alteration to Designation and Assessment of Environmental Effects titled "SH16 Western ring route Huruhuru Road Bridge to Westgate" dated 2 September 2010, referenced by Auckland Council as NOR 2010 - 1136 and subject to the conditions which follow.

For the purposes of this condition, the works comprise the following (more specifically described in the NOR and AEE) –

- i Between Chainage 8300 and Chainage 8450, the provision of one additional lane in each direction, a bus shoulder in each direction and a pedestrian/cycleway adjacent to the westbound shoulder.
- ii Between Chainage 8300 and Chainage 9300, the realignment of the centre-line 2.7m north to align with the Henderson Creek to Huruhuru Road Bridge Project.
- iii Between Chainage 8450 and Chainage 9725 at Royal Road Interchange, the provision of one additional lane in each direction, a bus shoulder in each direction, a water quality wetland, a pedestrian/cycleway adjacent to the westbound shoulder and allowing for a centre-line shift.
- iv At Chainage 9150 improvements and lengthening of the Royal Road Westbound Off-ramp.
- v Between Chainage 9725 and 10100, the provision of one additional lane in each direction, a bus shoulder in each direction and a pedestrian/cycleway adjacent to the westbound shoulder.
- vi Between Chainage 8300 and Chainage 10100, the treatment of stormwater.
- vii Between Chainage 10100 and 10800, the provision of a pedestrian/cycle way.

Construction Environmental Management Plan

- 2 Prior to commencement of construction activity within the designation boundaries, the Requiring Authority shall submit a Construction Environmental Management Plan ("CEMP") to the Major Infrastructure Team Manager, Auckland Council, in respect of the project or relevant project stage. The CEMP shall include specific details relating to the demolition, construction and management of all works associated with this development or relevant stage of the development, including:
 - i Details of the site or project manager, including their contact details (phone, facsimile/email, postal address);
 - ii The location of large noticeboards that clearly identify the name and telephone number of the project manager;

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- iii. An outline construction programme of the works;
 - iv. Any means, such as a restriction on the size of construction vehicles and machinery, required to ensure that no damage occurs to street trees throughout the construction period;
 - v. Any means of protection of services such as pipes and water mains (including infrastructure operated by Watercare Services Limited) within the designation boundaries. The CEMP is to be provided to Watercare Services Limited for review and comment prior to the commencement of construction activity;
 - vi. Measures to be adopted to maintain the land in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building materials and similar construction activities;
 - vii. Measures to be adopted to ensure that pedestrian access past the works is provided where practicable and that such access is safe;
 - viii. Location of workers' conveniences (e.g. portaloos);
 - ix. Ingress and egress to and from the works for vehicles during the construction period;
 - x. Proposed maximum numbers and timing of truck movements throughout each day and the proposed routes;
 - xi. Procedures for controlling sediment runoff, dust and the removal of soil, debris and demolition and construction materials from public roads or places. Dust mitigation measures should include use of water sprays to control dust nuisance on dry or windy days;
 - xii. Location of vehicle and construction machinery access during the construction period;
 - xiii. Hours of operation and days of the week for construction activities;
 - xiv. Means of ensuring the safety of the general public;
 - xv. Procedures for ensuring that residents in the immediate vicinity of construction areas are given prior notice of the commencement of construction activities and are informed about the expected duration of the works;
 - xvi. A Construction Noise and Vibration Management Plan ("CNVMP") as required by condition 10;
 - xvii. A Construction Traffic Management Plan ("CTMP") as required by condition 5;
 - xviii. A dust monitoring programme as required by condition 9.
- 3 The approved CEMP required by condition 2 shall be implemented and maintained throughout the relevant stage of works.

Electrical Infrastructure

- 4 The CEMP shall include, as an appendix, an Electrical Infrastructure Site Development and Construction Management Plan ("EISDCMP"). The EISDCMP is to include:
- i. Methods and measures to:
 - a) ensure that the existing high voltage infrastructure can be accessed for maintenance at all reasonable times, or emergency works at all times, during and after construction activities;
 - b) appropriately 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 the overhead transmission lines;
 - c) ensure that no activity is undertaken during construction that would result in ground vibrations or ground instability likely to cause material damage to the transmission lines, including support structures;

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- d) ensure that changes to drainage patterns and runoff characteristics do not result in adverse effects from stormwater on the foundations of any high voltage transmission line support structure.
 - i) Sufficient detail to confirm that new planting and maintenance of vegetation will comply with the New Zealand Electricity (Hazard from Trees) Regulations 2003, including but not limited to, the provisions of the Schedule (Growth Limit Zones) to those Regulations.
 - ii) Sufficient detail to confirm that the works will comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZCEP 34:2001), including but not limited to the provisions of:
 - a) Clause 2.2 with respect to excavations near overhead support structures;
 - b) Clause 2.4 with respect to buildings near overhead support structures;
 - c) Section 3 with respect to minimum separation between buildings and conductors;
 - d) Section 5 with respect to minimum safe differences for the operation of mobile plant; and,
 - e) Table 4 with respect to minimum safe separation distances between the ground and overhead conductors.

Note: with respect to clause c), specific consideration must be given to the height and location of temporary structures (such as project offices and other construction site facilities) and permanent structures (such as lighting poles, signage, gantries and acoustic barriers).

Watercare Infrastructure

- 5 Unless otherwise specified in an agreement between NZTA and Watercare, the CEMP shall include methods and measures to ensure that:
 - i. the existing Watercare Services Limited infrastructure can be accessed for maintenance at all reasonable times or emergency works at all times, during and after construction activities; and
 - ii. written notice is provided to Watercare Services Limited of any works within 10 metres of Watercare Services Limited infrastructure prior to commencement of works.

Construction Infrastructure

- 6 The CEMP shall include a Construction Traffic Management Plan (“CTMP”) for the project or relevant project stage which shall be prepared by an appropriately qualified person.
- 7 In developing the CTMP the Requiring Authority shall:
 - i. use best practice to understand the effects of construction of the project or project stage on the affected road network better which may include the use of appropriate traffic modelling tools. Any such assessment should be undertaken in consultation with the Auckland Council, and have the ability to simulate lane restrictions and road closures; and
 - ii. as far as practicable, undertake measures to avoid road closures and also the restriction of vehicle, cycle and pedestrian movements.
- 8 The CTMP shall describe the measures that will be undertaken to address the following, as far as practicable:
Methods of avoiding, remedying or mitigating the local and network wide effects of construction of the project or relevant project stage. In particular, the CTMP shall describe:
 - i. Traffic management measures to address and maintain, where practicable, traffic capacity at traffic peak hours during weekdays and weekends at Royal Road Interchange, Royal Road and Makora Road;

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- ii. Any road closures that will be required and the nature and duration of any traffic management measures that will result, including any temporary restrictions, detours or diversions for general traffic and buses;
 - iii. Methods to avoid, remedy or mitigate the local and network wide effects of the construction of individual elements of the project (e.g. intersections / overbridges) and the use of staging to allow sections of the project to be opened to traffic while other sections are still under construction;
 - iv. Methods to manage the effects of the delivery of construction material, plant and machinery (including oversized trucks);
 - v. The numbers, frequencies, routes and timing of construction traffic movements.
- 9 Any commercial earthmoving equipment or similar shall be stored or parked within the boundaries of the designation at all times and not on surrounding streets.

Air Quality

- 10 The Requiring Authority shall ensure that the CEMP developed for the project or relevant project stage includes a dust monitoring programme to control dust generated during the construction and earthworks phases of the project, in order to minimise dust deposition and nuisance beyond the designation boundaries. Monitoring activities shall include:
- i. Monitoring of total suspended particulate using e-BAMs or equivalent adjacent to particularly sensitive receiving environments such as dwellings and ecological habitat areas;
 - ii. Daily inspection of all unsealed surfaces (including earthworks sites) for dampness and to ensure that surface exposure is minimised;
 - iii. Daily inspection of all sealed surfaces to ensure that they are clean and all spillages have been cleared;
 - iv. Daily inspection of stockpiles to ensure enclosure, covering, stabilisation or a damp condition;
 - v. Monitoring of dust generating activities and water application rate in winds over 5.5m/s at ground level;
 - vi. Weekly inspection of watering systems to ensure equipment is maintained and functioning to effectively dampen all exposed areas;
 - vii. Weekly inspection of wheel wash equipment to ensure effective operation;
 - viii. Weekly checking that all site windbreak fences are intact;
 - ix. Mitigation measures that will be implemented to remediate any neighbouring buildings / sites from dust build up as a result of construction e.g. house washing.

Construction Noise and Vibration Management Plan (“CNVMP”)

- 11 The CEMP shall include a CNVMP for the project or relevant project stage, which shall be prepared by a professionally qualified person.
- 12 The CNVMP shall include specific details relating to the control of noise and vibration associated with demolition, construction and management of all works associated with the project or relevant project stage.
- 13 The CNVMP be formulated to detail as far as practicable the manner in which construction noise will be managed to achieve compliance with the relevant construction noise limits. In summary this would address the following matters:
- i. the construction noise limits which apply to particular areas
 - ii. construction techniques

-
- iii. machinery and equipment to be utilised
 - iv. days and times when noisy construction work would occur
 - v. the use of noise barriers
 - vi. the design of noise mitigation measures
 - vii. alternative mitigation measures
 - viii. monitoring and reporting of noise levels at critical locations and methods for managing complaints
 - ix. areas where construction involving piling, vibrator rollers, or any other activity likely to generate high levels of vibration and buildings within 40m of those areas for the purpose of condition 16(a).
- 14 The CNVMP shall be formulated to be in accordance with the vibration standards of German Standard DIN 4150 and address the following aspects:
- i. vibration limits
 - ii. vibration monitoring measures
 - iii. possible mitigation measures
 - iv. complaint response
 - v. reporting procedures.
- 15 The approved CNVMP for the project or relevant project stage shall be implemented and maintained throughout the entire demolition and construction periods for the project or relevant project stage. Any amendments must receive the prior approval of the Major Infrastructure Team Manager, Auckland Council, and are then to be incorporated into a single document.
- 16 The following measures shall be undertaken with respect to all buildings identified in the approved CNVMP pursuant to condition 13(ix):
- a. At least one month prior to the commencement of construction activities, the Requiring Authority shall (with the permission of the landowner and where necessary, the occupier) commission an independent consultant with expertise in the building effects arising from vibration effects to undertake a preconstruction condition survey of all buildings identified in the approved CNVMP. The condition survey shall identify and measure all exterior cracks and other features that may be subject to movement and shall record these for the information of the landowner, the Council and the Requiring Authority. A copy of the preconstruction survey shall be provided to each of the relevant landowner, the Council and the Requiring Authority prior to the commencement of construction works on site; and
 - b. No less than three months and no more than six months after the completion of the construction works within the vicinity of the residential properties in respect of which the condition survey was undertaken, the Requiring Authority shall commission an independent consultant with expertise in the building effects arising from vibration effects to undertake a post construction condition survey of all dwellings surveyed as a requirement of condition 15(a) above. The survey shall measure and record the exterior cracks and other features surveyed previously and shall make recommendations as to what works and/or remediation, if any, are required to return the building(s) to their pre-construction condition. A copy of the post-construction survey report shall be provided to each of the landowner, the Council and the Requiring Authority within one month of the completion of the report; and
 - c. Within one month of the receipt of the post-construction survey report, the Requiring Authority shall inform the Council in writing as to the actions it will undertake to respond to the report's recommendations. Any actions required to be carried out as a result of the post-construction report shall be completed within four months of the receipt of the post-construction report, provided that the relevant landowner agrees to the undertaking of the work and enables the Requiring Authority
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to access the property for the purposes of undertaking that work. If agreement or access is not forthcoming within one month of the request being made, the Requiring Authority shall be deemed to have complied with this condition.

Operational Noise

For the purposes of conditions 17 - 19 the following terms will have these meanings:

- i. “Building Modification Mitigation” – has the same meaning as in NZS 6806:2010
 - ii. “Habitable room” – has the same meaning as in NZS 6806:2010
 - iii. “NZS 6806:2010” – means NZS 6806:2010 Acoustics – Road-traffic Noise – New and altered roads
 - iv. “PPFs” – means the protected premises and facilities identified in Appendix E of the Noise and Vibration Technical Report (see Volume 3 – Technical Appendix 6)
 - v. “Structural mitigation” – has the same meaning as in NZS 6806:2010.
- 17 No later than 20 working days prior to the commencement of works on the project ~~to~~ or relevant project stage (excluding site investigations and enabling works), the Requiring Authority shall submit a Traffic Noise Mitigation Plan (“TNMP”) to the Major Infrastructure Team Manager, Auckland Council. The TNMP shall be prepared by a qualified acoustics specialist in accordance with NZS 6806:2010 and shall describe the noise mitigation measures to be employed to ensure noise associated with road traffic within the designation boundaries will comply with the requirements of NZS 6806:2010 and shall include:
- i. The size, type, form and location of any noise barriers and bunds including height and lengths of the barriers;
 - ii. The road surface type to be used; and
 - iii. Specific measures to be employed for any PPFs where these are necessary in addition to the measures under 17(i) and 17(ii) above to achieve compliance with the requirements of NZS 6806:2010.
- 18 In the event that the TNMP identifies any PPFs where, following implementation of any structural mitigation measures, Building Modification Mitigation may be required to achieve 40 dB L_{Aeq} inside habitable rooms (“Category C Buildings”) the following conditions will apply:
- i. Prior to commencement of construction of the project in the vicinity of a Category C building, the Requiring Authority shall write to the owner of each Category C building seeking access to their building for the purpose of measuring internal noise levels and assessing the existing building envelope in relation to noise reduction performance;
 - ii. If the owners of the Category C building approve the Requiring Authority’s access to the property, then no more than six months prior to commencement of construction of the project, the Requiring Authority shall instruct a suitably qualified acoustic specialist to visit the building to measure internal noise levels and assess the existing building envelope in relation to noise reduction performance;
 - iii. Where a Category C building is identified, the Requiring Authority shall be deemed to have complied with condition 18(ii) above where:
 - a) The Requiring Authority (through its acoustics specialist) has visited the building; or
 - b) The owner of the Category C building did not approve the Requiring Authority’s access to the property or secure appropriate access with the occupier; or
 - c) The owner of the Category C building cannot, after reasonable enquiry, be found prior to completion of the construction project. In such instances, a log of the attempts made to contact the owner shall be kept by the Requiring Authority.

