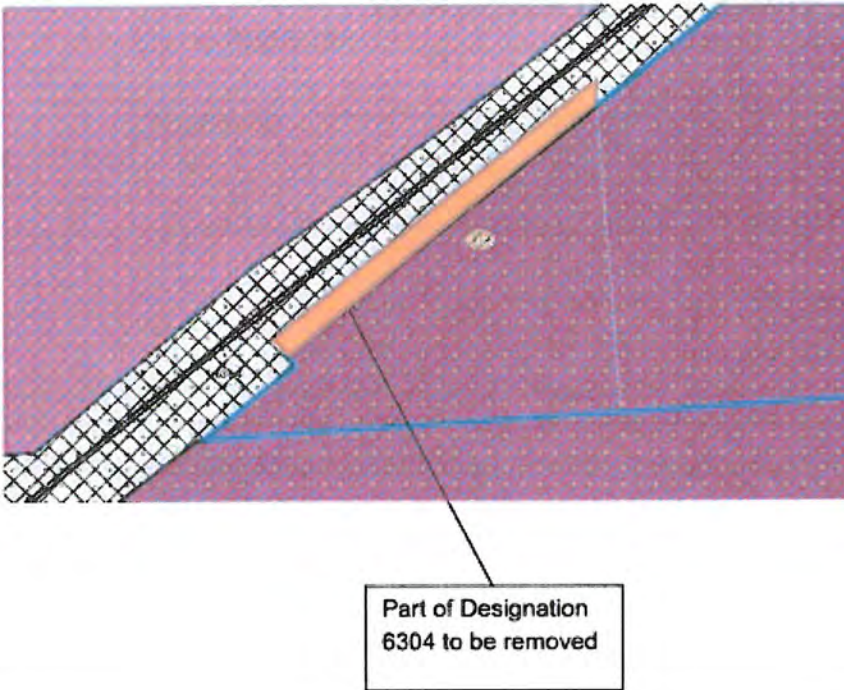

CHANGE REQUEST MEMORANDUM**FILE REF****TO** Phill Reid – Manager Planning, Auckland-wide**FROM** Sisira Jayasinghe – Planner, Central South**DATE** 5 April 2017**SUBJECT** Designation to be updated in the AUP Operative in Part

This memorandum concerns an update to Designation 6304 (Onehunga Branch Railway Line)

Unitary Designation Number	6304
Requiring Authority	KiwiRail
Location:	Onehunga Brach Railway Line from Onehunga Harbour Road, Onehunga to Station Road, Penrose and Neilson Street (Southdown Freight Terminal), Tepapa
Type of Designation	Alteration
Lapse Date	Given effect to (i.e. no lapse date)
Purpose	No changes
Conditions	No changes
Changes to diagrams	No changes

Changes to spatial data	<p>Designation 6304 at No.5 – 9 Maurice Road, Penrose</p> 
New affectation	N/A
Attachments	Requiring authority request for partial uplift, approval of uplift, map showing uplift


Reviewed by:

Sisira Jayasinghe
Planner, Central/South

Signature: 

Entered by:

Diana Luong
Planning Technician

Signature: 

Maps prepared by:

Shelley Glassey
Lead Geospatial Analyst

Signature: 

Signed off by:

Phill Reid
Manager Planning, Auckland-wide

Signature: 

Date: 10/4/17



1 March 2017

Auckland Council
Private Bag 92300
Victoria Street West
AUCKLAND 1142

Dear Sir / Madam,

RE: NOTICE OF REQUIREMENT UNDER SECTION 182 OF THE RESOURCE MANAGEMENT ACT 1991 TO UPLIFT PART OF DESIGNATION FOR THE ONEHUNGA BRANCH

KiwiRail Holdings Limited (KiwiRail), as requiring authority, wishes to uplift part of its designation for the Onehunga Branch (designation 6304 on Map G11 in the Operative Auckland Unitary Plan). The application relates to the areas of the designation at Onehunga over land being legally described as Lot 1 DP 176147, contained in CT NZ108B/799.

Please find enclosed a notice to uplift the designation in accordance with Section 182(1) (a) of the Resource Management Act 1991 and a title plan showing the area from which the designation is required to be removed.

Please contact me if you have any queries.

Yours faithfully

A handwritten signature in blue ink, appearing to read "Rebecca Beals".

Rebecca Beals
RMA TEAM LEADER

Rebecca.Beals@kiwirail.co.nz

ph: (04) 499 3389

**Resource Management Regulations 2003
Schedule 1, Form 23**

**Notice of Removal of Designation from
Operative Auckland Unitary Plan**

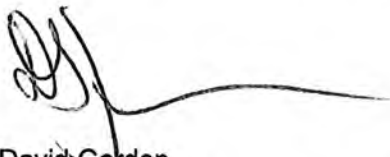
Section 182 of the Resource Management Act 1991

To: - Auckland Council

KiwiRail Holdings Limited (KiwiRail) gives notice that it requires part of the following designation: Designation 6304: Onehunga Branch Railway Line from Onehunga Harbour Road, Onehunga to Station Road, Penrose and Neilson Street Tepapa, being for the purposes of develop, operate and maintain railways, railway lines, railway infrastructure and railway premises, to be removed from the Auckland Unitary Plan.

The part of the Designation 6304 affected by this Notice appears on Operative Planning Map G11. This Notice refers to all that land currently designated for Railway Purposes and as shown on the attached plan as contained within Lot 1 DP 176147.

KiwiRail requests Auckland Council to amend the Unitary Plan accordingly as required by section 182 of the Resource Management Act 1991.



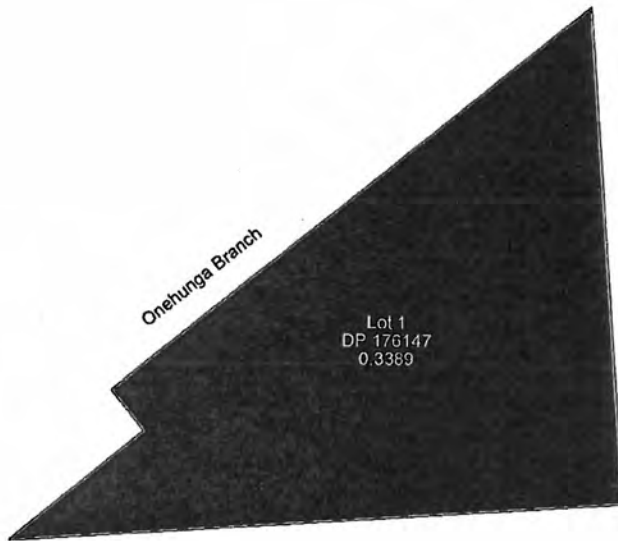
David Gordon
Group General Manager: Asset Management and Investment
On behalf of KiwiRail Holdings Limited

Dated: 1 March 2017

Lot 1
DP 10461
0.3364

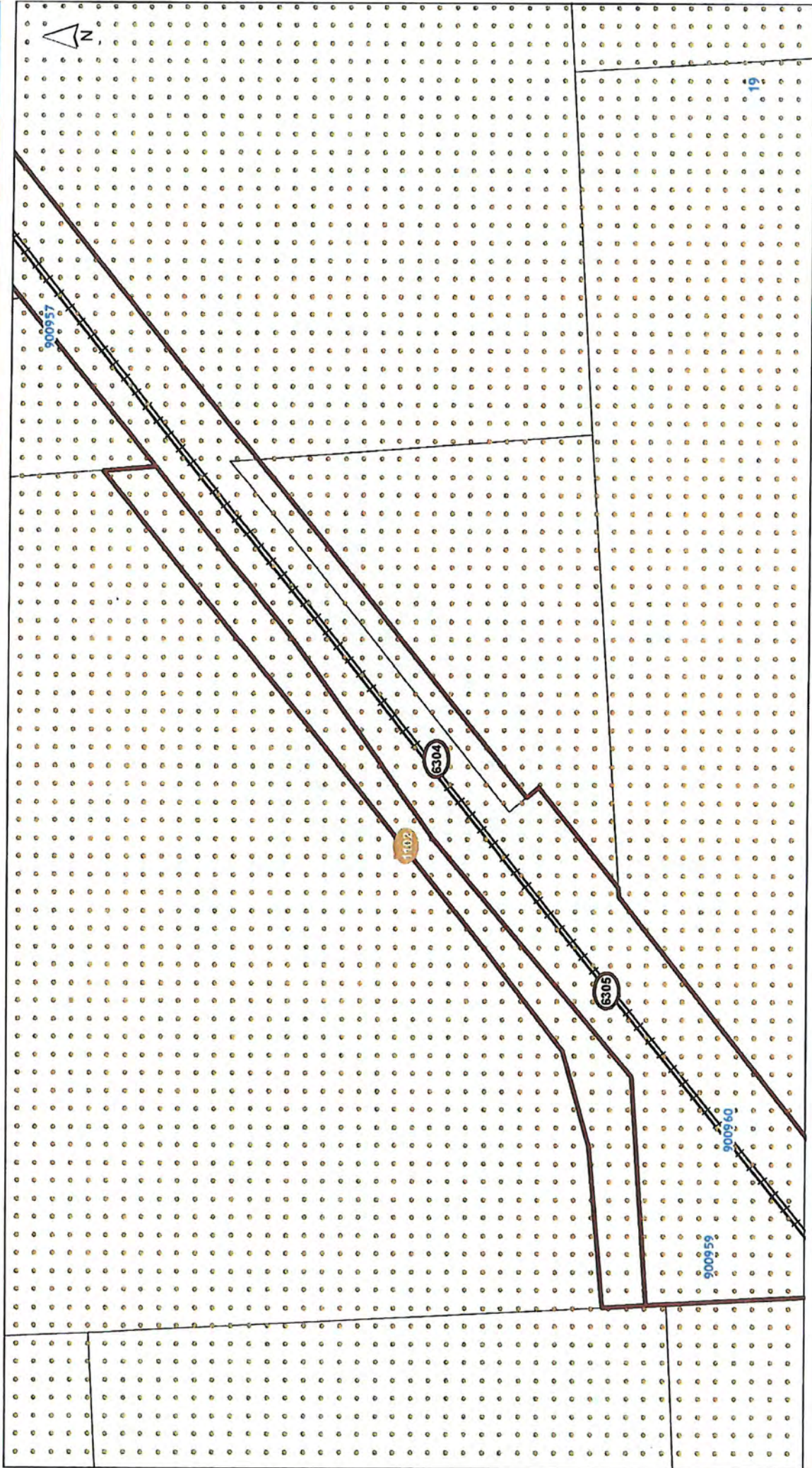
Lot 2
DP 64603
0.1786

Lot 3
DP 92812
2.6973



Lot 2
DP 342337
1.5859





DISCLAIMER:
 This map/plan is illustrative only and all information should be independently verified on site before taking any action. Copyright Auckland Council. Land Parcel Boundary information from LINZ (Crown Copyright Reserved). Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and plan completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information. Height datum: Auckland 1945.

Designations
 Onehunga Branch Designation - partial uplift

Scale @ A4 = 1:1,000
 Date Printed 1/03/2017





DESIGNATION 6304

CHANGE REQUEST MEMORANDUM

FILE REF



TO Phill Reid – Manager Planning, Auckland-wide

FROM Emily Ip – Planner, North/West and Islands

DATE 5 April 2017

SUBJECT Designation to be updated in the AUP Operative in Part

This memorandum concerns an update to Designation 6741 (Road Widening – State Highway 16 and 18 – Westgate to Whenuapai and Hobsonville)

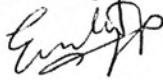
Unitary Designation Number	6741
Requiring Authority	New Zealand Transport Agency
Location:	State Highway 16 from Westgate interchange, Westgate to Brigham Creek Road intersection, Whenuapai and State Highway 18 from Westgate interchange, Westgate to Greenhithe Bridge, Hobsonville
Type of Designation	Alteration
Lapse Date	Given effect to (i.e. no lapse date)
Purpose	No changes
Conditions	No changes
Changes to diagrams	No changes
Changes to spatial data	<p>The land affected by the removal is 439 Hobsonville Road, Hobsonville. The legal description of the site is SEC1 SO 450384. The subject site and Designation 6741 are shown in Figure 1.</p> <p>Figure 1: 439 Hobsonville Road, Hobsonville and Designation 6741.</p>
New affectation	N/A
Attachments	Requiring authority request for partial uplift, approval of uplift, map showing uplift

Reviewed by:

Emily Ip

Planner, North/West and Islands

Signature:



Maps prepared by:

Shelley Glassey

Lead Geospatial Analyst

Signature:



Date:


10/4/17

Entered by:

Diana Luong

Planning Technician

Signature:



Signed off by:

Phill Reid

Manager Planning, Auckland-wide

Signature:



Form 23

**NOTICE OF REMOVAL OF DESIGNATION OR PART OF DESIGNATION UNDER SECTION
182 OF THE RESOURCE MANAGEMENT ACT 1991**

To: Attn: David Sanders
Team Leader – Planning, North/West and Islands
Auckland Council
David.sanders@aucklandcouncil.govt.nz
Private Bag 92300
Auckland 1442

Attn: Louise Delamare and Lisa Hollick
Vector Limited
101 Carlton Gore Road
Newmarket
Auckland, 1023
Louise.Delamare@vector.co.nz / Lisa.Hollick@vector.co.nz

Attn: Nga Maunga Whakahii o Kaipara Custodian Trustee Limited
23 Commercial Road
Helensville, 0800

- 1.0 **The New Zealand Transport Agency** gives notice that it no longer requires part of the following designation:

6741 – State Highway 16 and 18 – Westgate to Whenuapai and Hobsonville
- 2.0 The designation is contained in Chapter K Designations of the Auckland Unitary Plan (Operative in Part) and is shown as designation 6741 on the Auckland Council geospatial maps (located adjacent to State Highway 18).
- 3.0 The NZ Transport Agency intends to remove that part of designation 6741 from the property legally described as Section 1 Survey Office Plan 450384 (or 439 Hobsonville Road). The area to be removed is indicated within the blue outline – see Appendix 1.
- 4.0 The removal of the designation, in part, and to the extent shown in Appendix 1, removes a piece of land deemed surplus to NZTA's requirement to maintain, operate, use and improve the State Highway Network. Its continued inclusion within Designation 6741 has been identified by the NZTA as unnecessary and the land has been purchased by Vector Limited for the purposes of constructing and operating a substation. The remaining areas of Designation 6741 will continue under their original purpose.

- 5.0 The NZ Transport Agency requests that the territorial authority (Auckland Council) amend the Auckland Unitary Plan – Operative in Part by removing the Designation 6741 in part from the property identified with the map contained in Appendix 1.



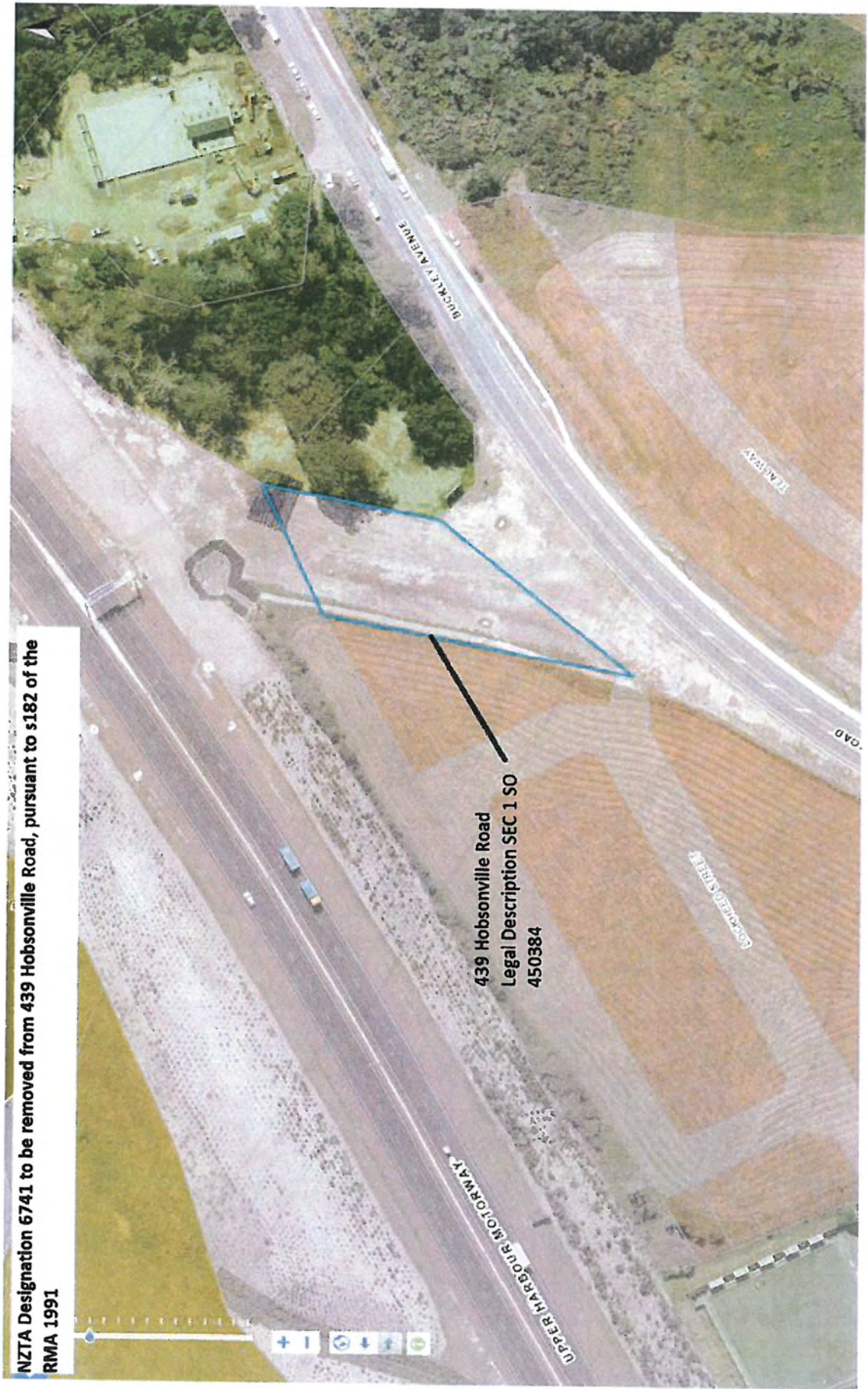
Signed by Brett Gliddon, Highways Manager,
Pursuant to an authority delegated by NZ Transport Agency

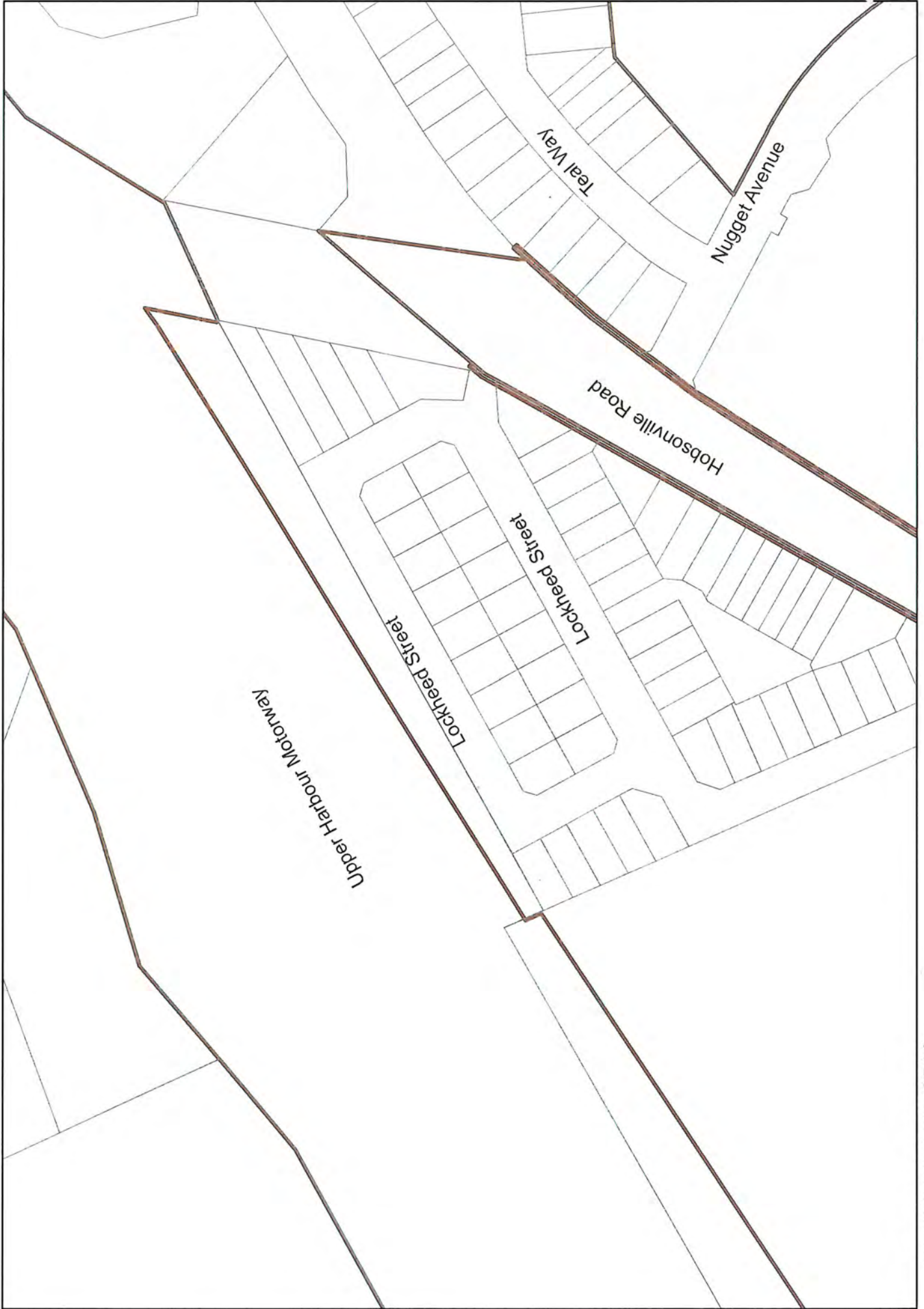
Date: 14/3/17

NZ Transport Agency
Private Bag 106602
Auckland
New Zealand

Contact person: Mike Wood – Principal Planning Advisor
Ph. (DDI): 09-928 8756
E-mail: mike.wood@nzta.govt.nz

Appendix 1: Designation 6741 – Partial Removal Map





DESIGNATION 6741

CHANGE REQUEST MEMORANDUM**FILE REF****TO** Phill Reid – Manager Planning, Auckland-wide**FROM** Christopher Turbott – Principal Planner – North/West**DATE** 27 March 2016**SUBJECT** Designation to be updated in the AUP Operative in Part

This memorandum concerns an update to Designation 6769 (State Highway 1 – Puhoi to Warkworth) due to an update in the respective district plan.