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- iv. At least six months from the assessment required under condition 18(ii), the Requiring Authority shall give written notice to the owner of each Category C building;
 - a) Advising of the options available for Building Modification Mitigation to the building; and
 - b) Advising that the owner has three months within which to decide whether to accept Building Modification Mitigation for the building, and if the Requiring Authority has advised the owner that options for Building Modification Mitigation are available, to advise which of those options the owner prefers.
 - v. 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 in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.
 - vi. Where Building Modification Mitigation is required, the Requiring Authority shall be deemed to have complied with condition 18(v) above where:
 - a) The Requiring Authority has completed Building Modification Mitigation to the Category C building; or
 - b) The owner of the Category C building did not accept the Requiring Authority's offer to implement Building Modification Management prior to the expiry of the timeframe stated in condition 18(iv)(b) above; or
 - c) The owner of the Category C building cannot, after reasonable enquiry, be found prior to completion of construction of the project.
 - 19 Prior to opening for general traffic on any parts of the project, subject to condition 18(vi)(b) and (c), the appropriate noise mitigation measures that are identified for those parts in the TNMP shall be fully implemented with the exception of any low noise surfacing which shall be implemented within 12 months of practical completion.

Landscape and Visual

- 20 Prior to commencement of any works on any part of the land included in the designation, the Requiring Authority shall submit a Landscape Concept Plan to the Major Infrastructure Team Manager, Auckland Council, for approval. The Landscape Concept Plan shall include the following information:
 - i. plans at an appropriate scale showing finished ground levels and the location of plantings;
 - ii. the species of plants to be planted including but not limited to an appropriate number of larger framework trees;
 - iii. the nature of any built elements to the landscaping, e.g. patterned or textured surfaces, sculptures or other artwork;
 - iv. how the landscaping is integrated with the proposed cycle and walk way and stormwater wetland;
 - v. how the recommendations of the Landscape and Visual Assessment have been taken into account, including the provision of landscaping to mitigate any adverse visual effects associated with noise / retaining walls and the loss of existing vegetation screens;
 - vi. suitable replacement planting along the eastern boundary of 1/234 Triangle Road in the event that the existing jacaranda and pohutukawa trees located within the designation boundary require removal;
 - vii. suitable planting in Lowtherhurst Reserve to generally enhance the habitat values for native fauna, and in particular those of the copper skink or mokomoko.
- 21 The approved landscape planting shall be implemented in accordance with the Landscape Concept Plan within the first planting season following the completion of the construction works provided that climatic conditions are suitable, otherwise at the first practicable opportunity thereafter, and shall be

maintained at the Requiring Authority's cost for the next three years thereafter. Should the landscaping be implemented in stages (depending on construction phases), landscaping may be implemented after the first planting season of each stage.

- 22 Where practicable, any planting utilising native species shall use plants sourced from the ecological district.
- 23 Planting areas shall be mulched using suitable weed-free, granular organic mulch. The only exceptions to this shall be where the slopes are too steep to allow for its retention. In such cases a neutral or black coloured biodegradable or photodegradable geotextile is to be used.

Parks

- 24 In respect of the proposed Lowtherhurst wetland, the Requiring Authority shall submit to the Auckland Council for approval by the Major Infrastructure Team Manager prior to the construction of the Lowtherhurst Reserve wetland, a detailed Wetland Landscape Plan that clearly shows the following:
- i. plan and cross section drawings of the wetland, including the emergency spillway to be constructed;
 - ii. plant species, location, pb size, numbers, spacing and overall square metres of planted area;
 - iii. location and size and type of any proposed fence.

The plan should be designed with specific attention to the interface between the stormwater infrastructure and the open space area of the reserve having specific regard to amenity, usability and public safety. In addition the design principles of '*Crime Prevention through Environmental Design*' and '*Injury Prevention through Environmental Design*' should be clearly demonstrated. Plant species to the west and north-west of the Lowtherhurst Reserve wetland area shall include species that assist to screen views to the motorway corridor from the Reserve and surrounding residential properties.

- 25 The approved Wetland Landscape Plan shall be implemented in the first planting season following the completion of the construction works provided that climatic conditions are suitable, otherwise at the first practicable opportunity thereafter, and shall be maintained at the Requiring Authority's cost. Should the landscaping be implemented in stages (depending on construction phases), landscaping may be implemented after the first planting season of each stage.
- 26 The emergency spillway should be located and/or designed, in accordance with the Auckland Regional Council technical publication TP10, so that the stormwater overflow is directed efficiently to Rarawaru Stream so as to minimise the degradation of the open grassed area of Lowtherhurst Reserve.

Iwi Matters, Archaeology and Heritage

- 27 In the event of an accidental discovery of any unrecorded archaeological sites, including human remains, the following steps shall be taken:
- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease.
 - ii. The site construction supervisor will notify the NZTA archaeological consultant who in turn will contact the project manager at NZTA. In the event of the project manager being unavailable the matter will be reported by the consultant to the Regional Manager of the NZTA.
 - iii. NZTA will ensure that the matter is reported to the Regional Archaeologist at the NZHPT, the tangata whenua and to any required statutory agencies if that has not already occurred.
 - iv. In the event that the accidental discovery material is confirmed as being archaeological, under the terms of the Historic Places Act, the NZTA shall ensure that the archaeologist carries out an archaeological assessment, and if appropriate, an archaeological authority is obtained from the NZHPT before work resumes.
 - v. NZTA will ensure that representatives of the consultant and the contractor, as appropriate, shall be available to meet and guide representatives of the NZHPT and tangata whenua, and any other party with statutory responsibilities, to the discovery site.

- vi. Works in the site area shall not recommence until authorised by the NZTA after consultation with the NZHPT, tangata whenua, the NZ Police (and any other authority with statutory responsibility) to ensure that all statutory and cultural requirements have been met.
- vii. Work may recommence in the shortest possible timeframe provided that any archaeological sites discovered are protected until as much information as practicable (in the opinion of the archaeological consultant) is gained and a decision regarding their appropriate management is made, including obtaining an archaeological authority if necessary. (Note: Appropriate management could include recording or removal of archaeological material.)

28 NZTA shall consult with Te Kawerau a Maki and the consultation will be based on the following principles:

- i. Input and involvement in the detailed design process; and
- ii. Involvement in archaeological monitoring and recording throughout the duration of the Project, particularly within those areas of significance to Iwi.

Integration with the local network

29 The Requiring Authority shall not remove or reduce in capacity the bus shoulder lanes without first consulting with Auckland Transport.

30 In collaboration with Auckland Transport, and prior to submission of the OPW for approval by the Council, the Requiring Authority shall prepare a Network Integration Plan ("NIP"), to demonstrate how the project integrates with the existing local road network (and in particular Moire Road) and with future improvements planned by Auckland Transport. The NIP shall include details of proposed physical works at the interface between the State Highway and the local road network, and shall address such matters as integration with any potential Rapid Transport Network ("RTN"), pedestrian / cycleways, lane configuration, traffic signal coordination, signage and provision for buses. The NIP will consider and identify:

- i. Opportunities to improve cycling / walking connections
- ii. Opportunities to progress bus priority measures on both on/off ramps at Royal Road and on the Royal Road bridge
- iii. Opportunities to future proof for RTN connections and a future bus-to-bus interchange in vicinity of Royal Road interchange.

Information Requirement for Outline of Plans of Works

31 The following information shall be supplied with any outline plan submitted under section 176A of the Act:

- i. The location and design details of operational noise barriers and/or bunds for protected premises and facilities. This shall include but is not limited to design details of the location, height, length, materials and visual appearance of the noise barriers. Evidence of consultation with adjoining landowners shall be submitted to ensure that the size and scale of the proposed wall is appropriate;
- ii. The design details of all bus shoulders and bus priority lanes. This shall include but is not limited to their location, length, width, markings and the priority rules that will apply;
- iii. The design details for all works on Royal Road and Makora Road. This shall include but is not limited to cross sections and elevations, design details of all vehicle lanes, any bus priority methods, cycle lanes, cycle ways, footpaths, pedestrian crossings, cycle crossings, traffic signals, vehicle crossings, road markings, signage, median barriers and any other barriers;
- iv. The design details of the shared cycle way and footpath;
- v. The design details of any retaining walls over 1.5 metres in height, including but not limited to the location, height, materials and visual appearance of the walls;

- vi. The details of planting and other landscaping in accordance with condition 20;
- vii. The design details of any motorway lighting adjacent to residential properties; and
- viii. The design details of any works relating to the Royal Road bridge, including but not limited to. all dimensions.

Lighting

- 32 All lighting will be designed to comply with AS/NZS 1158.1.1:2005.
- 33 The maximum light spill at the boundary of the designation will be 10 lux.

Lapse Date

- 34 Pursuant to Section 184 of the Act, this designation will lapse fifteen years after the date on which it is included in the District Plan, unless given effect to before that date, or an extension is given in terms of Section 184(1)(b) of the RMA.

ADVICE NOTE

Network infrastructure owned and operated by Watercare Services is located within the designation boundaries. Agreements are being developed by the NZTA and Watercare Services which will include appropriate relocation, notification and access protocols for the construction duration and for notification and access protocols and the replacement of existing and installation of new infrastructure in the operations phase.

DESIGNATING AUTHORITY:			TRANSPower NZ LIMITED	
LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
Lincoln Park Ave	TP1	D8	Lot 1 DP 146083, Lot 9 & 10 DP 106455, Pt Lot 10 DP 29329, Lots 1,2,3,4,5 DP 60157 and Lot 1 DP 164563	Electricity substation & tower site
Hepburn Rd	TP2	E10	Lot 1 DP 139739	Electricity substation
Rua o te Whenua, Scenic Drive	TP3	F4	Lot 1 DP 137549	Telecommunications purposes
Westgate Drive to Totara Stream, Westgate	TP4	B7, C7, C8	Lot 6 DP 96884 NA52C/1142 Lot 7 DP 105157 NA58A/78 Section 3 Block X Waitemata Survey, District NA58B/120 Lot 1-2 DP 117530 NA66D/591 Lot 4 DP 117530 NA66D/591 Lot 3 DP 117530 NA66D/592 Lot 4 DP 117530 NA66D/592 Lot 2 DP 127335 NA74B/378 Lot 187 DP 191489 NA121B/623, Lot 1 DP 200724 NA129C/492 Lot 4 DP 205501 NA133D/812 Lot 9 DP 105157 NA133D/812 Lot 3 and Lot 4 DP 96884 NA440302 Lot 28 DP 425328 NA499932	Electricity Transmission

Conditions Relating to Transpower NZ Limited Designations

- 1. To ensure that section 176A 3(f) of the Act has been adequately addressed, an outline plan shall include, as appropriate:
 - (a) a statement on the relevant Plan objectives, policies and rules;
 - (b) a statement on any adverse effects the works will have on the environment and the mitigation measures to be carried out

- (c) a visual impact and mitigation assessment where the proposed work is a new tower structure at Rua o te Whenua (Designation TP3 and AC 1) (as provided for in condition 4(c)(i)).

Explanation

While it is accepted that the project or works will be (or should be) in accordance with the *designated* purpose, the Council wishes to be reasonably assured that the specific works to be carried out will not unnecessarily compromise the objectives, policies and rules of the *Plan* or adversely affect the *environment*. The Council's principal opportunity to influence the works to assist the *requiring authority* to meet its environmental responsibilities is through the outline plan, and the assessment of compliance and *effects* will assist it in determining whether to request changes.

2. Appropriate sedimentation and erosion control measures shall be employed for any *earthworks* on the designated site.

Explanation

For all *earthworks*, reference should be made to the Erosion and Sediment Control Appendix of this *Plan*. An outline plan of works shall generally be required in respect of *earthworks* only where the extent of *earthworks* exceeds the thresholds specified in the underlying provisions of this *Plan*. The outline plan shall detail the erosion and sediment control measures to be undertaken.

Note that major *earthworks* may require a consent from the Regional Council.

3. Condition specific to Designation TP 1:

Work which affects the exterior of the group of three *buildings* located near the *site* entrance, described in the *Heritage* Schedule as CH1 1173, shall be limited to repairs, *maintenance* and works such as security lighting, alarms and cameras which are required for security purposes. Such work may be carried out without an outline plan of works.

Explanation

Works otherwise in accordance with the *designation* but which would involve other than repairs and maintenance to the exterior of this group of *buildings* may only be carried out if the *designation* is altered to specifically alter (or remove) the condition. As part of the requirement to alter the *designation*, the *requiring authority* would be expected to carry out a form of *heritage* assessment. For general guidance about the content of such an assessment, reference can be made to the *City-Wide Rules - Heritage*.