Unitary Designation Number	6769
Requiring Authority	New Zealand Transport Agency
Location:	Various
Type of Designation	Alteration
Legacy Reference	Designation 408, Auckland Council District Plan (Rodney Section) 2011
Lapse Date	No changes
Purpose	No changes
Conditions	<p>Condition D36 Each ULDSP may be staged in accordance with Conditions D38, D38AA and D38C for the construction and permanent phases of the Project and shall include (where relevant):</p> <p>Condition D37 Each ULDSP shall (where relevant):</p> <p>Condition D38 A specific <u>construction phase</u> ULDSP shall be prepared for each of the following areas:</p> <p>(a) the area on the eastern side of the Puhoi River on (CT NA37A/148), with a focus on establishing visual screening of any the Project and construction yard for nearby residents as soon as practicable. This ULDSP shall be developed in consultation with a suitably qualified stormwater engineer to ensure appropriate consideration is given to the identified floodplain.</p> <p>(b) the designation north of Woodcocks Road, with a focus on establishing a visual screen of the Project (including the intersection of the Project with the existing State Highway 1) for nearby residents in Viv Davie Martin Drive.</p> <p>(c) (b) any construction yard within 200m of a residential dwelling, with a focus on establishing appropriate visual screening.</p> <p>(d) For the land situated between the Project and the right branch of the Mahurangi River, extending from the Kauri Eco Viaduct to Wyllie Road from the pre-east yard 12 at Wyllie Road to construction yard 11. The ULDSP shall ensure the proposed access track becomes inaccessible to motor vehicles and</p>

motorcycles and shall include:

i. ~~The removal of surfacing from any access track and its rehabilitation as far as practicable;~~

ii. ~~Dense planting which may include replacement planting required under condition D59.~~

~~(e) For the viaducts spanning the Okahu Inlet together with both approach embankments.~~

Condition D38AA

A specific permanent phase ULDSP shall be prepared for each of the following areas:

(a) the area on the eastern side of the Puhoi River on (CT NA37A/148), with a focus on establishing visual screening of the Project for nearby residents as soon as practicable. This ULDSP shall be developed in consultation with a suitably qualified stormwater engineer to ensure appropriate consideration is given to the identification floodplain.

(b) the designation north of Woodcocks Road, with a focus on establishing a visual screen of the Project (including the intersection of the Project with the existing State Highway 1) for nearby residents in Viv Davie-Martin Drive.

(c) For the land situated between the Project and the right branch of the Mahurangi River, extending from the Kauri Eco-Viaduct to Wyllie Road. The ULDSP shall ensure the proposed access track becomes inaccessible to motor vehicles and motorcycles and shall include:

i. The removal of surfacing from any access track and its rehabilitation as far as practicable;

ii. Dense planting which may include replacement planting required under condition D59.

(d) For the viaducts spanning the Okahu Inlet together with both approach embankments.

Advice Note:

As outlined in Section 06 of the Ara Tuhono: Puhoi to Warkworth Section Urban and Landscape Design Framework, the specific permanent phase ULDSPs required by designation Condition D38AA may be integrated with the ULDSP prepared for each sector of the Project (designation condition D33), so long as they specifically address the requirements of designation Condition D38AA.

Condition D38C

The Requiring Authority shall submit to the manager for certification:

(a) Each specific construction phase ULDSP at least 20 30 working days prior to the commencement of Construction Works commencing in that sector to which the particular ULDSP applies.

(b) Each specific permanent phase ULDSP required in accordance with Condition D38AA, within 12 months of Construction Works commencing in that sector, or prior to the construction of permanent structures or earthworks for permanent cut and fill batters in that sector.

(c) The ULDSP for each sector of the Project required in accordance with Condition D33, within 12 months of Construction Works commencing in that sector, or prior to construction of permanent structures or earthworks for permanent cut and fill batters in that sector.

At the same time that each ULDSP is submitted to the Manager, a copy of the submitted ULDSP will be provided to the stakeholders whose comments were sought pursuant to Condition D38B.

The certification will confirm that each specific construction phase ULDSP is consistent with the requirements of Section 5.10 of the ULDF and Condition D38(a) and (c) and each permanent phase ULDSP is consistent with the ULDF and Conditions D36 and D37. The Requiring Authority shall note any comments received from the stakeholders who provided comments in accordance with Condition D38B in its submission of each ULDSP to the Manager, along with an explanation of where and why any comments have not been incorporated into that ULDSP.

	If the Requiring Authority has not received a response (short of approval) from the Manager within <u>20 working days of submitting a specific construction phase ULDSP required under Condition D38</u> and <u>30 working days of submitting a permanent phase ULDSP required under Condition D33 or D38AA</u> , the Requiring Authority will be deemed to have certification and can commence works.
Changes to diagrams	No changes
Changes to spatial data	No changes
New affectation	N/A
Attachments	Designation text with the changes incorporated.

Reviewed by:

Christopher Turbott

Principal Planner – North/West

Signature:

Entered by:

Diana Luong

Planning Technician

Signature:

Signed off by:

Phill Reid

Manager Planning, Auckland-wide

Signature:

Date:

10/4/17

6769 State Highway 1 - Puhoi to Warkworth

Designation Number	6769
Requiring Authority	New Zealand Transport Agency
Location	<p>Pt Allot 56 Psh Of Mahurangi DP 7361, Allot 97 Psh Of Ahuroa SO 6195A, Lot 6 DP 52247, Pt Allot 116 Psh Of Puhoi SO 1051, Allot 186 Psh Of Puhoi SO 26455, Lot 1 DP 74814, Allot 3A Psh Of Puhoi SO 6297, Pt Okahu ML 86, Lot 2 DP 163758, Lot 1 DP 157269, Lot 2 DP 169838, Lot 3 DP 113847, Lot 1 DP 199822, Sec 54 Blk XV Mahurangi Survey District SO 42469, Sec 62 Blk III Waiwera Survey District SO 41181, Lot 3 DP 169838, Allot 11A Psh Of Puhoi SO 6297, Sec 65 Blk III Waiwera Survey District SO 44340, Lot 2 DP 162291, Sec 55 Blk III Waiwera Survey District SO 41181, Pt Lot 1 DP 95606, Lot 2 DP 162354, Lot 8 DP 113848, Rec Land DP 55676, Sec 52 Blk XV Mahurangi Survey District SO 42469, Lot 6 DP 98771, Lot 6 DP 87207, Pt Lot 2 DP 180823, Lot 1 DP 208830, Lot 5 DP 52247, Lot 1 DP 52247, Lot 7 DP 52247, Lot 2 DP 74814, Sec 64 Blk III Waiwera Survey District SO 44298, Sec 61 Blk XV Mahurangi Survey District SO 42467, Pt Allot 283 Psh Of Mahurangi SO 27019, Lot 1 DP 199344, Pt Sec 17 Blk 111 Waiwera Survey District SO 6297, Sec 1 Blk XV Mahurangi Survey District SO 2435, Pt Sec 3 Blk III Waiwera Survey District SO 6297, Lot 3 DP 77098, Lot 1 DP 50685, Lot 1 DP 167491, Pt Lot 2 DP 151082, Allot 78 Psh Of Ahuroa SO 6195A, Lot 1 DP 118653, Pt Lot 3 DP 17945, Pt Sec SE163 Psh Of Mahurangi SO 2409, Lot 1 DP 169838, Sec 33 Blk XV Mahurangi Survey District SO 26451, Lot 1 DP 175210, Pt Allot 55 Psh Of Mahurangi SO 27C, Pt Okahu SO 28313, Lot 1 DP 199142, Sec 63 Blk III Waiwera Survey District SO 43363, Pt Sec 8 Blk III Waiwera Survey District SO 1745, Lot 2 DP 203390, Lot 4 DP 52247, Lot 2 DP 199822, Sec 50 Blk XV Mahurangi Survey District SO 42467, Pt Mblk Okahu, Lot 2 DP 157269, Sec 51 Blk XV Mahurangi Survey District SO 42469, Lot 1 DP 203389, Pt Okahu ML 86, Lot 3 DP 87208, Pt Allot N158 Psh Of Mahurangi SO 1050A, Lot 4 DP 206041, Allot 147 Psh Of Ahuroa SO 53558, Sec 57 Blk XV Mahurangi Survey District SO 42469, Lot 2 DP 171314, Lot 1 DP 168411, Lot 1 DP 587, Allot 148 Psh Of Ahuroa SO 53558, Allot 415 Psh Of Mahurangi SO 51667, Pt Allot E157 Psh Of Mahurangi SO 2409, Lot 2 DP 155056, Pt Lot 1 DP 74706, Pt Sec 43 Blk III Waiwera Survey District SO 28313, Pt Sec 67 Blk III Waiwera Survey District SO 44084, Pt Allot NW72 Psh Of Ahuroa SO 26, Lot 1 DP 203390, Lot 1 DP 198509, Lot 7 DP 113847, Pt Sec 12 Blk III Waiwera Survey District SO 41181, Pt Lot 1 DP 180823, Lot 1 DP 198032, Pt Allot 95 Psh Of Mahurangi SO 27C, Pt Allot 431 Psh Of Mahurangi SO 53421, Lot 2 DP 199142, Lot 2 DP 205339, Allot 409 Psh Of Mahurangi SO 48055, Lot 3 DP 52247, Sec 32 Blk XV Mahurangi Survey District SO 26451, Lot 1 DP 163758, Allot 389 Psh Of Mahurangi SO 45350, Pt Sec 45 Blk III Waiwera Survey District SO 42317, Pt Allot NW72 Psh Of Ahuroa SO 6632, Allot 124 Psh Of Ahuroa SO 44751, Sec 55 Blk XV Mahurangi Survey District SO 42469, Sec 25 Blk XV Mahurangi Survey District SO 26451, Sec 56 Blk XV Mahurangi Survey District SO 42469, Sec 53 Blk XV Mahurangi Survey District SO 42469, Lot 1 DP 162291, Lot 1 DP 77098, Pt Allot W157 Psh Of Mahurangi SO 2409, Lot 4 DP 168411, Sec 34 Blk XV Mahurangi Survey District SO 26451, Pt Allot M158 Psh Of Mahurangi SO 1050A, Lot 4 DP 169838, Lot 1 DP 43288, Lot 1 DP 25246, Sec 46 Blk III Waiwera Survey District SO 28313, Lot 1 DP 67330, Pt Sec 44 Blk III Waiwera Survey District SO 42317, Lot 2 DP 77098, Pt Allot 94 Psh Of Mahurangi SO 27C, Lot 3 DP 198032, Lot 2 DP 87208, Pt Allot 95 Psh Of Mahurangi SO 27C, Lot 5 DP 113847, Lot 1 DP 198843, Lot 2 DP 198843, Pt Okahu DP 12748, Lot 1 DP 329024, Lot 2 DP 329024, Lot 3 DP 329024, Lot 6 DP 329024, Pt Lot 1 DP 55676, Pt Lot 2 DP 96268, Lot 1 DP 339166, Lot 2 DP 339166, Lot 3 DP 339166, Lot 1 DP 343011, Lot 1 DP 334477, Lot 2 DP 334477, Lot 3 DP 334477, Lot 18 DP 344380, Lot 4 DP 346523, Lot 1 DP 321568, Lot 1 DP 344037, Lot 2 DP 344037, Lot 8 DP 344037, Lot 3 DP</p>