4. Conditions specific to Designation TP 3:

This *designation* affects a *site* which is the subject of an earlier *designation* (AC 1) and the following conditions apply to any *development* on the *site*.

- (a) All *development* on the *site* shall be within the "defined development area" as defined in plan AC1/TP3 (which appears in the schedule of *designations* for Airways Corporation of New Zealand Limited);
- (b) The maximum *height* of any *development* on the *site* shall be not more than 25 metres above *ground level*;
- (c) *Development* which is additional to that on the *site* as at 1 February 2000 (which included a tower *structure*, three "slim-line" masts, the Airways Corporation equipment *building* and the Transpower repeater *building*) shall be limited to:
 - i the replacement of the existing tower *structure* with another facility, provided that when the new facility is completed and commissioned, the existing tower is decommissioned and demolished;
 - ii antennae attached to the existing tower or new tower (provided that these do not exceed the overall *height* limit);
 - iii up to four additional "slim-line" masts of similar *design* to the three existing masts;
 - iv accessory *buildings* with a maximum *height* of 4.5 metres; and
 - v the extension of the *site* access *road*.
- (d) *Native vegetation alteration* (including removal) shall be restricted to:
 - i removal of *vegetation* from within the "defined *development* area"; and
 - ii removal or *pruning* of any *vegetation* which compromises the operation of the facility.

5. **Conditions relating to TP4**

General Condition

- 1 "Works" has the same meaning as in the Notice of Requirement by Transpower New Zealand Limited for a designation for "Underground Transmission Line" dated January 2011 ("Notice of Requirement"). Works shall be conducted and maintained generally in accordance with the information provided by the requiring authority as shown on all information and plans titled:

- a Form 18 titled 'Notice of Requirement by Transpower New Zealand Limited for designation for "Underground Transmission Line", signed by Brian Warburton – Environmental Strategy and Approvals Group, Transpower NZ Ltd
- b Plan Prepared by Beca, titled 'Massey North Underground Cable Project: Land Requirement Plan' Dwg no. GIS-4213785-2-1, GIS-4213785-2-2, GIS-4213785-2-3 all Rev 1.1, all dated 27/05/2011
- c Documentation from Beca titled 'Notice of Requirement for a Designation: Massey North Underground Cable Project' dated April 2011
- d Letter from Andrew Renton of Transpower titled 'Transpower Approval of Works within Massey North Underground Cable Designation' dated 23 September 2011
- e Letter from Alan Wallace of Auckland Transport titled 'Transpower Approval of Works within Massey North Underground Cable Designation v2' dated 28 September 2011.

Designation Review Condition

- 2 As soon as practicable following completion of the Project, the requiring authority shall:
 - a Review the area designated for the Project;
 - b Identify:
 - i. Any areas of designated land (including public reserve) that are no longer necessary for the ongoing operation, maintenance, renewal and protection of the underground cables and ancillary activities; and
 - ii. Any areas of designated land within the legal road boundaries that are more than 1.3 metres from the centreline of the outermost cable (excluding joint bays and associated link pits); and
 - c Remove the designation over the areas identified in (b) above in accordance with section 182 of the Resource Management Act and provide a plan of the final designated areas to the Council for inclusion in the District Plan; and
 - d Provide as-built plans to the Council.

Explanation

The *site* subject to this *designation* is visually prominent and substantially bush-clad. It contains communications facilities, including a dome radar tower, which have an important function for the region and beyond. The conditions are intended to provide for future *development* but to ensure such *development* is within a confined area of the *site*, and that natural and landscape values of the balance of the *site* are not compromised. The conditions are *designed* to allow the replacement of the existing dome radar tower, allowing the existing facility to continue to operate until the new facility is commissioned. The conditions are also intended to provide for the operation and limited expansion of other communications facilities on the *site*, specifically those for Airways Corporation and Transpower New Zealand Limited.

DESIGNATING AUTHORITY: TRANZ RAIL LIMITED/NZ RAILWAYS CORPORATION				
LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
Railway line from New Lynn to Waitakere township	NZR1	D4, E6, E7, E8, F8, F9, F10, F11		Railway purposes

Conditions Relating to Tranz Rail Limited/NZ Railways Corporation Designations

1. Where an outline plan of works is submitted in accordance with s176A of the Resource Management Act 1991, prior to commencing the project or work, that plan shall be accompanied by:
 - (a) a statement outlining the District Plan objectives and policies relevant to the works proposed; and
 - (b) an assessment of the effects the works described in the outline plan will have on the environment.

Explanation

While it is accepted that the project works will be (or should be) in accordance with the designated purpose, the Council will wish to address the relevant objectives and policies of the *Plan* and be assured that the works will not adversely affect the *environment*. The Council's principal opportunity to influence the works to assist the requiring authority to meet its environmental responsibilities is through the outline plan, and the assessment of compliance and *effects* will assist in determining whether to request changes.

2. Appropriate sedimentation and erosion control measures shall be employed for any new earthworks on the designated site.

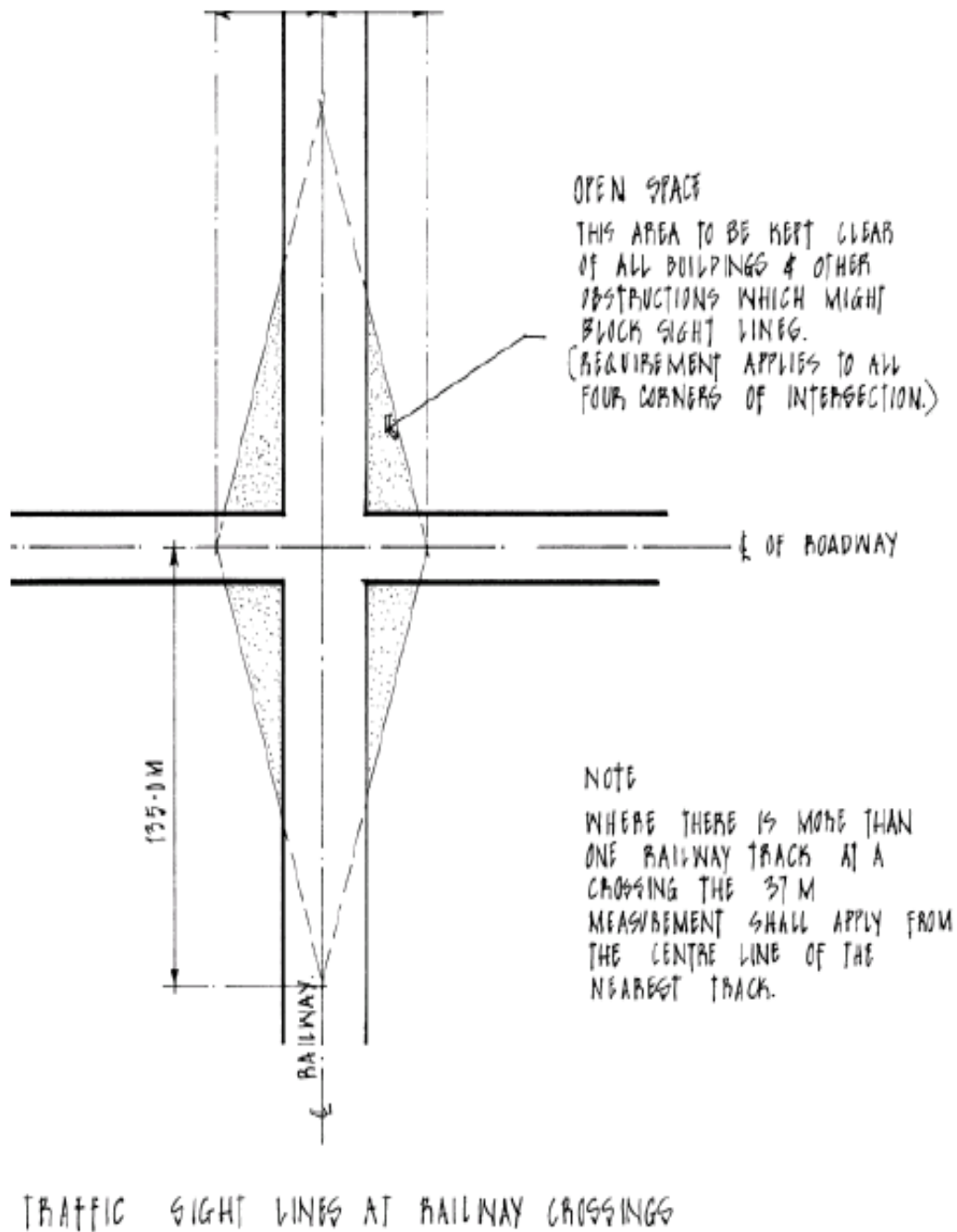
Explanation

The District Plan outlines erosion and sediment control measures for *earthworks* which are above a certain threshold, with that threshold varying according to the particular *environment*. Compliance with these measures would generally satisfy condition 2.

Note that major *earthworks* may require a consent from the Regional Council.

Restrictions Relating to Tranz Rail Limited/NZ Railways Corporation Designations

1. Any *building* or *development* which is located within the hatched area illustrated on Diagram 3A (intersections with the rail track) and may block sight lines from the rail track, shall require written consent from the Requiring Authority for the Tarns Rail Limited designation prior to carrying out the proposed work(s) or to lodging any application for *building consent* or for *resource consent*.



DESIGNATING AUTHORITY:				VECTOR LIMITED
LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
McLeod Rd	V1	E9	Lot 7 DP 21188	Electricity supply purposes - substation
Sabulite Rd	V2	F10	Part Allot 266 Parish of Wagon-lit	Electricity supply purposes - substation
28 Royal View Rd., Te Atatu	V3	D9	Allot 534 Parish of Waipareira, Lot 66 DP 45340	Electricity supply purposes - substation
Cnr Hobsonville & Trigg Rd	V4	C8	Pt Lot 8 DP 66045	Electricity supply purposes - substation
Swanson Rd	V5	E7	Pt Lot 3 DP 44791	Electricity supply purposes - substation
Cnr Triangle Rd & Lincoln Park Ave	V6	D8	Lot 2 DP 90051	Electricity supply purposes - substation
86 Atkinson Rd, Titirangi	V7	G9, G10	Lot 1 DP 40953	Electricity supply purposes - substation
Simpson Rd, Henderson	V8	E7	Allotments 700 & 701, Parish of Waipareira	Electricity supply purposes - substation
Huia Rd	V9	H8	Lot 1 DP 62844 (CT 10B/613)	Electricity supply purposes - substation
8 Woodford Ave, Henderson	V10	E8	Lot 1 DP 168148	Electricity supply purposes - substation
14 Titirangi Rd New Lynn	V11	F10	Lot 1 DP 53610	Electricity supply purposes - substation
Clinker Place New Lynn	V12	F11	Lot 2 DP 114671	Electricity supply purposes - substation
15 Waikaukau Rd Glen Eden	V13	F9	Lot 31 DP 17808	Electricity supply purposes - substation
Henderson Valley Rd	V14	F8	Lots 1 & 2 DP 55657, Lot 1 DP 60807	Electricity supply purposes - substation
45-49 Keeling Rd Henderson	V15	E8	Lot 2 DP 191025	Electricity supply purposes - Henderson Branch Depot
515 South Titirangi Rd	V16	G9	Lot 8 DP 19000	Electricity supply purposes - substation
West Coast Rd Oratia	V17	G8	Lot 1 DP 142983	Electricity supply purposes - substation
37 Don Buck Rd, Massey	V18	D8	Lot 2 DP 44364	Electricity supply purposes - substations

Conditions Relating to United Networks Limited Designations

- To ensure that section 176A 3(f) of the *Act* has been adequately addressed, an outline plan shall include, as appropriate:
 - a statement on the relevant *Plan* objectives, policies and rules;
 - a statement on any adverse *effects* the works will have on the *environment* and the mitigation measures to be carried out

Explanation

While it is accepted that the project or works will be (or should be) in accordance with the *designated* purpose, the Council wishes to be reasonably assured that the specific works to be carried out will not unnecessarily compromise the objectives, policies and rules of the Plan or adversely affect the *environment*. The Council's principal opportunity to influence the works to assist the *requiring authority* to meet its environmental responsibilities is through the outline plan, and the assessment of compliance and *effects* will assist it in determining whether to request changes.

Appropriate sedimentation and erosion control measures shall be employed for any *earthworks* on the designated site.

Explanation

For all earthworks, reference should be made to the Erosion and Sediment Control Appendix of the District Plan. An outline plan or works shall generally be required in respect of earthworks only where the extent of earthworks exceed the thresholds specified in the underlying provisions of the District Plan. The outline plan shall detail the erosion and sediment control measures to be undertaken.

Note that major earthworks may require a consent from the Regional Council.