369802, Pt Allot 55 Psh Of Mahurangi SO 26D, Pt Allot 75 Psh Of Ahuroa SO 2574, Pt Allot 75 Psh Of Ahuroa SO 2574, Pt Allot 184 Psh Of Puhoi SO 26455, Pt Allot 116 Psh Of Puhoi SO 1051, Pt Allot 95A Psh Of Mahurangi SO 3434, Pt Allot 95A Psh Of Mahurangi, Lot 1 DP 386317, Lot 2 DP 386317, Sec 2 SO 414559, Sec 4 SO 414559, Lot 3 DP 418913, Lot 1 DP 433555, Lot 3 DP 469718, Lot 4 DP 473567

Rollover Designation	Yes
Legacy Reference	Designation 408, Auckland Council District Plan (Rodney Section) 2011
Lapse Date	15 December 2024

Purpose

The construction, operation and maintenance of a State highway (Ara Tūhono - Pūhoi to Wellsford Road of National Significance: Pūhoi to Warkworth Section)

Conditions

ARA TŪHONO- PŪHOI TO WELLSFORD ROAD OF NATIONAL SIGNIFICANCE: PŪHOI TO WARKWORTH SECTION - CONDITIONS

Definitions	
Auckland Transport	The Chief Executive of Auckland Transport
Canopy Species	Kauri, tanekaha, puriri, totara, kahikatea, rimu, rewarewa and taraire trees
CHAMP	Cultural, Heritage and Archaeological Management Plan
CNVMP	Construction Noise and Vibration Management Plan
Construction Works	Activities undertaken to construct the Project, excluding Enabling Works
COPTTM	NZ Transport Agency Code of Practice for Temporary Traffic Management
CTMP	Construction Traffic Management Plan
dBA	A unit of sound level which has its frequency characteristics modified by a filter (C-weighted) so as to account for the non-linear frequency response of the human ear at high noise levels (typically greater than 100 decibels).
dbh	Diameter at breast height, being diameter measured at 1.4 m above ground level
Enabling Works	Preliminary activities, including such things as geotechnical investigations (including access for such investigations), sealing roads, and establishment of mitigation measures (such as earth bunds and planting)
Heavy Vehicle	A motor vehicle having a gross laden weight exceeding 3500 kg
Heritage New Zealand	Heritage New Zealand Pouhere Taonga
Iwi Advisor	The advisor (or other nominated kaitiaki) appointed by Hōkai Nuku in accordance with Condition D7
KDBP	Kauri Dieback Biosecurity Plan
KQA	Kauri Quarantine Area

Manager	Manager Major Infrastructure Projects, Auckland Council (or the manager responsible for administering designations with the Project Area), or, in the appropriate context of a condition the Team Leader.
NZS6803:1999	New Zealand Standard 6803:1999 " <i>Acoustics – Construction Noise</i> "
PPF	Protected Premises and Facilities, as defined in New Zealand Standard 6806:2010 " <i>Acoustics – Road-traffic noise – New and altered roads</i> "
Project	The construction, maintenance and operation of the Ara Tūhono Pūhoi to Wellsford Road of National Significance: Pūhoi to Warkworth section
SCP	Stakeholder and Communications Plan
SSTMP	Site Specific Traffic Management Plan
Team Leader	Auckland Council Team Leader Compliance and Monitoring – Northern Resource Consenting and Compliance (Orewa) or the person subsequently exercising those functions and powers
ULDF	Urban Landscape Design Framework
ULDSP	Urban Landscape Design Sector Plan

General

D1. From the time of opening, the Project shall provide grade-separated southbound vehicle access onto and northbound egress off the Project road between Pūhoi Road and the Johnstone's Hill tunnels. The design of the Project shall not preclude future access to the north of Pūhoi in the vicinity of Pūhoi Road.

D2A. A viaduct shall be constructed using a construction method and location that minimises the effects on kauri in the area shown on Appendix 15AN(1).

D2B. The viaduct over the Pūhoi River shall be constructed so that the viaduct is no further west than the line marked A to B as shown on Appendix 15AN(4).

D3. As soon as practicable following completion of construction of the Project, the Requiring Authority shall give notice to Auckland Council in accordance with section 182 of the RMA for 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.

D4. The designation shall lapse if not given effect to within 15 years from the date on which it is included in the District Plan under section 175 of the RMA.

D5. Conditions D6 to D70 relate to construction of the Project and only apply to construction activities. Once construction of the Project is complete these conditions, unless otherwise specified in a condition, will no longer apply and can be removed.

D5A. On completion of the Project, the pre-cast yard and associated activity areas shall be returned to its former land use (See condition D70).

Network Utilities

D5B. The Requiring Authority shall ensure that construction work does not adversely impact on the safe and efficient operation of network utilities. The scope and timing of necessary utility relocation and protection works shall be developed and agreed between NZTA and network utility providers to

mitigate any safety hazards and provide cost efficiency for the required works.

Stakeholder and Communication Plan

D6. Prior to the commencement of Construction Works, the Requiring Authority shall prepare a Stakeholder and Communications Plan (SCP) that sets out the procedures detailing how the public and stakeholders (including but not limited to the owners of properties adjoining or close to the Designation) will be communicated with throughout the construction period.

The purpose of the SCP is to provide the framework for:

- a. Informing the community of construction progress, including proposed hours of operation outside normal working hours and Project contact details;
- b. Engaging with the community in order to foster good relationships and to provide opportunities for learning about the Project;
- c. Providing early information on key Project milestones;
- d. Identifying stakeholders such as educational facilities (including Mahurangi College), iwi and hapu groups, community groups, business groups, residents organisations, Auckland Council, Watercare Services Limited, and local board; and
- e. Establishing Community Liaison Groups.

D6A. The Requiring Authority shall provide a draft SCP to the Manager and the Iwi Advisor for comment at least 30 working days prior to the commencement of Construction Works. The Requiring Authority shall consider any comments received from the Manager and Iwi Advisor when finalising the SCP.

D6B. The Requiring Authority shall implement the SCP for the duration of the Construction Works.

D6CA. At all times during construction work, the Requiring Authority shall maintain a permanent register of any complaints received alleging adverse effects from, or related to, the exercise of this designation. The register shall include:

- a. the name and address or phone number of the complainant (if supplied);
- b. identification of the nature of the complaint;
- c. location, date and time of the complaint and of the alleged event;
- d. weather conditions at the time of the complaint (as far as practicable), including wind direction;
- e. the outcome of the Requiring Authority's investigation into the complaint;
- f. measures taken to respond to the complaint; and
- g. any other activities in the area, unrelated to the Project that may have contributed to the complaint.

D6CB. The Requiring Authority shall respond to any complaint within 48 hours of the complaint, except where urgency is indicated, in which case the Requiring Authority shall use its best endeavours to respond within 2 hours;

D6CC. The Requiring Authority shall also maintain a record of its responses and any remedial actions undertaken, such record to also contain the responses and actions taken under Conditions RC10CA – RC10D;

D6CD. This record (to be included in the register) shall be maintained on site and shall be made available to the Team Leader, upon request. The Requiring Authority shall provide the Team Leader with a copy of the complaints register every month.

D6D. The obligations in Condition D6CA to D6CD shall continue for 6 months following the Project officially opening to general public traffic. Any complaints received after this period shall be managed

by the Requiring Authority in accordance with its standard complaints procedures.

Iwi Advisor

D7. At least 12 months prior to commencement of Construction Works, the Requiring Authority shall request that Hokai Nuku (being comprised of the representatives for Ngāti Whatua, Ngāti Whatua o Kaipara, Te Uri o Hau, and Ngāti Manuhiri) appoint an Iwi Advisor or other nominated kaitiaki (together the Iwi Advisor) to undertake the roles and responsibilities as set out in these conditions.

D8. Where no Iwi Advisor is appointed by Hōkai Nuku within 6 months prior to Construction Works commencing or where at any time the appointed Iwi Advisor is unavailable or unwilling to undertake their roles and responsibilities set out in these conditions, the Requiring Authority shall seek the advice of Hokai Nuku prior to commencing an activity where the Iwi Advisor's input would otherwise be required and shall have regard to any advice provided by Hōkai Nuku.

D9. The Requiring Authority shall invite the Iwi Advisor to provide cultural indicators covering traditional association, mahinga kai and cultural stream health measures. The Requiring Authority shall have regard to any cultural indicators provided in the preparation of any management plan required under these conditions.

Construction Noise and Vibration

Noise Criteria

D10. Construction noise shall as far as practicable comply with the following criteria in accordance with NZS6803:1999:

a. Residential receivers:

	Time	dB L_{Aeq(T)}	dB L_{Amax}
Weekdays	0630-0730	55	75
	0730-1800	70	85
	1800-2000	65	80
	2000-0630	45	75
Saturdays	0630-0730	45	75
	0730-1800	70	85
	1800-2000	45	75
	2000-0630	45	75
Sundays and Public Holidays	0630-0730	45	75
	0730-1800	55	85
	1800-2000	45	75
	2000-0630	45	75

b. Industrial and commercial receivers:

Time	dB L_{Aeq(T)}
0730-1800	70

1800-0730	75
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Notes:

“(T)” is a representative assessment duration between 10 and 60 minutes.