Conditions specific to V18

1. The electricity substation shall be constructed in general accordance with “Notice of A Requirement by a Requiring Authority for a Designation Under Section 168 of the Resource Management Act 1991” (being the notice by Vector Limited for a designation for Electricity Supply Purposes - Substation), received by Council on 3rd March 2008 and referenced by Council as LUC 2008 - 351, including further information submitted to Council as part of the notice of requirement. This includes the proposed landscaping and 1.8 metre high visually permeable fencing along the front and rear boundaries of the site (with the installation of a gate along the front boundary). The landscaping shall be implemented in the first planting season after the construction of the electricity substation.
2. If the final design and layout does not reflect that submitted with the Notice of Requirement, an Outline Plan shall be submitted in accordance with section 176A of the Resource Management Act. This Outline Plan is to include confirmation that the substation has been designed so that it can continue to operate during 1% annual exceedance probability flood events.
3. An Outline Plan shall be submitted in accordance with section 176A of the Resource Management Act prior to the construction of the second transformer. This Outline Plan is to include confirmation that the substation has been designed so that it can continue to operate during 1% annual exceedance probability flood events.
4. Operational noise from the electricity substation shall not exceed the following levels as measured at any residential boundary:
 - At all times - 35dBA, L10 (10 minutes)
 - Noise shall be measured and assessed in accordance with “NZS6801:2008 Measure of Sound”, and “NZS6802:2008 Assessment of Environmental Sound”.
5. The requiring authority shall, at its expense, provide an acoustic report from a suitably qualified, experienced and recognised acoustic engineer within three months of the installation and commissioning of each of the proposed two transformers demonstrating compliance with the noise levels permitted in condition (d) above. The acoustic report shall be submitted to The Manager, Resource Consents.
6. The electricity substation shall be designed and constructed so that it can continue to operate during 1% annual exceedance probability flood events.
7. The electricity substation shall comply with New Zealand electric and magnetic field reference limits as documented in the National Radiation Laboratory publication “Electric Magnetic Fields and Your Health” (2001).
8. The requiring authority shall, at its expense, provide a report from a suitably qualified, experienced and recognised electrical engineer within three months of the installation and commissioning of each of the proposed two transformers demonstrating compliance with the electric and magnetic field reference limits permitted in condition (g) above. The report shall be submitted to The Manager, Resource Consents.
9. Appropriate sedimentation and erosion control measures shall be employed for any earthworks on the designated site.
10. Noise from construction activities shall not exceed the limits specified in, and shall be measured and assessed in accordance with, the New Zealand Standard NZS 6803:1999, Acoustics - Construction Noise.

Advice Note

The requiring authority has confirmed that if, at the time of construction, the adjoining property owners agree, it will replace the existing side boundary fences with 1.8m close boarded fences.

DESIGNATING AUTHORITY:			VECTOR GAS LIMITED	
LOCATION	REF	DESIGNATION PURPOSE	DESIGNATION WIDTH	RESTRICTIONS OF DESIGNATIONS
The designation affects land legally described in Appendix 2 "Schedule of Affected Land" of Volume 3 of the Notice of Requirement as submitted to Waitakere City Council. Refer map D4, D6, E6, E7, F7, F8, F9, F10, F11, G10, G11.	VGL1	<p>The operation, maintenance, repair, upgrade and renewal of the existing gas transmission pipeline and ancillary facilities as required for transportation of gas including the provision of signage identifying the location and safety precautions of the pipeline and described as follow:</p> <ul style="list-style-type: none"> The existing 200mm gas transmission pipeline between Westfield Delivery Point (in Auckland City) and Henderson Valley Compressor Station (in Rodney District); The existing Waikumete and Bruce McLaren Delivery Points; and The existing Main Line Valve stations at Links Road and Waikumete. <p>Subject to the following limitations:</p> <ul style="list-style-type: none"> Renewal shall be limited to works on the gas transmission pipeline and will be limited to replacement with sections having equivalent diameter and maximum allowable operating pressure, (8600 kilopascals within rural areas and 6600 kilopascals within the urban areas) and no more than 20 lineal metres of gas transmission pipeline will be excavated within any one 14 calendar day period. Upgrade will be limited to adding or replacing above ground components provided the district plan relevant permitted activity standards are complied with and the maximum allowable operating pressure is not increased. Above ground components are limited to the existing pipeline valve stations and existing delivery points which consists of: <ol style="list-style-type: none"> Pipeline offtake and station inlet piping, isolation valves; Filters; Pressure regulation and safety valves; Metering equipment and all weather enclosure; Foundations; Electrical and earthing systems; Other ancillary systems; Surface marker posts; and Warning signage. 	12 metres within Private Property (other than road/rail reserve, and other than those areas where the existing easement width is less than 12 metres wide in which case the designation shall be the width of the easement).	<p>No person shall:</p> <ul style="list-style-type: none"> Erect any building or construction on the designation corridor; Erect any fence or other improvement or plant any tree or shrub; Disturb the soil below a depth of 0.4 metres from the surface; or Do anything on or to the land within the designated corridor which would or could damage or endanger the Pipelines or the use of the Pipelines; <p>without first obtaining the written consent of Vector.</p> <p>Landowners and/or developers can apply to Vector for consent to do any work on the land within the designation corridor. Vector will review each application with the landowner/developer and work to achieve the most suitable outcome for all parties. Vector may give its written consent subject to reasonable conditions including the power to revoke the consent in specified circumstances.</p> <p>Vector agrees to not unreasonably withhold its consent.</p> <p><i>Works or activities that would or could damage or endanger the Pipelines include, for example, the use of heavy compaction or vibration machinery or equipment, and pile driving machinery and equipment.</i></p>

LOCATION	REF	DESIGNATION PURPOSE	DESIGNATION WIDTH	RESTRICTIONS OF DESIGNATIONS
		<ul style="list-style-type: none"> All activities within road reserve shall be in accordance with the requirements of the Code of Practice for Working in Roads, published by the Auckland Utility Operators Group. <p>All activities within land other than road reserve shall be in accordance with the Guide to Land Access for the Oil and Gas Industry and Landowners.</p>	<p>6 metres within Road/Rail Reserve to the extent that the designation shall not extend over road boundaries onto freehold land except to the extent that private property is subject to an easement in favour of Vector.</p>	<p>No person shall undertake road opening, trenching, excavation or drilling (including micro drilling and directional drilling), or lay underground high voltage power lines either in parallel with or at right angles to Vector's Gas Pipelines, without first obtaining Vector's written approval.</p> <p>However, the restrictions above do not apply to the following activities, and Vector's consent is not required under section 176 of the Resource Management Act 1991 provided that a Road Opening Notice has been received from the Waitakere City Council:</p> <ul style="list-style-type: none"> Any road widening or associated works in accordance with any existing road designation; Any repair, maintenance, or upgrade to any existing road surface; Any repair, maintenance, or upgrade to any existing network utility infrastructure. <p>Provided in all cases that:</p> <ul style="list-style-type: none"> Soil is not disturbed below a depth of 0.4m from the surface; and After works, the finished surface level is not reduced below the pre-existing surface datum. <p>Where works in the above categories would exceed 0.4m in depth from the surface and/or after completion of such works the finished surface level is proposed to be reduced below the pre-existing surface datum then application shall be made to Vector for consent to do the works. Vector will review each application with the applicant and work to achieve the most suitable outcome for all parties. Vector may give its written consent subject to reasonable conditions, and agrees to not unreasonably withhold its consent.</p>

LOCATION	REF	DESIGNATION PURPOSE	DESIGNATION WIDTH	RESTRICTIONS OF DESIGNATIONS
				Emergency works may be performed in line with the Vector advice booklet by excavation to 0.4m depth and thereafter the use of hand tools only. Emergency operations should be notified immediately to Vector Gas Ltd or their agent who provide an on-call service outside of normal working hours.

Conditions

1. The works to give effect to the designation shall be generally in accordance with the plans / and information submitted by Vector in support of the Notice of Requirement in the documents entitled *"Manukau - Whangarei Gas Pipelines - Notice of Requirement"* (Volumes 1, 2 and 3).
2. All pipeline maintenance, repair, upgrade or renewal activities within road reserves that involve excavation shall be subject to Road Opening Notice requirements of the Waitakere City Council and in accordance with the requirements of the Code of Practice for Working in Roads, Auckland Region.
3. The Requiring Authority shall at all times ensure that access between parts of any property held in single ownership temporarily severed by maintenance activities is maintained to a level that will enable, as is practicable, normal activities on the property to continue.
4. Within road reserves, scheduled maintenance, repair, upgrade or renewal and associated activities shall be limited to between the hours of 7am and 7pm Monday to Saturday (excluding public holidays) except:
 - Where otherwise stated in a Traffic Management Plan to the satisfaction of the Council submitted under pursuant to Condition 3.2; or
 - With the prior written approval of the Council.
5. All works or activities related to the designation shall be undertaken in compliance with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34:2001).
6. The noise from maintenance, repair, upgrade or renewal and associated activities shall be measured, assessed and controlled in accordance with the procedures and limits set out NZS 6803:1999 Acoustics - Construction Noise.
7. Appropriate sediment and erosion control measures shall be employed for any earthworks on the designated site.
8. Vector shall consult with New Zealand Transport Agency at least 30 working days prior to carrying out any works or activities on, in or under State Highways, except in emergency situations.
9. Vector shall consult with the Council at least 15 working days prior to carrying out any works or activities on, in or under Council-controlled roads, except in emergency situations.
10. The Requiring Authority shall respond within 15 working days of receiving any request for its written approval under section 176 of the Resource Management Act 1992.

Advice Notes

Access to overhead electricity transmission lines, poles or supporting structures shall be maintained at all times in accordance with the Electricity Act 1992.

- (b) The Requiring Authority has confirmed that it will consult with land owners and occupiers who may be affected by maintenance, repair or upgrade works to reach fair and reasonable arrangements for entry, and to address any matters regarding effects of the relevant activities, including restoring the surface of

the land following maintenance, repair or upgrade in accordance with its relevant obligations under the pipeline easement.

- (c) This designation traverses earlier Transit New Zealand designations that are protected pursuant to sections 176 and 177 of the Resource Management Act 1991 and State Highways which are protected pursuant to sections 51 and 52 of the Transit New Zealand Act 1989. Where that occurs, the Requiring Authority may only carry out its activities with the written consent of New Zealand Transport Agency.
- (d) The Requiring Authority is obliged to operate the pipelines and ancillary facilities in accordance with the requirements of AS2885: Pipelines - Gas and Petroleum Liquids, the Health and Safety in Employment (Pipelines) Regulations 1999 and in accordance with the authorisations issued for those facilities in terms of the Petroleum Act 1937.
- (e) Where works occur under this designation within the road berm or in vehicle crossings, Vector has confirmed that it will undertake re-instatement works as required to ensure that the pre worked ground or driveway levels are re-established upon the completion of works, including maintaining and further works if required over a maximum period of 2 years.

Conditions specific to Waikumete Gas Delivery Point

General Conditions

1. Except as modified by the conditions below and subject to final design, the works shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement dated May 2013 titled "Notice of Requirement for an alteration to a designation for the re-build of the Waikumete Gas Delivery Station and associated works ("the NoR"), including further information and all referenced by Council as NOR 2013-627.

Outline Plan of Works

2. The Requiring Authority shall submit an Outline Plan (OPW) for the Project in accordance with Section 176A of the Resource Management Act 1991.
3. The OPW shall include a Construction Environmental Management Plan (CEMP) as set out in condition 4 of this designation below.

Construction Environmental Management Plan (CEMP)

4. Prior to the commencement of construction activity, the Requiring Authority shall submit a CEMP to the Team Leader Compliance Monitoring (the Manager) - Western, Auckland Council for approval. This approval must not be unreasonably withheld by the Manager. The CEMP shall include but not be limited to:
 - (a) Details of the site or project manager, including their contact details (phone, facsimile, email and postal address);
 - (b) The location of large notice boards that clearly identify the name, telephone number and address for service of the site or project manager;
 - (c) Construction methods (including erosion and sediment controls) and construction programme;
 - (d) The proposed hours of work;
 - (e) Actions to maintain the land in a tidy condition in terms of disposal/storage of demolition materials, rubbish, storage and unloading of building materials and similar construction activities;
 - (f) Location of site infrastructure including site offices, site amenities, contractors yards, site access, equipment unloading and storage areas, contractor car parking, and security;
 - (g) Methods for avoiding or minimising noise and dust nuisance;
 - (h) Traffic management (including proposed maximum numbers and timing of truck movements throughout each day and their proposed routes);
-

- (i) Procedures for ensuring that residents, road users and businesses in the immediate vicinity of the construction area are given prior notice of the commencement of construction activities and are informed about the expected duration and effects of the works; and
- (j) Means of providing for the health and safety of the general public.

Noise

5. The operation of the gas delivery station shall comply with the noise controls of the *Open Space Environment* of the *Plan*. These are as follows:

DAY/TIME	NOISE LEVEL(L_{10}) dBA	NOISE LEVEL(L_{max}) dBA
Mon - Sat, 7.00am - 7.00pm (0700-1900)	50	N/A
Mon - Sun, 7.00pm - 10.00pm (1900-2200) Sun & Public Holidays, 7.00am -10.00pm (0700-2200)	45	N/A
Mon - Sun, 10.00pm - 7.00am (2200-0700)	40	70

$$L_{max} = 75\text{dBA}$$

Noise other than construction noise shall be measured and assessed in accordance with the requirements of the New Zealand Standard NZS8801:1991 "Measurement of Sound" and NZS6801:1991 "Assessment of Environmental Sound".

6. Construction activities shall be managed to achieve compliance with the requirements of NZS6803:1999 Acoustics - Construction Noise.

Archaeology and Heritage

7. If any archaeological sites, including human remains are exposed during site works then the following procedures shall apply:
 - (a) Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease;
 - (b) The Requiring Authority shall immediately secure the area so that any artefacts or remains are untouched; and
 - (c) The Requiring Authority shall notify the New Zealand Historic Places Trust, tangata whenua and the Auckland Council (and in the case of human remains, the New Zealand Police) that an archaeological site has been exposed as soon as practicable so that appropriate action can be taken. Works shall not recommence in the immediate vicinity of the archaeological site until any approval required from the New Zealand Historic Places Trust has been obtained.

Landscaping

8. The landscaping shall generally be in accordance with the Landscape Plans (titled 'Site Layout - Provisional Layout 2' - Rev 1B) prepared and submitted in support of the NoR by the Requiring Authority, dated 25.07.2013.

Advice Notes:

1. The proposed works are subject to standards detailed under Rule 5.5.1 of the Auckland Council Regional Plan (Air, Land and Water) and the OPW will need to demonstrate compliance with these standards to be

classified as a permitted activity under this rule. If compliance cannot be achieved, a resource consent may be required.

- The proposed works are subject to the Resource Management (National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (Contamination NES) and will need to demonstrate compliance with Regulation 8 of the Contamination NES to be classified as a permitted activity. If compliance cannot be achieved, a resource consent may be required.

DESIGNATING AUTHORITY:

WAITAKERE CITY COUNCIL

LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
Glen Rd, Massey	WCCPSC1	D7	Lot 1 DP 19247	Park service centre purposes
The Concourse, Te Atatu	WCCBF1	D9	Pt Lot 6 DP 27417, SO 44455, SO 54452	Solid waste baling station & recycling centre
Opanuku Stream	WCCOS1	F7	Lot 2 DP 73162, Pt 2 DP 36537	Proposed reserve
Te Rangi Hiroa Park	WCCOS2	D7	Pt Sec 10, Lot 1 DP 64720, Lot 2, DP 64720, Pt Lot 1 DP 34613, Lot 2 DP 114138, Lot 1 DP 19247, Lot 1 DP 80484, Lot 5 DP 25949	Proposed reserve
Opanuku Stream	WCCOS3	E8, F7, F8	Pt 40 DP 1467, Pt 8 DP 8632	Proposed reserve
Pioneer Park	WCCOS5	E9	Pt Lot 1 DP 59689	Reserve Purposes
Ranui Station Rd/Marinich Dr	WCCDR1	E7	Allot 584 SO 47133	Drainage reserve purposes
Easter Parade	WCCSPS1	G8	as shown on S.O. plan 66659, Lot 53 DP 56067	Sewage processing purposes - pumping station
Colwill Rd	WCCSPS2	C9	Pt 8 SO 47474	Sewage processing purposes - pumping station
Phillip Ave	WCCSPS3	G9	Pt 24 SO 53569	Sewage processing purposes - pumping station
McEntee Rd	WCCWSP1	D4	Allot 649	Water supply reservoir purposes
Don Buck Rd	WCCWSP2	D7	Pt Sec 30 SO 49939	Water supply reservoir purposes
Te Henga Rd	WCCWSP3	D4	Allot 630	Water supply reservoir purposes
Scenic Dr	WCCWSP4	H8	Lots 1, 2 & 7 DP 57315	Water supply reservoir purposes
Bush Rd, Waitarua	WCCWSP5	G6	Pt 3, 10, 11	Water supply reservoir purposes
Huia Rd	WCCWSP6	J6	Allot 209	Water supply reservoir purposes
Claridge St	WCCWW1	F9	Pt Allot 573	Walkway & reserve purposes
Dora St	WCCRP2	E9	Lot 1 DP 107436, Lot 1 DP 131829, Lot 5 DP 130645	Road purposes
Harvest Dr	WCCRP3	E8	Pt 1 DP 101256	Road purposes
Marinich Dr	WCCRP4	E7	Pt 1 DP 8269	Road purposes
Palamino Dr to Monroe Rd	WCCRP6	E8	Pt 2 DP 4656, Lot 2 DP 40303, Lot 2 DP 159697, Lot 3 DP 61899, Pt 22 DP 1467	Road purposes
Hutchinson Ave	WCCRP7	G11	Lot 1 DP 35532	Road and access purposes
Waitemata Drive	WCCRP8	D7	Lot 74 DP 152619, part Lot 94 DP 100574 and part Lot 11 DP 101216	Road purposes
Waipareira Avenue	WCCRP9	E9	Pt Lot 4 DP 121630	Road purposes
Alderman Dr	WCCCP1	E9	Lots 1, 2, 3, 4 DP 24633, Lots 3A, Pt 1, 2 DP 7645	Public <i>carparking</i> purposes
Delta Ave 1	WCCCP3	F11	Pt Lots 39 & 40 DP 20556	Public <i>carparking</i> purposes

LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
McNaughton Way	WCCCP4	F11	Lot 6 DP 112466	Public <i>carparking</i> purposes
Great North Rd	WCCCP5	F11	Lot 2 DP 55645	Public <i>carparking</i> purposes
Afton Pl	WCCA1	E7	Lot 36 DP 83263	Roading & access purposes
Allington Rd	WCCA2	C9	Lot 99 DP 73302	Roading & access purposes
Claverdon Rd	WCCA5	C9	Lot 19 DP 83162	Roading & access purposes
Daffodil St	WCCA6	G9	DP 117572	Roading & access purposes
Denver Ave	WCCA7	F9	Lot 5 DP 134216	Roading & access purposes
Denver Ave	WCCA8	F9	Pt 39 DP 91501	Roading & access purposes
Fairbanks Pl	WCCA11	E9	Lot 13 DP 102986	Roading & access purposes
Fairdene Ave	WCCA12	E8	Lot 76 DP 45530	Roading & access purposes
Glynbrook Rd	WCCA14	E9	Lot 49 DP 64924	Roading & access purposes
Greenock Rd	WCCA17	E7	Lot 21 DP 60913	Roading & access purposes
Lincoln Park Ave	WCCA19	D8	Lot 13 DP 43700	Roading & access purposes
Lincoln Park Ave	WCCA20	D8	Lot 19 DP 58862	Roading & access purposes
McKinley Rd	WCCA21	F9	Lot 38 DP 91502	Roading & access purposes
Redwood Dr	WCCA22	D8	Lot 3 DP 64552	Roading & access purposes
Reynella Dr	WCCA23	D8	Lot 58 DP 73821	Roading & access purposes
Sari Pl	WCCA25	D8	Lot 15 DP 79815	Roading & access purposes
Spargo Rd	WCCA26	C9	Pt 1 DP 15959	Roading & access purposes
Timandra Pl	WCCA27	D8	Lot 48 DP 84168	Roading & access purposes
Carlas Way	WCCA32	E7	Lots 1-4 DP 319849	Roading, Car Parking and Access Purposes
Henderson Square A	WCCSL1	E8, E9	Lot 3 DP 62224, Lot 1 DP 45172, Lot 1 DP 87577, Lot 1 DP 65958	Service Lane
Henderson Square B	WCCSL2	E9	Lot 3 DP 62528, Lots 3,4 DP 58612, Lots 3,4 DP 85296	Service Lane
Hugh Brown A, B, C	WCCSL3	F11	Lots 1,5 DP 112446, Lot 3 DP 109406	Service lane
James Laurie St	WCCSL4	E9	Lots 1,2,3 DP 54146	Service Lane
Ratanui St	WCCSL5	E8, E9	Lot 4 DP 49541, Lot 7 DP 49031, Pts 17, 18, 19 DP 8010, Sec 2	Service Lane
Todd Ave	WCCSL6	F11	Lot 2 DP 55643, Lot 5 DP 107435, Lot 1 DP 58705	Service Lane
Great North Rd	WCCC1	F9	DP 11643 SO 17726	Cemetery
O'Neils Rd	WCCC2	E6	Allotment 192, Parish Waipareira	Cemetery
Ambrico Place	WCCOS4	F11	Lot 3 DP 152489	Reserve Purposes
Kay Road	WCCPR4	D6	Pt Allot A6 +177 Waipareira Parish	Proposed reserve

LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
Clark Street	WCCAOS1	F11	Todd Triangle : Pt Allot 256 PSB of Waikomiti Gazette 1965 p625 Lot 15 SP42203 NA 137B/298 Lot 16 DP 42203 NA 137B/298 Lot 17 DP 42203 NA 137B/298 Lot 3 DP 58386 NA 13D/869 Lot 2 DP 161309 NA 978A/66 Lot 1 DP 161309 NA 97A/65 Lot 1 DP 209280 NA 137B/298 Lot 2 DP 209280 NA 137B/299 Lot 1 DP 199076 NA 127D/557 New Zealand Rail Corporation North Auckland Line Lot 1 DP 164120 NZ 98D831 Lot 1 DP 115005 Great North Road, Legal Road between street numbers 3075-3119, and 3094-8108 Legal road of all of Todd Avenue Legal road of Totara Avenue between street numbers 1-29 inclusive	Roading and Reserve purposes

DESIGNATING AUTHORITY:

WAITAKERE CITY COUNCIL

LOCATION	REF	LOCAL PLAN	DESIGNATED PURPOSE	SITE DESCRIPTION	WIDTH OF WIDENING
Birdwood Rd	WCCRW1	D7, D6	Road widening purposes	Both sides from Birdwood Road/ Glen Rd to Crows Rd intersection	11.5m from road centre line 1.44m both sides
Clark St	WCCRW2	F11	Road widening purposes	Both sides of Clark St between Portage Rd & Totara Ave rail crossing	5m from existing road boundary
Edmonton Rd	WCCRW3	E9,	Road widening purpose	Intersection control Northwest corner Lot 1 DP 7645, Lot 4 DP 39797, Lot 3 DP 79209 Edmonton Rd frontage - splay	Great North Rd - 5m from existing road boundary 11m from existing road boundary at deepest point decreasing regularly to nil on northern boundary of Lot 3 DP 79209
Great North Rd	WCCRW4	E9, E8, F10	Road widening purposes	Both sides from Norcross Ave to Oratia stream Both sides from Wadier Pl to Buscomb Ave Northern side: Archibald Rd to Sabulite Rd Southern side: West Coast Rd to 4118 Great North Rd North east side: only from adjacent to DP 18949, Pt 264 to Lot 3 DP 46869	15m from road centre 15m from road centre NB Corbans Hill already developed to 26m width 2.6m from existing road boundary 2.6m from existing road 12.57m from road centre line 5.03m from existing road boundary
Lincoln Rd	WCCRW5	D8, E8	Road widening purposes	Eastern side: Along frontages of Pt 1 DP 102240, Pt 1 DP 125187, Pt 3 DP 34671, Lot 2 DP 131804 Lots 1&2 DP 150663, Lot 2 DP 16070, Pt DP 28486, Lot 1 DP 106359 Lot 4 DP 120491, Pt 2 DP 29916, Pt Allot 6 DP 23670, Lots 1-5 DP 146207 Lot 1 DP 11259 Lots 1-5 DP 20975, Pts 1-7 DP 19956 Western side: Along frontages of Lot 1 DP64958, Lot 2 DP 37317, Lot 1 DP 129270, Lots 5 & 13 DP 139221, Lot 2 DP 107902, Lot 2 DP 113664 Lot 1 DP 151433, Lots 12 & 13 DP 16989, Lots 4-6 DP 34130, Lot 6 DP 16989	4.88m from existing road boundary 4.88m from existing road boundary 4.88m from existing road boundary 4.88m from existing road boundary 15m from road centre line 4.88m from existing road boundary 15m from road centre line

LOCATION	REF	LOCAL PLAN	DESIGNATED PURPOSE	SITE DESCRIPTION	WIDTH OF WIDENING
Portage Road	WCCRW6	New Lynn	Road widening purpose	Western Side Hill Crescent to 151 Portage Road (being Lot 26 DP 9617) Eastern Side Opposite Hill Crescent to 118 Portage Road (being Lot 11 DP 38242)	3 metres from existing road boundary 3 metres from existing road boundary
Swanson Rd	WCCRW7	E8	Road widening purposes	Both sides from Lincoln Rd to Lot 2 DP 47763 (north) & Lot 1 DP 37598 (south) Both sides from O'Neills Rd to Lot 4 DP 40861 15 m from road centre line	15m from road centre line 11.5m from road centre line, 1.44m from existing road boundary
Te Atatu Rd South	WCCRW9	E9	Road widening purposes	Both sides from Edmonton Rd to motorway	13.10m from road centre line 2.88m from existing road boundary
Titirangi Rd	WCCRW 10	F10, G10	Road widening purposes	Southern side of Titirangi roundabout Allot 676 SP 476538, Pt 2 CT 702/107, Lot 3 DP 19000 Northern side: from Gt North Rd to Lot 1 DP 41916 Southern side: from Great North Rd to Lot 1 DP 68428	Diamond shaped wedge, 16m at deepest point from current road boundary 5m from existing road boundary
Totara Ave	WCCRW 11	F11	Road widening purposes	Southern side from 7 Totara Avenue Lot 2 DP 45689 to 43 Totara Avenue PT ALLOT 257 SO 898	1.5m from existing road
West Coast Rd	WCCRW 13	F9, F10	Road widening purposes	Both sides along entire length	2.6m from existing road boundary
Swanson Rd	WCCRW 14	E8	Road widening purposes	Lincoln Rd to just past Sturges Rd	15m from centre of road
Alderman Drive	WCCRW 15	E9	Road Widening Purposes	Southern side of Alderman Drive from Oratia Stream to Ratanui Street	4m from Existing Road Boundary
Kay Road	WCCPR4	D6	Pt Allot A6 +177 Waipareira Parish	Proposed reserve	
76 Trig Road	WCCRP10	B8, C8	Sections 36 & 38 SO 445789	Roading Purposes	

Conditions Relating to Waitakere City Council Designations except WCCAOS1

All *designations* shall be subject to:

1. All relevant *Natural Area* Rules
2. *City-Wide Rules* of the *Plan* relating to: noise standards, *natural hazards*, *hazardous facilities* and *contaminated sites*, and *heritage*
3. All relevant *Human Environment* Rules relating to: noise, air discharges and odour, *dust*, glare and vibration.