Measurement and assessment of construction and air blast noise shall be undertaken in accordance with NZS6803:1999.

Where the criteria set out above cannot be practicably met, the process in Condition D13 shall be adopted.

D11. Air blast noise shall comply with a peak sound level of 120dBA at 1 metre from the most exposed façade of any occupied building.

Vibration Criteria

D12. Construction vibration shall as far as practicable comply with the following criteria:

Receiver	Location	Detail	Category A	Category B
Occupied PPFs*	Inside the building	Night-time 2000h - 0630h	0.3mm/s PPV	1mm/s PPV
		Daytime 0630h - 2000h	1mm/s PPV	5mm/s PPV
		Blasting – vibration	5mm/s PPV	10mm/s PPV
Other occupied buildings	Inside the building	Daytime 0630h - 2000h	2mm/s PPV	5mm/s PPV
All other buildings	Building Foundation	Vibration - transient (including blasting)	5mm/s PPV	BS 5228-2 Table B.2
		Vibration - continuous		BS 5228-2 50% of Table B.2 values

Notes:

Measurements of construction vibration shall be undertaken in accordance with German Standard DIN 4150-3:1999 “Structural Vibration Part 3: Effects of vibration on structures”.

* For vibration, protected premises and facilities (PPFs) are dwellings, educational facilities, boarding houses, homes for the elderly and retirement villages, marae, hospitals that contain in-house patient facilities and buildings used as temporary accommodation (eg motels and hotels).

Where the criteria set out above cannot be practicably met, the process in Condition D13 shall be adopted.

Construction Noise and Vibration Management Plan

D13. The Requiring Authority shall prepare a Construction Noise and Vibration Management Plan (CNVMP) to identify how Conditions D10 to D12 will be met. The CNVMP shall identify the best practicable option for management and mitigation of all construction noise and vibration, including where full compliance with the criteria in Conditions D10 to D12 cannot be achieved. The CNVMP shall, at a minimum, include the information required by NZS 6803:1999, Annex E2. The term ‘noise’ in that document shall be interpreted as ‘noise and vibration’. The CNVMP shall be submitted to the Team Leader for certification prior to commencement of the works (being both Construction and Enabling Works).

D13A. The Requiring Authority shall implement the CNVMP for the duration of the Construction Works.

D14. If measured or predicted vibration levels exceed the Category A criteria in Condition D12 above, then a suitably qualified expert shall be engaged to assess and manage construction vibration to comply with the Category A criteria as far as practicable.

D15. If measured or predicted vibration levels exceed the Category B criteria in Condition D12 above, then monitoring of vibration levels at those buildings shall be undertaken by a suitably qualified expert to identify, assess and manage any vibration effects on those buildings.

D16. Blasting shall only occur between 9.00am – 5.00pm Monday to Saturday. Pre-warning sirens shall be used prior to any blast.

D16a. The operation of the pre-cast yard at Woodcocks Road shall be limited to the following hours:

	Time
Weekdays	0730-1800*
Saturdays	0800-1600
Sundays and Public Holidays	No Work

* The Requiring Authority may move bridge beams, heavy machinery, and other items moveable only at night in and out of the pre-cast yard outside these weekday times.

Construction Traffic

General construction traffic conditions

D16A. During construction of the Project, the Requiring Authority shall ensure that Project-related Heavy Vehicles do not use:

- a. Falls Road;
- b. Perry Road;
- c. The driveway on Lot 2 DP 171314 (CT NA104C/827) east of the designation boundary; and
- d. The section of Woodcocks Road from State Highway 1 to Morrison Drive (adjacent to Mahurangi College), between the hours of 8:00 am to 9:00 am and 3:00 pm to 4:00 pm on school days.

D17. The Requiring Authority shall manage construction traffic and construction parking to:

- a. Protect public safety including the safe passage of pedestrians and cyclists;
- b. Minimise delays to road users;
- c. Minimise interruption to property access; and
- d. Inform the public about any potential impacts on the road network.

Construction Traffic Management Plan

D18. The Requiring Authority shall prepare a Construction Traffic Management Plan (CTMP) for the Project to identify how Conditions D16A and D17 will be met. The CTMP shall include the following:

- a. Details of traffic management activities and sequencing proposed for the Project;
- b. Methods for managing construction related traffic movements;
- c. A process for preparing Site Specific Traffic Management Plans; and
- d. Provisions to ensure that local traffic will not be held up by construction activities for an unreasonable period of time (such time period to be specified).

e. Provisions for emergency services to have access along all local roads 24 hours per day, unless construction requires the temporary closure of a road, in which case, as part of the relevant SSTMP, an emergency action plan shall be developed and agreed with emergency services prior to any temporary closure so that an agreed access via an alternative route is available for the duration of that closure.

D19. At least 60 working days prior to commencement of Construction Works the Requiring Authority shall provide the CTMP to Auckland Transport for comment. The Requiring Authority shall consider any comments received from Auckland Transport when finalising the CTMP. If the Requiring Authority has not received any comment from Auckland Transport within 20 working days of providing the CTMP, the Requiring Authority may consider that Auckland Transport has no comments.

D19A. The Requiring Authority shall submit the CTMP to the Manager for comment. The Requiring Authority shall consider any comments received from Auckland Council when finalising the CTMP. If the Requiring Authority has not received comments from Auckland Council within 20 working days of providing the CTMP, the Requiring Authority may consider that Auckland Council has no comments.

D19B. The Requiring Authority shall implement the CTMP for the duration of the Construction Works.

Site Specific Traffic Management Plans

D20. In compliance with the CTMP, the Requiring Authority shall prepare a Site Specific Traffic Management Plan (SSTMP) or Plans where any Project construction activity varies the normal traffic conditions of any public road. The purpose of the SSTMP(s) is to identify specific construction methods to address the particular circumstances, local traffic and community travel demands within the area covered by the SSTMP.

D21. [This condition is intentionally left blank]

D22. The SSTMP(s) shall comply with the version of the NZ Transport Agency Code of Practice for Temporary Traffic Management (COPTTM) which applies at the time the relevant SSTMP is prepared. Where it is not possible to adhere to this Code, the COPTTM's prescribed Engineering Exception Decision (EED) process shall be followed.

D23. A SSTMP shall be prepared in accordance with Conditions D20 to D22 for:

- a. Moirs Hill Road between the western extent of the Project and State Highway 1. This SSTMP shall:
 - i. provide for pedestrian, cyclist and equestrian safety;
 - ii. establish a liaison group with local residents;
 - iii. be developed in consultation with the owner(s) of 70 Moirs Hill Road and in particular to ensure that accesses are formed to each of the three gates to allow a vehicle to pull off the road to be clear of the traffic lanes; and;
 - iv. detail temporary speed limits (no greater than 50 km/hr) for construction traffic during construction of the Project.
- b. The vicinity of the intersection of the property access on Lot 1 DP 321568 and SH1, if the property access on Lot 1 DP 321568 is to be used for construction vehicles. This SSTMP shall:
 - i. include specific assessment of property access for 1488 State Highway 1;
 - ii. be developed in consultation with the owner(s) and occupiers(s) of 1488 SH 1;
 - iii. provide for turning bays, acceleration and deceleration facilities in and out of the property access on Lot 1 DP 321568;
 - iv. require the Requiring Authority to erect signs at either end of the construction access road on Lot 1 DP 321568, advising that no engine braking shall occur along that access; and
 - v. Require that heavy construction vehicles use the construction access road only between the hours

of 0730 to 1800 Monday to Saturday excluding Sundays and public holidays except for any heavy vehicle movements or deliveries which cannot be practicably made during these hours.

c. The Hill Street intersection (being the intersections of State Highway 1, Hill Street, Elizabeth Street, Matakana Road, Sandspit Road and Millstream Place). This SSTMP shall include specific times for the prohibition of heavy construction traffic using the Hill Street intersection, based on the following periods:

- i. Weekday morning peaks;
- ii. Weekday afternoon peaks;
- iii. Late Friday afternoons and evenings;
- iv. Saturday mornings;
- v. Sunday afternoons; and
- vi. Public Holiday Monday afternoons.

d. Carran Road and Kaipara Flats Road from Woodcocks Road to SH1, unless construction traffic is specifically prohibited from using this route.

e. The proposed pre-cast concrete yard at Woodcocks Road for inbound and outbound traffic so that large vehicles with trailers (except for vehicles carrying large loads that require specific traffic management measures to ensure safe movements) can access the site without their swept paths encroaching into traffic lanes or running over verges, together with additional safety requirements should the access become obscured by fog.

D23A. At least 5 days prior to the applicable construction traffic commencing, the Requiring Authority shall provide the SSTMP to the relevant Road Controlling Authority for approval.

D23B. The Requiring Authority shall implement each SSTMP for the duration of the Construction Works to which the particular SSTMP applies.

Other

D23C. The Requiring Authority shall ensure vehicle access from the existing State Highway 1 is appropriate for the operation of a farm is retained to Lots 1 and 2 DP50685 and Lot 1 DP 74814, at all times during Construction Works unless otherwise agreed with the owner.

D24. The Requiring Authority shall ensure that adequate provision is made on State Highway 1 at the junctions with Pūhoi Road and also with Moirs Hill Road for set down areas to enable bus passengers to board and alight safely.

D25. [This condition is intentionally left blank]

Urban and Landscape Design

Urban and Landscape Design Framework

D26. The Requiring Authority shall design and construct the Project to appropriately integrate the permanent works into the surrounding landscape and topography, having regard to the local landscape character and contexts along the highway route.

D27. The Requiring Authority shall prepare an Urban and Landscape Design Framework (ULDF) to identify how Condition D26 will be met. The purpose of the ULDF shall be to ensure the integration of urban and landscape design with the overall design of the Project. The ULDF shall be consistent with:

- a. The urban design and landscape themes of the Northern Gateway Toll Road;
- b. Bridging the Gap: NZTA Urban Design Guidelines 2013;
- c. NZTA P39 Standard Specification for Highway Landscape Treatments 2013 (or any subsequent updates); and
- d. Mitigation required by other conditions of the Project designation and resource consents.

D28. The ULDF shall ensure the cultural footprint of mana whenua is acknowledged including the connections between Te Koroto and Nga Pā o Te Hēmara Tauhia are maintained at all times where practicable (to be identified in liaison with the Iwi Advisor).

D29. The ULDF shall be prepared by a suitably qualified urban designer and landscape architect in consultation with the wider Project design team, and in collaboration with the Iwi Advisor.