Conditions for WCCA0S1

Lapsing Period

Pursuant to s184(1)(c) of the Resource Management Act 1991 (RMA), the period during which the designation shall not lapse, unless given effect to, shall be ten years commencing from the date the designation is included in the Waitakere City Council District Plan 2003.

General Conditions

1. That the implementation of the Notice of Requirement shall proceed in general accordance with the plans contained within Volumes 1, 2 and 3, of the document entitled “New Lynn Transit Oriented Development, Clark Street Low Level Bridge”, being LUC 2009-949, provided that the detail regarding wall treatments and screen trees shown on Architectus drawing number LC-010 shall take precedence over the information in that regard as shown on Architectus drawing number LC-013.
2. That the Council as the Requiring Authority obtain the permission from the New Zealand Rail Corporation to enter and construct within the rail corridor, prior to the implementation of works within the rail corridor.
3. That the Council as the Requiring Authority obtain approval (of LUC 2009-1411) to construct an access through Ambrico Reserve to the apartment block known as 1C Rankin Ave, prior to the implementation of works for the project.

Construction Traffic Management

4. Prior to works commencing, submit a detailed Construction Traffic Management Plan (CTMP) prepared in accordance with the Code of Practice for Temporary Traffic Management to the satisfaction of the Council. Traffic shall be managed in accordance with the approved CTMP during the construction of the project to the satisfaction of the Council.

Potentially Contaminated Sites

5. Prior to works commencing, submit a Remediation Action Plan (RAP) for any potentially contaminated sites to include appropriate disposal or treatment to the satisfaction of the Council. Disposal or treatment of any potentially contaminated soil shall be provided in accordance with the approved RAP.

Construction Noise Management

6. Prior to works commencing, submit a detailed Construction Noise Management Plan (CNMP) to the satisfaction of the Council. Management of noise, and implementation of any required mitigation measures, shall be in accordance with the approved CNMP.

Earthworks and Sedimentation

7. Prior to works commencing, submit a detailed Earthworks Management Plan (EMP) for approval of the Manager Resource Consents. The EMP should include, but not be limited to:
 - Contact details (to include responsibilities);
 - Sediment & Erosion Control Plans (to ARC TP90 standard or equivalent);
 - Progressive stabilisation;
 - Stabilised Entrances & Wheel Wash (if necessary);
 - Road Sweeping Contractor;
 - Weather Monitoring;
 - Stockpile location;
 - Access and storage of machinery & equipment;
 - Potentially Contaminated sites requirements; and
 - Any other details required by Councils Manager Resource Consents.

Management of earthworks associated with construction shall proceed in accordance with the approved EMP.

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8. Before commencement of any works and until completion of exposed site works, the sediment and erosion control measures detailed in the EMP shall be constructed and maintained by the consent holder in accordance with the EMP provisions.

Arboricultural

9. That the recommendations contained within sections 9 and 10, of the report entitled ArborAdvice Ltd, Arboricultural Consultancy Services, Waitakere City Council-New Lynn Transit Oriented Design Project, submitted as part of the Notice of Requirement be implemented as part of this Designation project, unless modified by the conditions 10 and 11 below.
10. That the works within the proximity of the Heritage tree (Pohutukawa) at 1 Totara Avenue, be reviewed with regard to proposed changes of ground level, and the avoidance of long term adverse effects on the health of the tree, with regard to the hydration of the tree.
11. That the Council Arborist review and approve final engineering drawings with regard to the location of works in the dripline of trees.

Heritage

12. That in the event of archaeological evidence being uncovered (e.g. shell, middens, hangi or ovens, pit depressions, defensive ditched, artifactual material or human bones) work is to cease in the vicinity of the discovery, and an appropriately qualified Archaeologist, and the appropriate officers of the New Zealand Historic Places Trust and Waitakere City Council are to be contacted so that suitable action can be taken before any work can recommence there.
13. That the Requiring Authority, in consultation with the Councils Parks Department shall design and install an interpretative panel describing the association of the Gardner Reserve with the Gardner Family.

Traffic and On-Street Parking

14. That the Requiring Authority shall undertake an assessment of traffic effects specifically as it relates to on street parking and this is to be submitted at the time of the Outline Plan of Works. This assessment should have regard to the New Lynn Town Centre Parking Management Plan.

Interim Purpose of Screen Trees

15. The screen trees shown on Architectus drawing LC-013 located on either side of the Clark Street extension between the rail crossing and the proposed intersection with Great North Road are to be provided as an interim visual mitigation measure and may be removed in order to accommodate a building on the adjacent land (for which a building consent has been obtained) where that building is to extend up to the footpath of the Clark Street extension.

Advice Notes

- (a) That the Council has sufficient resources in its current annual plan for the restoration of the Ambrico Kiln. These works are due to be completed by June 2010.
- (b) That the Requiring Authority produce a heritage trail and related brochure highlighting New Lynn's history within the next 12 months.
- (c) That the Requiring Authority commission a local artist, to work with the Council staff to design features on the concrete panels for the bridge and the Gardner Reserve that reflects New Lynn's Heritage.
- (d) That the Requiring Authority liaise with the Councils Parks Department in the future development of the Landscape Treatment and Planting Plan, prior to the submission of the Outline Plan of Works.
- (e) That the Programme Director, New Lynn Integrated Programme, Waitakere City Council, or his nominee, consult with landowners on the northern side of Great North Road prior to design work commencing on Stage 4 of the TOD project in respect of the upgrading of Great North Road through the New Lynn Town Centre.

Conditions Relating to Waitakere City Council Designations except WCCRP10

General Conditions

1. Except as modified by the conditions below or by any Outline Plan, the works shall be undertaken in general accordance with the Notice of Requirement dated 21 August 2008, supporting documents and further information provided by the Requiring Authority, referenced by Council as NOR 2012-1333, including further information and the supporting documents being:
 - (a) 'Notice of Requirement for a Designation under Section 168(2) of the Resource Management Act 1991 (RMA)', signed for Auckland Transport by Deborah Godinet – Manager Property and Planning, dated 21/8/13;
 - (b) 'Northside Drive East Assessment of Environmental Effects on the Environment (AEE)', prepared by GHD Ltd, submitted 21 August 2013;
 - (c) 'Designation Plan Sheet 1-3, Drawing No. 51-28664-G41120-G41122 inclusive, Rev A', prepared by GHD Ltd, dated 18 October 2012, and all the application documents and plans provided by the Requiring Authority in the Notification of Requirement, submitted 21 August 2013;
 - (d) Letter from John Stokes of Auckland Transport titled 'Request for Further Information for Northside Drive East in the Northern Strategic Growth Area', dated 11 February 2013
 - (e) 'Northside Drive East Supplementary Report to Notice of Requirement', prepared by GHD Ltd, and supplementary documents and plans, dated March 2014; and
 - (f) 'Northside Drive Alternative Drive Layout Sheet 1-6, Drawing No. 51-28664-SK14502 SK14506, Rev A', prepared by GHD Ltd, dated 5 June 2014

Lapse date

2. In accordance with section 184(1)(c) this designation shall lapse on the expiry of 10 years after the date on which the designation is included in the District Plan.

Extent of the Designation

3.
 - (a) The extent of the Northside Drive East designation and design sections is identified on the plans entitled Northside Drive Alternative Drive Layout Sheet Drawing No. 51- 28664-SK 14511 Rev A and SK14512 Rev B prepared by GHD Ltd, dated 5 June 2014.
 - (b) As soon as practicable, and within 12 months of completion of construction of the Project, the Requiring Authority shall:
 - (i) Review the area designated for Northside Drive East;
 - (ii) Identify any areas of the Northside drive east designation that no longer necessary for the on-going maintenance of Northside Drive East or for on-going mitigation measures; and
 - (iii) Give notice to the Auckland Council in accordance with Section 182 of the RMA for the removal of those parts of the designation identified in condition 3(a)(ii) above.
4. The detailed design of the proposed Northside Drive East carriageway and State Highway 16 overbridge is to take into account the potential for a future access with State Highway 16.
5. The Requiring Authority shall undertake a traffic assessment survey based on vehicle movements within five years of opening the road, with a vehicle count survey every two years thereafter for a duration of 15 years or until the vehicle count reaches 15,000 vehicle movements. This must be submitted to Auckland Council Team Leader Resource Consents Compliance and Monitoring (West). If the average daily traffic volumes along Northside Drive East exceed 15,000 vehicle movements the Requiring authority will undertake a traffic assessment survey, and review the safety and efficiency of the road including against Auckland Transport's Code of Practice or comparable Auckland Transport approved documents, to determine whether any alterations are required to the road layout to address any safety or efficiency concerns. If the review deter-

mined road layout alterations are required to address any safety or efficiency concerns these shall be implemented.

Outline Plan

6. The Requiring Authority shall submit an Outline Plan(s) to the Auckland Council for the project in accordance with Section 176A of the RMA. The Outline Plan shall include the following plans as part of the Outline Plan process:
 - (a) A Communication and Consultation Plan (CCP);
 - (b) A Construction Environmental Management Plan (CEMP);
 - (c) A Construction noise and Vibration Management Plan (CNVMP); and
 - (d) A Landscape Management Plan (LMP).
7. All works shall be carried out in accordance with the Outline Plan required by this condition.

Preconstruction

8. The Requiring Authority shall hold a pre start construction meeting with Auckland Council representatives and the primary contractor. This meeting shall form the basis of communication and details of the CEMP and proposed earthworks management and associated methodologies and ensure that all contractors and other relevant parties are aware of and familiar with the proposed construction methodologies and Condition 9 below.

Communication and Consultation Plan (CCP)

9. The objective of the CCP is to set out a framework to ensure appropriate communication and consultation is undertaken with affected parties during the construction of Northside Drive East. The CCP shall include but not be limited to:
 - (a) A communications framework that details the Requiring Authority's communication strategies, the frequency of communications and consultation, monitoring and review procedures for designation conditions (including procedures for addressing matters of non-compliance with Council, as well as monitoring, and informing owners and occupiers located adjacent to proposed construction works of such matters), and any other relevant communication matters;
 - (b) The Communication and Consultation Manager for the Project including their contact details (phone, email and postal address);
 - (c) A summary of the communication and consultation undertaken between the Requiring Authority and Network Utility Operators in accordance with Condition 10;
 - (d) Methods for communicating and consulting with owners and occupiers located adjacent to proposed construction works and includes providing notice for the commencement of construction activities and works, their expected duration (including activities and works undertaken outside of normal working hours and on weekends and public holidays), and who to contact for any queries, concerns and complaints;
 - (e) Methods for communicating and consulting in advance about temporary traffic management measures to owners and occupiers located adjacent to proposed construction works, including the provision of suitable vehicle access to affected sites during construction works;
 - (f) Methods for communicating and consulting with owners and occupiers located adjacent to proposed construction works regarding the management of work around protected vegetation to be retained, vegetation to be removed, and the transplanting of protected vegetation, where practicable; Methods for communicating and consulting with owners and occupiers located adjacent to the proposed construction works regarding preparation of the CEMP, CNVMP and LMP;
 - (g) Methods for communicating and consulting with owners and occupiers located adjacent to the proposed construction works regarding preparation of the CEMP, CNVMP and LMP;
 - (h) Methods to ensure ongoing consultation with iwi, including:
 - (i) on cultural and environmental matters of interest to iwi; and

(ii) on the environment of the CCP, CEMP and LMP; and

(iii) clear record keeping of such consultation.

- (i) A list of stakeholders and directly affected owners and occupiers to the construction works who will be communicated with;
- (j) The CCP shall also include linkages and cross-references to methods set out in other management plans where relevant.

Network Utility Operations

10. Prior to construction works commencing, the Requiring authority and its contractor shall:

- (a) Work collaboratively with Network Utility Operators during the development of the design for Northside Drive East and adjacent stormwater pond to provide for the ongoing operation and access to Network Utility operations;
- (b) Work collaboratively with Network Utility Operators during the preparation and implementation of any CEMP in relation to management of adverse effects on Network utility Operations; and
- (c) Outline measures and methods to network utility Operators which remedy or mitigate any adverse effects on existing infrastructure.

11. Prior to construction works commencing, the maintenance and urgent repair of existing Network Utility Operations undertaken by Network Utility Operators that will not prevent or hinder the project or work to which the designation relates, may be undertaken without seeking the Requiring Authority's written approval under section 176 (1) (b) of the Resource Management Act 1991.

Construction Environment management Plan (CEMP)

12. The objective of the CEMP is to provide for avoidance, remedy or mitigation of adverse effects associated with the construction of Northside Drive East. The CEMP shall include but not limited to:

- (a) Roles and responsibilities of key personnel on-site, including contact details of the site or project manager
- (b) The location of large notice boards that clearly identify the name, telephone number and address for service of the site or project manager;
- (c) Construction and design of temporary boundary / security fences which provide for the retention of stock on adjacent sites where applicable;
- (d) Location and maintenance of site infrastructure including site offices, site amenities, contractor car parking, and security;
- (e) Construction methods, including:
 - (i) an overview of erosion and sediment control measures to be utilised on-site;
 - (ii) methods to minimise potential instability, settlement and groundwater issues;
 - (iii) methods for working around vegetation to be retained and potentially affected by construction works; and
 - (iv) management of dust and earthworks, including implementation, maintenance, staging and sequencing of earthworks.
- (f) Construction programme and sequencing;
- (g) The CCP in accordance with Condition 9;
- (h) The CNCVMP in accordance with Condition 15
- (i) Construction of barriers to control traffic noise prior to undertaking any major construction work in the area of the barrier where practicable;
- (j) Methods to control the intensity, location and direction of artificial construction lighting to avoid light spill and glare onto sites adjacent to the construction site;
- (k) Means of ensuring the safety of the general public and provision for emergency services;
- (l) Traffic management measures to address and maintain existing vehicle access, as far as practicable, or where the existing property access is to be removed or becomes unsafe as a result of the construction

works, measures to provide alternative access arrangements in consultation with the Auckland Council and the affected landowner;

- (m) Identification of any existing access, on-site parking and manoeuvring areas which are affected by the works and how the affected areas will be relocated or reinstated on-site;
- (n) Any accessway closures and the methods to manage traffic affects resulting from temporary restrictions, detours or diversions, in particular seeking to minimise effects on residential and commercial areas;
- (o) Methods to manage the delivery of construction material; plant and machinery (including cranes and oversized trucks); and
- (p) Methods for safety managing road users in accordance with the New Zealand Transport Authority Code of Practice for Temporary Traffic Management.

Construction Noise

13. Noise generated by construction activity associated with the works authorised by this designation shall, as far as practicable, comply with the construction noise standard NZS6803:1999 and the specified upper limits for construction noise as follows:

<i>Occupied PPFs^{***} (as defined in NZS 6806:2010)</i>		<i>L_Aeq(15min)*'</i>	<i>L_{AF}max</i>
<i>Weekdays</i>	<i>0630-0730</i>	<i>60</i>	<i>75</i>
	<i>0730-1800</i>	<i>75</i>	<i>90</i>
	<i>1800-2000</i>	<i>70</i>	<i>85</i>
	<i>2000-0630</i>	<i>45</i>	<i>75</i>
<i>Saturdays</i>	<i>0630-0730</i>	<i>45</i>	<i>75</i>
	<i>0730-1800</i>	<i>75</i>	<i>90</i>
	<i>1800-2000</i>	<i>45</i>	<i>75</i>
	<i>2000-0630</i>	<i>45</i>	<i>75</i>
<i>Sundays and Public Holidays</i>	<i>0630-0730</i>	<i>45</i>	<i>75</i>
	<i>0730-1800</i>	<i>55</i>	<i>85</i>
	<i>1800-2000</i>	<i>45</i>	<i>75</i>
	<i>2000-0630</i>	<i>45</i>	<i>75</i>

*1 A-weighted time-average sound level over a 15 minute period, measured in decibels (dB).

::Z Maximum-weighted noise level with a 118 second or 'Fast' time constant, measured in decibels (dB).

*3 Protected Premises and Facilities-spaces in buildings used for: residential activities marae. overnight medical care. teaching and sleeping In educational facilities, playgrounds that are part of educational facilities that are within 20m of buildings used for teaching purposes.

Where compliance with the standard is reasonably impracticable the Construction Noise and Vibration Management Plan will contain methodology on how to minimise the effects of any non-compliance on residential properties adjacent to the work site, and as a minimum, this shall include reference to noise management measure set out in Annex E of NZS6803:1999 and measures listed in Conditions 15(a)(i)-(vi). where any barriers are proposed to control traffic noise, where practicable these shall be constructed prior to undertaking any major construction work in the area of the barrier.

Construction Vibration

14. (a) Vibration generated by construction activities associated with the works shall, as far as practicable comply with the requirements of ISO4866:2010 Mechanical vibration and shock - Vibration of fixed structures - and includes, as far as practicable meeting the Category A vibration criteria as follows:

Receiver	Location	Details	Category A	Category B
Occupied dwellings, educational and medical facilities	Inside the building	Night-time 2000h - 0630hr	0.3mm/s ppv ¹	1mm/s ppv
		Daytime 0630h - 2000hr	1mm/s ppv	5mm/s ppv
		Blasting vibration	5mm/s ppv	10mm/s ppv
Other occupied buildings	Inside the building	Daytime 0630h - 2000hr	2mm/s ppv	5mm/s ppv
All other buildings	Building foundation	Vibration-transient (including blasting)	5mm/s ppv	BS 5228-2 ²
		Vibration-continuous		BS 5228-2 50% of Table B.2 values

¹ = BS 5228-2:2009, Code of practice for noise and vibration control on construction and open sites - Part 2: vibration.

² = Peak practice velocity. This is the instantaneous maximum velocity reached by the vibrating services as it oscillate about its normal position.

- (b) Where it is not practicable to achieve the Category A criteria, a suitably qualified expert shall be engaged to assess and manage construction vibration during the activities that exceed the Category A criteria. If predicted construction vibration exceeds the Category B criteria then construction activity should, where practicable, only proceed if there is appropriate monitoring of vibration levels and effects on buildings at risk of exceeding the Category B criteria, by suitably qualified experts.
- (c) Where compliance with the vibration limit is reasonably impracticable the works must be undertaken in accordance with the Construction Noise and Vibration Management Plan in order to minimise vibration impact on residences adjacent to the work site; and shall include reference to measures listed in Condition 15(b)(i)-(v).

Construction noise and Vibration Management Plan (CNVMP)

15. The objective of the CNVMP is to provide a framework for the development and implementation of measures to avoid or mitigate the adverse effects of noise and vibration resulting from construction. The CNVMP shall include but not limited to:

- (a) Construction Noise
- (i) Hours of operation, including times and days when noise generating construction would occur. Where, at time during the predicted construction programme construction noise is predicted to be above the requirements of NZS6803:1999, the CNVMP will detail how the effects of the predicted noise levels will be managed in terms of adopting the best practicable option to reduce noise, in consultation with Council & directly affected owners and occupiers (in accordance with the CCP). This shall include no work after 5:00pm on Saturday, all day Sunday and public holidays, and not undertaking any works which exceed the night time requirements of NZS6803:1999 between 10:00pm and 7:00am the following day, unless written consent is received from owners and occupiers of properties where such noise requirements will be exceeded. Written consent may include offering to relocate residents where they are predicted to receive noise that exceeds the night time requirements of NZS6803:1999 for more than eight hours in one week between 6:00pm and 10:00pm or four hours in any week between 10:00pm and 7:00am the following day
- (ii) Construction sequence, with respect to noise emissions;
- (iii) Construction noise limits for specific areas;

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- (iv) Machinery, equipment and processes to be utilised (including minimum separation distances to comply with relevant criteria and the use of non-percussive machinery where practicable) with respect to noise;
 - (v) The design of noise mitigation measures such as temporary barriers or enclosures, including alternative strategies where full compliance with relevant noise criteria cannot be achieved;
 - (vi) Methods for monitoring and reporting on construction noise (in accordance with the CCP);
 - (b) Construction Vibration
 - (i) hours of operation, including time and days when construction activities causing vibration would occur. This shall include no work after 5:00pm on Saturday, all day Sunday and public holidays, and not undertaking any works which exceed the night time requirements of 18048662010 between 10:00pm and 7:00am the following day, such vibration requirements will be exceeded;
 - (ii) Construction sequence, with respect to vibration emissions;
 - (iii) machinery, equipment and processes to be utilised with respect to vibration;
 - (iv) The design of mitigation measures, including alternative strategies where full compliance with relevant vibration criteria cannot be achieved;
 - (v) Methods for monitoring and reporting on construction vibration (in accordance with the CCP).

Process for Building Condition Surveys

16. Prior to construction, as a minimum those building within 30 metres of the proposed construction works shall be considered for a building condition survey. A building condition survey will also be undertaken for buildings where it is assessed that there is potential for damage to buildings or structures arising from construction as determined by an independent suitably qualified person appointed by Auckland Transport. The assessment shall be based on the following criteria unless the relevant industry criteria applied at the time or heightened building sensitivity or other inherent building vulnerability requires it;
 - (a) age of the building;
 - (b) Construction types;
 - (c) foundation types;
 - (d) general building condition;
 - (e) proximity to any excavation;
 - (f) Whether the building is earthquake prone; and
 - (g) Whether any basements are present in the building.
17. Where prior to construction it is determined that a Building Condition Survey is required in accordance with Condition 16, or if measurements exceed the Category A criteria in condition 14(a):
 - (a) The Requiring Authority shall employ a suitably qualified person to undertake the building condition surveys and that the person shall be identified in the CEMP;
 - (b) The Requiring Authority shall provide the building condition survey report to the relevant property owner within 15 working days of the survey being undertaken, and additionally it shall notify and provide the Auckland Council consent monitoring officer a copy of the completed survey report;
 - (c) The Requiring Authority shall contact owners of those buildings and structures where a Building Condition Survey is to be undertaken to confirm the timing and methodology for undertaking a pre-construction condition assessment;
 - (d) The Requiring Authority shall record all contact, correspondence and communication with owners, shall use the contact methods/s appropriate for owner's receipt of material (for example, email and paper copies) and this record shall be available on request for the Auckland Council Consent Monitoring Officer;
 - (e) Should agreement from owners to enter property and undertake a condition assessment not be obtained within 3 months from first contact, then the Requiring Authority shall not be required under these designation conditions to undertake these assessments;
 - (f) The Requiring Authority shall undertake a visual inspection during "active construction" if requested by the building owner where a pre-construction condition assessment has been undertaken; and

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- (g) The Requiring Authority shall develop a system of monitoring the condition of existing buildings which is commensurate with the type of the existing building and the proximity of the Northside Drive East works. The purpose of monitoring is to assess whether or not active construction is compromising the structural integrity of the building.

18. (a) During construction:

- (i) The requiring Authority shall implement procedures that will appropriately respond to the information received from the monitoring system. Where necessary this may include the temporary cessation of works in close proximity to the relevant building until such time as measures are implemented to avoid further damage or compromise of the structural integrity of the building.
- (ii) Any damage or structure shall be recorded and repaired by the Requiring Authority and costs associated with the repair be met by the Requiring Authority.

(b) Following construction:

- (i) The Requiring Authority shall, within 12 months of the commencement of operation of the Northside Drive East, contact owners of those buildings and structure where a Building condition Survey was undertaken to confirm the need for undertaking a post construction condition assessment;
- (ii) Where a post-construction building condition survey confirms that the building has deteriorated as the result of construction or operation works relating to Northside Drive East, the Requiring Authority shall, at its own cost, rectify the damage;
- (iii) Where the Requiring Authority is required to undertake building repairs in accordance with Conditions 20(a)(ii) and 20(b)(ii), such repairs shall be undertaken as soon as practicably possible and in consultation with the owner/s of the building.

Operational Road Noise

19. (a) The proposed works will be designed so that the traffic noise effects arising after a minimum of **ten years** have elapsed from the date Northside Drive East opens to general traffic will, where practical, comply with 60dB LAeq(24hr) at any dwelling existing at the lodgement date of the requirement.
- (b) The assessment of the noise shall be undertaken in accordance with the requirements of NZS6806:2010 Acoustics - road traffic Noise - New and Altered Roads.
20. The surface of the road shall be Open Graded Porous Asphalt or an alternative surface material that has the same or better noise reduction properties.
21. (a) Where it is not practical for a dwelling to achieve compliance with condition 19(a), the Requiring Authority shall provide the maximum practical noise reduction on-site and offer to upgrade the dwelling so a level of 40dB LAeq(24hr) will not be exceeded in any habitable room. As a minimum, the requirements of clause G4 of the Zealand Building Code (Third Edition) and any subsequent version shall be achieved with the windows closed by the Requiring Authority. The purpose of the Ventilation Mitigation required by clause G4 of the New Zealand Building Code is to ensure that such habitable rooms have appropriate ventilation given that the windows of such rooms would need to be closed in order to reduce the effects of road traffic noise.
- (b) Where requested by the Council, the Requiring Authority shall inform the Council in writing of its contact and consultation with the owner/s and any actions it will or has undertaken to achieve compliance with Condition 19(a).

Archaeological Sites

22. If any archaeological features, including koiwi or human remains, shell middens, hangi or ovens, pit depressions, defensive ditches or artefactual materials are exposed during site works, then the following procedures shall apply:
- (a) Immediately when it becomes apparent that a possible archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease;

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- (b) The site supervisor shall immediately secure the area in a way that ensures that any artefacts or remains are untouched and notify Auckland Council;
 - (c) If the site is confirmed to be an archaeological site, the site supervisor shall then notify tangata whenua and the New Zealand Historic Places Trust, that an archaeological site has been exposed so that appropriate action can be taken; and
 - (d) In the case of koiwi or human remains, the New Zealand Police shall be notified.

Landscape

23. The LMP shall be consistent with the application and evidence, and shall include:

- (a) Details of the proposed planting along the length of the road, corridor, including around the motorway overbridge and stormwater pond, and any replacement or screen planting to be undertaken along the proposed designation boundary abutting adjacent properties;
- (b) Details of protected vegetation to be retained along the length of the road corridor, where practical;
- (c) Plant species, spacing and size at planting and plan qualities;
- (d) Proposed planting maintenance requirements (such as but not limited to tree staking, watering, fencing, etc);
- (e) Proposed colouring and any other surface treatment of the noise walls to appropriately fit with the surrounding environment;
- (f) Proposed colouring and maintenance of any wind breaks;
- (g) Proposed planting and maintenance of vegetation associated with the drainage swales;
- (h) Proposed timing of all planting in regard to the construction period (to be completed no later than 12 months after the completion date of the construction works); and
- (i) Proposed shape and form of stormwater pond (and planting around it) in relation to the surrounding landscape so that the pond is integrated into the landscape.