D30. The Requiring Authority shall provide the draft ULDF to the following stakeholders at least 30 working days prior to submitting it to the Manager under Condition D32, by mailing to:

a. all owners and occupiers (if different) of:

- i. properties of Slowater Lane, Pūhoi;
 - ii. properties of Pūhoi Close;
 - iii. 60 Pūhoi Road, Pūhoi;
 - iv. 46 Saleyards Road, Pūhoi;
 - v. 815 SH 1, Pūhoi;
 - vi. 1711 SH 1, Warkworth;
 - vii. 62A Viv Davie-Martin Drive, Warkworth;
 - viii. 62B Viv Davie-Martin Drive, Warkworth;
 - ix. 77B Viv Davie-Martin Drive, Warkworth;
 - x. 78 Viv Davie-Martin Drive, Warkworth;
 - xi. 78B Viv Davie-Martin Drive, Warkworth;
 - xii. 75 Wyllie Road, Warkworth;
 - xiii. 221 Wyllie Road, Warkworth;
 - xiv. 63 Perry Road, Warkworth;
 - xv. 112 Perry Road, Warkworth;
 - xvi. 122 Perry Road, Warkworth;
 - xvii. 124 Perry Road, Warkworth;
 - xviii. 40 Valerie Close, Warkworth;
 - xix. 83 Valerie Close, Warkworth;
 - xx. 123 Valerie Close, Warkworth;
 - xxi. 141 Carran Road, Warkworth;
 - xxii. 346 Woodcocks Road, Warkworth;
 - xxiii. 372 Woodcocks Road, Warkworth;
 - xxiv. 438 Woodcocks Road, Warkworth;
 - xxv. 111 Kaipara Flats Road, Warkworth;
 - xxvi. Lot 3 DP 418913;
 - xxvii. Asia Pacific International Group (NZ) Limited at its registered office; and
 - xxviii. Any other occupied dwellings within 500m of the designation boundary.
- b. Manager Built Environment Auckland Council;
- c. Pūhoi Landcare Group Incorporated;
- d. Mahurangi Action Incorporated;
- e. Slowater Lane and Pūhoi Close Residents Association; and
- f. Pūhoi Close Residents - households from number 12, 16, and 24 Pūhoi Close.

D31. If the Requiring Authority has not received any comments from the stakeholders noted in Condition D30 within 20 working days of providing them the ULDF under Condition D30, the Requiring Authority may consider that the stakeholder concerned has no comments.

D32. The Requiring Authority shall submit the ULDF to both the Manager and the stakeholders set out in D30(a) – (f) in hard copy paper form for certification at least 40 working days prior to the

commencement of Construction Works. The certification will confirm that the ULDF is consistent with Condition D27. The Requiring Authority shall include any comments from the stakeholders noted in Condition D30 in its submission of the ULDF to the Manager, along with an explanation of where and why any comments have not been incorporated into the ULDF. If the Requiring Authority has not received any response (short of approval) from the Manager within 40 working days of submitting the ULDF, the Requiring Authority will be deemed to have certification and can commence preparation of the Urban and Landscape Design Section Plans.

Urban and Landscape Design Sector Plans

D33. Following certification of the ULDF, the Requiring Authority shall prepare an Urban and Landscape Design Sector Plan (ULDSP) for each sector of the Project in compliance with the ULDF.

D34. The purpose of the ULDSPs is to implement the ULDF through integrating the Project's permanent works, including areas of earthworks, structures, and mitigation works for landscaping, visual screening for residential properties, heritage, noise attenuation (if any) and ecology, into the surrounding landscape and topography, having regard to the local landscape character and contexts along the highway route.

D35. [Moved – now Condition D38C]

D36. Each ULDSP may be staged in accordance with Conditions D38, D38AA and D38C for the construction and permanent phases of the Project and shall include (where relevant):

- a. Detailed design drawings and information for the urban design and landscaping elements, including:
 - i. Form, articulation and finish of all bridge elements;
 - ii. Pedestrian and cycle facilities on local roads;
 - iii. Highway furniture, including road safety barriers, signage gantries, light standards;
 - iv. Retaining walls and noise walls (if any);
 - v. Treatment of cut and fill batters, including benching;
 - vi. Stormwater measures, including wetlands.
- b. Context sensitive design features to mark the entrances to Pūhoi and Warkworth. Feature elements shall be determined in conjunction with the Iwi Advisor, and in consultation with Auckland Council and Auckland Transport and shall reflect the history and character of the adjacent settlements (Pūhoi and Warkworth);
- c. Landscape design details within the designation, including:
 - i. Landscaping treatments (landform and planting), including rehabilitation of all areas used for temporary work and construction yards;
 - ii. Pest removal, weed control and identification of vegetation to be retained;
 - iii. Proposed planting including – plant species (including consideration of native food-bearing species), mixes (canopy and succession species), spacing/densities (which may incorporate any planting required under Conditions D59 and D60), and sizes (at the time of planting);
 - iv. Integration of riparian planting required pursuant to the resource consents for the Project;
 - v. Provision or enhancement of wildlife corridors where practicable;
 - vi. Planting programme – the staging of planting in relation to the construction programme and the maintenance regime; and
 - vii. Detailed specifications in accordance with NZTA P39 Standard Specification for Landscape Treatments.

D36A. When preparing each ULDSP, the Requiring Authority shall consider the suitability of sourcing planting raised via the open-ground forestry method, including availability and cost-effectiveness.

D37. Each ULDSP shall (where relevant):

- a. Where bridges will be viewed from afar or below (eg from Pūhoi River and from Woodcocks Road), pay particular attention to the visual amenity of the structure as well as the design of the underside of the structure, including having regard to the utility requirements and ongoing maintenance.
 - aa. Optimise views (subject to the obligation to mitigate noise) from bridges by appropriate barrier design;
- b. Employ techniques to ensure the cut rock face resembles natural fractures where appropriate;
- c. Design any terracing and benching to break up their faces to reduce visual dominance where appropriate, including being irregular and responding to the natural bedding layers of the base material;
- d. Minimise the visual impact of:
 - i. roadside drainage channels through design, location and planting;
 - ii. cuttings and fill embankments through appropriate grading to integrate with the surrounding landscape (where practical) and landscaping, avoiding "engineered" looking landforms and retention and incorporation of naturally occurring landforms and features within the area of earthworks (eg rock outcrops, watercourses, ridges); and
 - iii. spoil disposal areas through appropriate contouring to appear as natural as possible in keeping with the surrounding landscape characteristics.
- e. Address the compatibility of finished land cover with the surrounding land cover;
- f. Give consideration to planting replacement vegetation (as required by Condition D59) in the general location from where it was removed.

D38. A specific construction phase ULDSP shall be prepared for each of the following areas:

- a. the area on the eastern side of the Pūhoi River on (CT NA37A/148), with a focus on establishing visual screening of the construction yard for nearby residents as soon as practicable. This ULDSP shall be developed in consultation with a suitably qualified stormwater engineer to ensure appropriate consideration is given to the identified floodplain.
- b. any construction yard within 200m of a residential dwelling, with a focus on establishing appropriate visual screening.

D38A. Each ULDSP shall be prepared by a suitably qualified urban designer and landscape architect in collaboration with the Iwi Advisor and a suitably qualified ecologist.

D38AA. A specific permanent phase ULDSP shall be prepared for each of the following areas:

- a. the area on the eastern side of the Pūhoi River on (CT NZ37A/148), with a focus on establishing visual screening of the Project for nearby residents as soon as practicable. This ULDSP shall be developed in consultation with a suitably qualified stormwater engineer to ensure appropriate consideration is given to the identified floodplain.
- b. the designation north of Woodcocks Road, with a focus on establishing a visual screen of the Project (including the intersection of the Project with the existing State Highway 1) for the nearby residents in Viv Davie-Martin Drive.
- c. For the land situated between the Project and the right branch of the Mahurangi River, extending from the Kauri Eco-Viaduct to Wyllie Road. The ULDSP shall ensure the proposed access track becomes inaccessible to motor vehicles and motorcycles and shall include:
 - i. The removal of surfacing from any access track and its rehabilitation as far as practicable;
 - ii. Dense planting which may include replacement planting required under condition D59.
- d. For the viaducts spanning the Okahu Inlet together with both approach embankments.

Advice Note:

As outlined in Section 06 of the Ara Tuhono: Pūhoi to Warkworth Section Urban and Landscape Design Framework, the specific permanent phase ULDSPs required by designation Condition D38AA

may be integrated with the ULDP prepared for each sector of the Project (designation Condition D33), so long as they specifically address the requirement of designation Condition D38AA.

D38B. The Requiring Authority shall provide a draft of each ULDSP for comment to the stakeholders noted in Condition D30(b)-(d), and the stakeholders noted in Condition D30(a) with views from a dwelling onto the Project sector to which that ULDSP applies, at least 30 working days prior to submitting it to the Manager under Condition D38C. If the Requiring Authority has not received any comments from the stakeholders under this condition within 20 working days of providing them with the ULDSP, the Requiring Authority may consider that the stakeholder concerned has no comments.

D38C. The Requiring Authority shall submit to the Manager for certification:

- a. Each specific construction phase ULDSP at least 20 working days prior to the commencement of Construction Works to which the particular ULDSP applies.
- b. Each specific permanent phase ULDSP required in accordance with Condition D38AA, within 12 months of Construction Works commencing in that sector, or earthworks for permanent cut and fill batters in that sector.
- c. The ULDSP for each sector of the Project required in accordance with Condition D33, within 12 months of Construction Works commencing in that sector, or prior to construction of permanent structures or earthworks for permanent cut and fill batters in that sector.

At the same time that each ULDSP is submitted to the Manager, a copy of the submitted ULDSP will be provided to the stakeholders whose comments were sought pursuant to Condition D38B.

The certification will confirm that each specific construction phase ULDSP is consistent with the requirements of Section 5.10 of the ULDF and Condition D38(a) and (c) and each permanent phase ULDSP is consistent with the ULDF and Conditions D36 and D37. The requiring Authority shall note any comments received from the stakeholders who provided comments in accordance with Condition D38D in its submission of each ULDSP to the Manager, along with an explanation of where and why any comments have not been incorporated into that ULDSP.

If the Requiring Authority has not received a response (short of approval) from the Manager within 20 working days of submitting a specific construction phase ULDSP required under Condition D38 and 30 working days of submitting a permanent phase ULDSP required under Condition D33 or D38AA, the Requiring Authority will be deemed to have certification and can commence works.

D39. [This condition is intentionally left blank]

D40. [This condition is intentionally left blank]

D41. The Requiring Authority shall implement the ULDSPs.

Miscellaneous landscape conditions

D42. Prior to commencement of Construction Works on the construction access road located at Lot 1 DP 321568 (CT 398348), the Requiring Authority shall construct a 2.5 m high solid timber fence (or similar) for screening purposes on the shared boundary between Lot 2 DP 151082 (CT NA90A/427) and Lot 1 DP 321568 (CT 398348).

D42A. The existing macrocarpa located on the banks of the Pūhoi River on the western boundary at 517 State Highway 1 within the designation shall be retained for the duration of their natural life or until their state of health or safety considerations necessitate their removal either as a group or individually.

D42B. When finalising the detailed design for the Moirs Hill Road widening and realignment, the Requiring Authority shall minimise removal of the boundary trees on and adjacent to Lot 1 DP 118653 (CT NA68/91) where practicable.

D42C. Lighting of any yard, compounds or office complex located within the designation shall be designed to avoid light spill beyond the designation. Glare from any lighting shall be kept below the recommendations given in AS 4282 – 1997 "Control of the Obtrusive Effects of Outdoor Lighting" Tables 2.1 and 2.2.

Ecology

Bird breeding season

D42D. The clearance of vegetation (excluding pasture) shall be conducted outside of the bird breeding season (September to December inclusive).

Bats

D43. The Requiring Authority shall engage a suitably qualified expert to conduct bat habitat identification and surveys within the designation between New Zealand Transverse Mercator coordinates (1747939, 5960828) and (1746707, 5965552) in the summer months immediately before construction in that area of the Project.

D44. Upon identification of any roosting sites, the Requiring Authority shall ensure clearance of these sites shall only occur from 14 February to 1 May.

D45. On the night prior to clearance of any potential roosting sites, a suitably qualified ecologist shall survey the relevant area for any active roosting sites. The Requiring Authority shall leave standing any tree identified as an active roosting site, until the roosting site is confirmed to be vacant by the suitably qualified expert.

D46. The Requiring Authority shall, where practicable, enhance bat habitat by retaining large edge pine trees and enhance roosting and foraging opportunities in the long-term, including the provision of artificial bat habitat (ie bat roost boxes) in vegetation to be retained or under viaducts or bridges, as recommended by a suitably qualified ecologist.

Land snails, copper skinks, forest geckos and Hochstetter's frogs

D47. Prior to the commencement of Construction Works, a suitably qualified ecologist shall check likely areas of:

- a. land snail (*Amborhytida dunni*);
- b. copper skink;
- c. forest gecko; and
- d. Hochstetter's frog (*Leiopelma aff. hochstetteri*) habitat within the designation affected by the proposed works for the presence of these species.

D47A. Any land snails (*Amborhytida dunni*), copper skinks, forest geckos, or Hochstetter's frogs (*Leiopelma aff. hochstetteri*) found during the checks required by Condition D47 shall be captured and relocated to a site:

- a. that has been subject to predator control measures for at least six (6) months prior to the first transfer and will receive ongoing predator control for three years after the last transfer;
- b. deemed appropriate by a suitably qualified ecologist (ie in fauna relocation); and
- c. approved by the Manager.

D47AA. Any land snail, copper skink, forest gecko, or Hochstetter's frog capture and relocation shall be planned and supervised by a suitably qualified ecologist (ie in fauna relocation).

D47B. Where practicable, land snails (*Amborhytida dunni*) shall be relocated along with their leaf-litter habitat. Land snails captured within 30 metres of any kauri shall not be relocated to a site within 30 metres of any kauri.

Advice Note: land snail, copper skink, forest gecko, and Hochstetter's frog capture and relocation will be carried out in accordance with a Wildlife Act Authority.

D48. [This condition is intentionally left blank]

D49. Immediately prior to construction, a suitably qualified ecologist shall check likely areas of fernbird habitat within the designation, in the vicinity of Okahu Inlet, for the presence of fernbird and shall also check likely habitat areas of other At Risk or Threatened birds (as defined in the current version of the New Zealand Threat Classification System) within proposed Construction Works areas for the presence of those bird species.

D49A. Unless deemed unnecessary by a suitably qualified ecologist, any fernbird found during the pre-construction check required by Condition D49 shall be captured and transferred to a site:

- a. that has been subject to predator control measures for at least six (6) months prior to the first transfer and will receive ongoing predator control for three years after the last transfer;
- b. deemed appropriate by a suitably qualified ecologist (ie in fauna relocation); and
- c. approved by the Manager.

D49B. Any fernbird capture and relocation shall be planned and supervised by a suitably qualified ecologist (ie in fauna relocation).

Advice Note: fernbird capture and relocation will be carried out in accordance with a Wildlife Act Authority.

D50. [This condition is intentionally left blank]

At Risk or Threatened flora and fauna discovery protocol

D50A. In the event that a suitably qualified ecologist discovers any At Risk or Threatened flora and fauna (as defined in the current version of the New Zealand Threat Classification System) within the designation that is not specifically covered by Conditions D47 to D49B above, the Requiring Authority shall immediately notify the Local Area Manager, Department of Conservation. The Requiring Authority shall have regard to any advice provided by the Department of Conservation in determining the appropriate course of action to be undertaken with respect to the discovered flora or fauna (eg further surveys and/or capture and relocation).

Advice Note: The Requiring Authority will comply with all relevant provision of the Wildlife Act 1953

D51. [This condition is intentionally left blank]

Vegetation

D52. Where vegetation is removed within the designation on Lot 5 DP 113847 (CT NA64C/291), the Requiring Authority shall, where practicable, retain the understory of the forest under the viaduct, and plant species that are tolerant to the applicable light conditions on the exposed edge of the remaining vegetation.

D53. Prior to any Construction Works commencing, the Requiring Authority shall:

- a. erect a fence around the kauri forest stand within the designation to the west of the existing State Highway 1 on Sec 65 Blk III Waiwera SD (CT NA3D/989) and Pt Sec 3 Blk III Waiwera SC (CT NA797/46) (as identified in the plan attached at Appendix 15AN(2)), to prevent access by the contractor.
- b. erect fences to protect all totara trees carrying green mistletoe (*Ileostylus micranthus*) within the designation in the vicinity of land to the west of the intersection of SH 1 and Mahurangi East Road.
- c. erect a fence around the vegetation on the eastern boundary of the designation within Lot 7 DP 113847 (CT NA64C/293) and Lot 8 DP 113848 (CT NA64C/294) (as identified in the plan attached at Appendix 15AN(3)) to prevent access to areas of native vegetation within these Lots during construction.
- d. erect a fence along the western boundary of Okahu Creek Scenic Reserve (Section 64 Blk III Waiwera SD) to prevent access to areas of native vegetation within this Reserve during construction.
- e. cordon off with flagging tape the base of the slope below any native orchid plants of the genus *Danhatchia*, as identified by a suitably qualified botanist, within the designation on Lot 1 DP 321568 (CT 398348) to avoid removal or damage to any native orchid. The flagging tape shall be removed on completion of Construction Works.

D54. [This condition is intentionally left blank]

D55. Prior to construction the Requiring Authority shall implement a high level of dust control (eg wind fences) to protect all totara trees in Condition D53(b) that carry green mistletoe. The Requiring Authority shall engage a suitably qualified botanist to monitor the efficacy of the dust suppression measures. Additional dust minimisation measures shall be implemented by the Requiring Authority where the suitably qualified botanist finds that dust is settling on the mistletoe. Fencing, wind protection and any additional dust minimisation measures shall be removed on completion of Construction Works.

D56. [This condition is intentionally left blank]

D57. [This condition is intentionally left blank]

D58. The Requiring Authority shall engage a suitably qualified botanist to identify and remove the colonies of short hair plume grass located within the designation in the vicinity of the Pūhoi Road/State Highway 1 intersection prior to construction activities in that area and shall conserve the grass in a nursery to be used as planting stock where practical in the landscaping phase of the Project.

D59. The Requiring Authority shall provide replacement planting for kauri, tanekaha, puriri, totara, kahikatea, rimu, rewarewa and/or taraire trees (Canopy Species) that will be removed within the designation as a result of the Project. The purpose of the replacement planting is to replace the trunk cross sectional area of each Canopy Species greater than 15 cm dbh that are lost due to the Project with an equivalent trunk cross sectional area of those species after 20 years of growth. For this purpose, the following process shall be undertaken by a suitably qualified ecologist:

Steps	Action	Formula to be applied
1.	Measure and record by species the dbh of the Canopy Species greater than 15 cm dbh that will be lost within the designation as a result of the Project.	None

2.	Calculate the basal area (x) lost for each tree.	$\pi r^2 = x$ Where r = dbh/2 for each tree
3.	Group the results into species	None
4.	Calculate the total basal area (tx) lost for each species.	$tx = \sum x$ for each species
5.	Specify the size of the trees to be used for replacement planting.	None
6.	Calculate the expected basal area (y) of one replacement tree for each species after 20 years' growth based on the average growth rate of trees of that species in the area. If unavailable, growth rate data can be used from other similar areas.	$\pi r^2 = y$ Where r = dbh/2 for the tree in 20 years
7.	Calculate the number (n) of replacement trees to be planted to replace the total basal area lost for each species.	$n = tx/y$
8.	Identify the process to be adopted to ensure the replacement planting will be adequately established, including: 1. The location, mix of species, planting densities, size at planting and layout to ensure the new vegetation reflects the forest removed. 2. Appropriate successional planting to support and enhance establishment.	None

D60. The Requiring Authority shall undertake restoration planting of wetland vegetation. The planting shall be implemented on a 1:1 area ratio basis, to be based upon the area of wetland habitat (including artificial wetland habitat) lost due to construction of the Project, as calculated by a suitably qualified ecologist. The wetland restoration design shall:

- a. Identify the location and areas of planting within existing wetland areas within the designation adjacent to existing wetlands, where practicable and taking into account technical and safety considerations; and
- b. Identify the mix of eco-sourced species, planting densities, size at planting and layout to ensure the wetland vegetation reflects typical wetlands in the local area.
- c. Provide measures to ensure stock is excluded from the wetland(s).

D61. [This condition is intentionally left blank]

D62. No Project works are permitted on the area of land marked on Appendix 15AN(4) or Appendix 15AN(5).

Kauri Dieback Biosecurity Plan

D63. At least 40 working days prior to any construction commencing within 30 metres of any kauri, the Requiring Authority shall prepare, in consultation with the Local Area Manager, Department of Conservation, and submit a Kauri Dieback Biosecurity Plan (KDBP) to Auckland Council Group Manager Biosecurity for approval. The KDBP shall apply to all areas in the designation within 30 metres of any kauri. The purpose of the KDBP is to set out the procedures to be used to prevent the introduction and/or spread of kauri dieback disease.

D63A. The KDBP shall meet the purpose in Condition D63 and, as a minimum, shall consider the following:

Features that apply prior to construction commencing within 30 metres of any kauri

- aa. Training requirements for contractors and subcontractors on the KDBP procedures and obligations;
- a. Methods for testing and monitoring of all kauri in the designation for the presence of kauri dieback disease;
- b. A process for identifying and mapping:
 - i. All kauri within the designation that are not affected by kauri dieback disease ("Unaffected Kauri");
 - ii. All kauri within the designation that are affected by kauri dieback disease ("Affected Kauri");
 - iii. All kauri within the designation that are intended for removal as a result of the Project, and their status as Affected or Unaffected Kauri; and
 - iv. Soil type profiling for kauri within the designation, that will define the operational soil moisture conditions in accordance with (h) below to minimise the risk of spread of Kauri dieback.
- c. Methods for the establishing and demarcating on the ground Kauri Quarantine Area(s) (KQA(s)).
- d. Methods for holding, cleaning and treating the collected soil from personnel and equipment in KQAs and releasing personnel and equipment from KQAs.