24. The LMP shall be prepared by a suitably qualified and registered landscape architect, in general accordance with Landscape Plan Sheet 1-5 Drawing No. 51-28664-L 14101-L 14105 inclusive, Rev A & Landscape Planting Details, Drawing No. 51-28664-L 14201, Rev A, prepared by GHD Ltd, dated 31 January 2014.

25. The Requiring Authority is to maintain the landscape areas for a period of three years following the completion of planting, which shall include the control of invasive weed species and plant pests in the Regional Pest Management Strategy. Within those three years any dead or dying plants shall be replaced.

Street Lighting

26. all lighting will be designed to comply with AS/NZS 1158.1.12005, and any subsequent versions.

Trees

27. In accordance with condition 9(f), landowners will be consulted to identify and locate trees to be removed, retained, or transplanted where practicable.

28. A suitably experienced, Council approved Arborist ("Works Arborist") shall be employed by the requiring Authority, at the Requiring Authority's expense, to monitor, supervise and direct all works within the dripline of protected vegetation to be retained for the duration of the works as set out in the Arborist Report by Stephen Bishop for amenity Tree Consultants Ltd and dated 23rd January 2012, revised 15th November 2012 ("the Arborist Report") and any future LMP. A copy of the Arborist and LMP must be kept on site at all times during the construction period.

29. Prior to commencement of any works on the project, the Requiring Authority shall arrange a pre-commencement site meeting between the Council and the Work Arborist, and any relevant Requiring Authority employees and contractors who will be working within the dripline of any protected vegetation to be retained as set out in the Arborist Report, or to be retained given consultation with landowners, and any future LMP. The Requiring Authority is to give Council's Resource consent Arborist at least 5 working days'

notice of the intended time and date of the meeting. The purpose of this meeting shall be to confirm protection measures for vegetation to be retained given consultation with landowners and as set out in the Arborist Report during construction, including clarifying the location of any protective fencing.

30. The Works Arborist shall submit a final completion report to the Council within one month of completing the construction works. The arboricultural completion report will include a statement on effects of the development on any protected vegetation identified for retention as set out in the Arborist Report and any future **LMP**; that works were carried out in accordance with the approved methodology, including photographic evidence, and recommendation for any further remedial work to remedy any adverse effects on the health of protected vegetation.

Advice notes

- A all relevant resource consent shall be obtained prior to construction works commencing.
- B Any proposed noise wall design should follow the recommendation of the NZTA State highway Noise Barrier Design Guide (Version 1.0 August 2010).

DESIGNATING AUTHORITY:			WATERCARE SERVICES LIMITED	
LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
Waitakere Ranges	WSL 1	F2, F4, G6, G9, H2, H4, H6, H8		Watercare Services Limited: Water supply purposes - water catchment headworks areas
Waitakere Ranges	WSL2			Watercare Services Limited: Water supply purposes - headworks service land
Waitakere Ranges	WSL3	D4, F2, F4	Pt Allot 7A Parish of Waipareira, part Allot 414 Parish of Waipareira, & northern portion of Allot 7A, Parish of Waipareira DP 3530, Lots 1 & 2 DP 29472, land marked A & B on DP 159190	Watercare Services Limited: Water supply purposes - Waitakere Filter Station
Woodlands Park Road, Titirangi	WSL4	G8, H8	Lots 1-6 DP 156565, Lot 8 DP 56335, unformed road	Watercare Services Limited: Water supply purposes - Huia & Nihotupu Filter Station
Hobsonville Road	WSL5	C8	Allot 529 Parish of Waikomiti	Watercare Services Limited: Water supply purposes - water pumping station
Sunnyside Road, Glen Eden	WSL6	F9	Allot 587 Parish of Waikomiti	Watercare Services Limited: Water supply purposes - reservoir
Konini Road, Titirangi	WSL7	G9	Lot 3 DP 37848, Lot 214 DP 24221, Lot 318 DP 24221, part Lot 216 DP 24221	Watercare Services Limited: Water supply purposes - reservoir
The Concourse, Henderson	WSL8	D9	Lot 1 DP 134799	Watercare Services Limited: Wastewater purposes - peak flow storage tanks
Flanshaw Road, Te Atatu	WSL9	D9	Pt Allot 8A Parish of Waipareira	Watercare Services Limited: Wastewater purposes - pumping station
Road Reserve on Pleasant Rd/Titirangi Rd corner	WSL10	G10		Water supply purposes - water pumping station
Totara Road	WSL11	C9	Pt Lot 29 DP 41764	Wastewater purposes - wastewater pumping station
Te Atatu Road	WSL12	D10	Part Lot 3 DP 370 & pt Allotment 20 Parish of Waipareira, "D" on SO Plan 66352	Wastewater purposes - wastewater pumping station
Wood Bay Beach Reserve	WSL13	H10	Pt Lot 1 DP 33106	Wastewater purposes - wastewater pumping station
Laingholm Rd reserve at Deirdre Place	WSL 14	H9		Wastewater purposes - wastewater pumping station

LOCATION	REF	LOCAL PLAN	LEGAL DESCRIPTION	DESIGNATED PURPOSE
Fred Taylor Drive	WSL15	B7	SEC 1 SO 423196, SEC 23 SO 443664, SEC 39 SO 443664	Wastewater purposes - wastewater pumping station
2-12 Lincoln Park Avenue, Massey	WSL16		Lot 1 DP 146083 and Pt Lot 10 DP 29329	Water supply purposes - water pumping station

Conditions Relating to Watercare Services Limited Designations

1. To ensure that section 176A 3(f) of the *Act* has been adequately addressed, an outline plan shall include, as appropriate:

- (a) a statement on the relevant *Plan* objectives, policies and rules;
- (b) a statement on any adverse *effects* the works will have on the *environment* and the mitigation measures to be carried out.

Explanation

While it is accepted that the project or works will be (or should be) in accordance with the *designated* purpose, the Council wishes to be reasonably assured that the specific works to be carried out will not unnecessarily compromise the objectives, policies and rules of the *Plan* or adversely affect the *environment*. The Council's principal opportunity to influence the works to assist the *requiring authority* to meet its environmental responsibilities is through the outline plan, and the assessment of compliance and *effects* will assist it in determining whether to request changes.

2. Appropriate sedimentation and erosion control measures shall be employed for any *earthworks* on the designated site.

Explanation

This *Plan* outlines erosion and sediment control measures for *earthworks* which are above a certain threshold, with that threshold varying according to the particular *environment*. Compliance with these measures would generally satisfy condition 2.

Note that major *earthworks* may require a consent from the Regional Council.

3. (a) Works shall not adversely affect those elements of the Huia Filter Station (WSL 4), the Nihotupu Filter Station (WSL 4) or the Waitakere Filter Station (WSL 3) which are identified in the *Heritage* Appendix of this *Plan*, CHI numbers 1257, 1283 and 1289 respectively, under the columns headed "Description" and "Interiors".
- (b) Works shall not adversely affect the stringer dam in WSL 2, the sawpit in WSL 2 or the mill and holding dam in WSL 1, as described in the *Heritage* Appendix CHI numbers 1543, 1392 and 638 respectively.

Explanation

Works otherwise in accordance with the *designation* but which adversely affect the items or elements of items identified as being of *heritage* significance may only be carried out if the *designation* is altered to specifically alter (or remove) the condition. As part of the requirement to alter the *designation*, the *requiring authority* would be expected to carry out a form of *heritage* assessment. For general guidance about the content of such an assessment, reference can be made to the *City-Wide Rules:- Heritage*.

Conditions for Watercare Services Limited Designation WSL15

General Condition

- (1) Except as modified by the conditions, the works shall be undertaken in general accordance with the information provided by the requiring authority in the Notice Requirement and all information and plans being:
 - (a) Form 18 titled 'Notice of Requirement by for Designation Under Section 168 of the Resource Management Act 1991' for 'wastewater purposes' signed by General Counsel for Watercare Services Ltd, dated 27 January 2012;
 - (b) plan prepared by Watercare Services Ltd titled 'Proposed Design for Massey North Watercare Pumping Station Proposed Designation', drawing number 131837.100 R2 dated 24 January 2012;
 - (c) report prepared by Watercare Services Ltd titled 'Assessment of Effects on the Environment - Massey North Wastewater Pumping Station', dated May 2012.

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- (d) plan prepared by Watercare Services Ltd titled 'Massey North Pump Station Control Building Elevations, drawing number 131837.021, dated 1 March 2012;
 - (e) letter from Nick Grala of Harrison Grierson titled 'Watercare Services Ltd, NoR for Massey North Pumping Station', dated 17 May 2012.

Outline Plan of Works

- (2) The Requiring Authority shall submit an outline plan of works for the project in accordance with section 176A of the Resource Management Act 1991, except that an outline plan of works does not need to be submitted for earthworks authorised by regional consent 40357.

Construction Noise

- (3) Construction activities shall be managed to achieve compliance with the requirements of NZS6803:1999 Acoustics - Construction Noise.

Archaeology and Heritage

- (4) If any archaeological sites, including human remains are exposed during site works then the following procedures should apply:
 - (a) Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease;
 - (b) The Requiring Authority shall immediately secure the area so that any artefacts or remains are untouched; and
 - (c) The Requiring Authority shall notify the New Zealand Historic Places Trust, tangata whenua, and the Auckland Council (and in the case of human remains, the New Zealand police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not recommence in the immediate vicinity of the archaeological site until any approval required from New Zealand Historic Places Trust has been obtained.

Planting

- (5) The Requiring Authority shall plant around the periphery of the pumping station with an emphasis on the planting of the riparian margin, in areas not required for proposed or future works, servicing and maintenance, and any public walkway created in accordance with Condition 6. Planting shall be designed in consultation with Auckland Council Parks, Sport and Recreation to ensure that plant species are generally consistent with the overall planting concept for the area as set out in the Totara Creek Stormwater and Open Space Master Plan dated April 2011. Details of the proposed planting shall be included with the Outline Plan of Works referred to in Condition 2.

Public Access

- (6) If Auckland Council seeks approval under Section 176 (1) (b) Resource Management Act 1991 for a public walkway over part of the site, the Requiring Authority shall unreasonably withhold its approval provided that any public walkway does not interfere with the construction, operation and maintenance of the site for wastewater purposes and meets all health and safety requirements.

Lapsing of the Designation

- (7) The designation shall lapse on expiry of period 10 years after the date it is included in the District Plan in accordance with section 184(1)(c) of the RMA, unless:
 - (a) It is given effect before the end of that period; or
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- (b) The council determines, on an application made within 3 months before the expiry of that period, that substantial progress or effort has been made towards giving effect to the designation and is continuing to be made, and fixes a longer period for the purposes of this subsection.

Conditions for Watercare Services Limited Designation WSL16

General Condition

1. Except as modified by the conditions below and subject to final design, the works shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement dated 17 May 2013 and supporting report titled "Assessment of Effects on the Environment - Triangle Road Water Pump Station", dated 17 May 2013 ("the AEE").
2. As soon as practicable following completion of commissioning of the Project, the Requiring Authority shall:
 - (a) Remove any areas of designated land that are no longer necessary for the ongoing operation and maintenance of the pump station. For avoidance of doubt, the designation to be removed over land to remain in Transpower ownership includes all that between the red and blue dashed lines on Triangle Road Pump Station Massey Designation Plan: 2010135.006 Issue 1 included in Appendix K of the AEE
 - (b) Give notice to the Council in accordance with Section 182 of the RMA for the removal of the part of the designation identified in (a) above.

Outline Plan of Works

3. Except as provided for in Condition 4 below, the Requiring Authority shall submit an Outline Plan (OPW) for the Project in accordance with Section 176A of the RMA.
4. An OPW need not be submitted for the Phase 1 earthworks and valve chamber components of the project as the detail of this work is sufficiently described in the AEE.

Construction Noise

5. Construction activities shall be managed to achieve compliance with the requirements of NZS6803:1999 Acoustics - Construction Noise.

Contaminated Soil Management

6. The management of any contaminated soil discovered on site shall be in accordance with the consent conditions approved for LUC 2013-629 and Soil Management Plan (SMP) compiled for the works and included in the AEE document supporting the Notice of Requirement.

Archaeology and Heritage

7. If any archaeological sites, including human remains are exposed during site works then the following procedures shall apply:
 - (a) Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease;
 - (b) The Requiring Authority shall immediately secure the area so that any artefacts or remains are untouched; and
 - (c) The Requiring Authority shall notify the New Zealand Historic Places Trust, tangata whenua and the Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not recommence in the immediate vicinity of the archaeological site until any approval required from the New Zealand Historic Places Trust has been obtained.

Landscaping

8. The Requiring Authority shall prepare a Landscape Plan with the Outline Plan of Works referred to in Condition 3. Details of the proposed planting shall be included in the Landscape Plan with an emphasis on providing planting along the designation's front road boundary, in areas not required for proposed or future

works, servicing and maintenance. Planting shall be designed in consultation with Auckland Council Parks, Sports and Recreation to ensure that plant species are consistent with existing road reserve planting adjoining Triangle Road.

Stormwater

9. The Outline Plan of Works referred to in Condition 3 shall be accompanied by a stormwater assessment report which includes measures to mitigate any increased risk of flooding that may arise from the proposed works.

Lapsing of designation

10. The designation shall lapse on the expiry of a period of 10 years after the date it is included in the District Plan in accordance with section 184(1)(c) of the RMA, unless:
 - (a) It is given effect to before the end of that period; or
 - (b) The Council determines, on an application made within 3 months before the expiry of that period, that substantial progress or effort has been made towards giving effect to the designation and is continuing to be made, and fixes a longer period for the purposes of this subsection.