Features that apply during the period of construction within 30 metres of any kauri

- e. Removal of kauri trees shall be minimised as far as practicable;
- f. Soil disturbance within 30 metres of any kauri tree shall be minimised;
- g. Methods for ensuring soil is removed from all footwear, tools, clothing and equipment when:
 - i. entering or exiting a KQA; or
 - ii. moving from one KQA to another; or
 - iii. entering a stream system in a KQA;Except that this requirement does not apply to vehicle or personnel movements passing through a KQA that are separated from the bare or vegetated earth by height, or a compacted soil-free surface.
- h. All soil-disturbing works in KQAs are to be conducted in soil conditions as determined in the KDBP;
- i. Soil from earthworks within 30 metres of an Affected Kauri must not be transported outside the KQA in which that kauri is sited;
- j. All kauri tree material and other vegetation, including weeds and native vegetation, trimmed or cleared within 30 metres of an Affected Kauri must not be transported outside of the KQA in which that kauri is sited;
- k. Machinery and vehicles exposed to soil in a KQA shall remain in that KQA for the duration of works needing those materials or vehicles in that KQA;
- l. Raw materials (such as soil, substrate or gravel) shall not be sourced from any KQA containing an Affected Kauri;
- m. Methods for vegetation control within 30 metres of any kauri that do not disturb the soil (eg mowing, slashing or herbicide application should be used in preference to grubbing);
- n. Drainage and stormwater run-off from the Project must be diverted away from kauri trees;
- o. Methods for sourcing disease-free kauri (eg from an Auckland Council Biosecurity approved supplier, if one exists) for any mitigation planting required under Condition D59;
- oa. Methods for isolating kauri planted in accordance with Condition D59 from any surrounding natural stands of kauri;
- p. Procedures for site inspection, monitoring and supervision by Auckland Council biosecurity officers; and
- q. The express circumstances (if any) where an exemption to any of the above requirements applies.

KDBP review

- r. Methods for updating the KDBP in the event of significant changes in scientific knowledge relating to the effective management of Kauri dieback that occur after the KDBP is approved.

D63B. No construction may commence within 30 metres of any kauri until the Auckland Council

Group Manager Biosecurity has approved the KDBP. If the Requiring Authority has not received any response from Auckland Council within 30 working days of submitting the KDBP, the KDBP will be deemed to have been approved.

D63C. Any alternations to the KDBP shall require the approval of the Auckland Council Group Manager Biosecurity.

D63D. The Requiring Authority shall implement and comply with the approved KDBP.

Cultural, Heritage and Archaeology

D64. In managing the construction of the Project and its effects on archaeology, cultural and heritage, the Requiring Authority shall, together with the Heritage New Zealand Pouhere Taonga Act 2014 processes, achieve the following outcomes:

- a. Protection and minimisation of effects on cultural, heritage and archaeological sites, where practicable;
- b. Recording of all pre-1900 cultural, heritage and archaeological sites within the designation boundary including the Te Pā o Te Hēmara Tauhia (R10/921), the rediscovered pā R10/1369 and the wider settlement area in compliance with an authority under the Heritage New Zealand Pouhere Taonga Act 2014 where required;
- c. Recording of any post-1900 cultural and historic heritage sites within the designation boundary; and
- d. Recording of the US Military camp sites (Wyllie Road Camps E (CHI 17006) and F and G (CHI 17007) and any remains exposed during construction.

Cultural, Heritage and Archaeological Management Plan

D65. Prior to construction, the Requiring Authority shall prepare and implement a Cultural, Heritage and Archaeological Management Plan (CHAMP). The purpose of the CHAMP is to identify procedures and practices to be adopted by the Requiring Authority to advance the outcomes noted in Condition D64, and protect, as far as reasonably practical, sites of cultural, heritage and/or archaeological value. The CHAMP will be prepared for the management of cultural, heritage and archaeological sites in conjunction with any conditions required in compliance with any archaeological authority issued by Heritage New Zealand. The CHAMP shall be implemented throughout the construction of the Project.

D66. The CHAMP shall be prepared by a suitably qualified archaeologist (Project Archaeologist) and the Iwi Advisor in conjunction with a conservation architect as required, and in consultation with Heritage New Zealand, and shall identify:

- a. That archaeological requirements of the Project will be undertaken in compliance with conditions of an archaeological authority issued by Heritage New Zealand under the Heritage New Zealand Pouhere Taonga Act 2014 and any conditions for post-1900 sites in the designation conditions for the Project;
- b. Known cultural, heritage and archaeological sites within the designation boundary including the Te Pā o Te Hēmara Tauhia (R10/921), the rediscovered pā R10/1369 and the wider settlement area;
- c. Any pre-1900 archaeological sites in accordance with authorities under the Heritage New Zealand Pouhere Taonga Act 2014;
- d. Roles and responsibilities of personnel involved with cultural, heritage, archaeological and ecological matters including surveys, and monitoring of conditions;
- e. Methods for avoiding and/or minimising effects on cultural, heritage and archaeological sites during construction where practicable (for example the fencing off of archaeological sites to protect them from damage during construction);
- f. Training requirements for contractors and subcontractors on cultural, heritage and archaeological areas/features within the designation boundary and accidental discovery protocols. The training shall

- be undertaken under the guidance of the Project Archaeologist and the Iwi Advisor;
- g. Access arrangements to Te Pā o Te Hēmara Tauhia;
 - h. A process, involving a built heritage specialist, outlining a methodology for assessing the historic heritage, condition and means to mitigate any adverse effect on Schollum House, Titford House and Titford Cottage and timeframe for implementing the preferred methodology, in accordance with Heritage New Zealand guidelines for assessing and recording built heritage; and
 - i. A process for assessing and recording the military camps being Wyllie Road Camps E (CHI 17006) and F and G (CHI 17007).

Accidental Discovery Protocol

D67. The Requiring Authority shall rely on Z22, the NZTA Accidental Discovery Protocol and implement that protocol throughout the Construction Works. Z22, the NZTA Accidental Discovery Protocol, shall be reviewed by the Iwi Advisor and modified to best present the site specific Project detail and to be consistent with any archaeological authority issued by Heritage New Zealand under the Historic Places Act 1993 applying to the Project.

Advice Note: The Ministry for Culture and Heritage must also be advised of any artefact finds within 28 days of the discovery in accordance with the Protected Objects Act 1975. The final repatriation of artefacts is a matter for the Ministry of Culture and Heritage in consultation with iwi. Should archaeological features or deposits, human remains or taonga be exposed during construction, work must cease in the vicinity and contact made with AC, Heritage NZ, Project Archaeologist, iwi advisor and the NZ Police (if koiwi are discovered) to enable appropriate action to be taken before construction recommences in that area.

Monitoring of earthworks

- D68. In addition to any earthwork areas identified in the CHAMP for monitoring:
- a. The Requiring Authority shall invite the Iwi Advisor (or Kaitiaki in the event the Iwi Advisor has not been appointed or is not available) to be on site to monitor earthworks within 50 metres of Te Pā o Te Hēmara Tauhia (R10/921), the rediscovered pā R10/1369 and Midden sites R10/1106 and R10/1107; and
 - b. During construction, the Requiring Authority shall ensure the Project Archaeologist is on-site to monitor earthworks in the vicinity of the US military camps so that any pre-1900 archaeological remains or remains relating to US military camps (Wyllie Road Camps E (CHI 17006), and F and G (CHI 17007)) that are exposed can be recorded.

D69. [This condition is intentionally left blank]

Rehabilitation of Construction Yards

D70. At the completion of construction, all construction yard buildings, structures and surfacing shall be removed and the grounds rehabilitated to the general condition of their pre-Project state.

Upgrade to Kaipara Flats Road Intersection

D70A. Prior to Kaipara Flats Road being used by any Heavy Vehicle for construction and prior to the Project opening to traffic, the intersection of Kaipara Flats Road and State Highway 1 shall be upgraded to ensure that turning movements at the intersection can be made safely. To assess safety, the improvements shall undergo a detailed design road safety audit prior to construction of the intersection in accordance with the procedure set out in the New Zealand Transport Agency (NZTA) Guideline "Road Safety Audit Procedures for Projects" (May 2013 or as superseded by another NZTA publication). The audit shall give particular consideration to the safe operation of the intersection 10 years after opening of the Project.

Moirs Hill Walkway

D70AA. Prior to the Project opening to traffic, the Requiring Authority shall prepare a plan identifying a walking track connection between the two ends of the section of the Moirs Hill Walkway that will be severed by the Project. The walking track connection shall be:

- a. of a similar gradient and track surface to the existing upper section of the Moirs Hill Walkway (being the area of the walkway within and to the west of the designation boundary);
- b. designed in consultation with the Local Area Manager Department of Conservation; and
- c. at least to the standard of the construction guidelines for "tramping tracks" contained in the Department of Conservation's Track Construction and Maintenance Guidelines (VC 1672).

D70AB. The Requiring Authority must, prior to the Project opening to traffic, construct a walking track connection in accordance with condition D70AA, unless the Requiring Authority provides the Manager with copies of correspondence from the Local Area Manager, Department of Conservation confirming that reinstating the walkway is not necessary. In that situation, the Requiring Authority has no obligation to construct any walking track connection.

Maintenance and Operation Conditions

Operational Noise

D71A. The Project shall be designed and constructed to ensure that the operational noise levels from the Project at PPFs residential receivers within 200 metres of the proposed alignment as identified in Appendix A of the Marshall Day report (Appendix A, "Individual receiver noise level predictions", Operational Noise Assessment Report, August 2013), attached as Appendix 15AN(6) to these conditions, meet, as a minimum, the specified "Noise Criteria Category" in Appendix 15AN(6) "Proposed Mitigation Option" noise levels predicted by the acoustic modelling undertaken by Marshall Day Acoustics.

D71. The Requiring Authority shall use Open Graded Porous Asphalt, or another road surface with equivalent or better low-noise generating characteristics, on the carriageways of the Project, as shown in Appendices 15AN(7) and 15AN(8). Such a surface shall be implemented within 12 months following the Project being officially opened to general public traffic.

- a. Southern end (latitude from New Zealand Transverse Mercator point (1749438, 5957982) southwards to the Johnstone's Hill tunnel portal); and
- b. Northern end from a point 200 metres south of the eco-viaduct northwards to 50 metres south of the intersection of the Project with the existing State Highway 1).

Advice Note

Also refer to Resource Consent Condition RC77.

Condition D71(b) now requires OGPA to be extended further south than shown in Appendix 15AN(8). It is impractical to include an amended map in the Board's final report. Nonetheless NZTA is directed to prepare such an amended map (Appendix 15AN(8)) which shows the small extension to OGPA and make such map available to the Manager.

D71B. The Requiring Authority shall within 12 months of the Project being officially opened to general public traffic carry out acoustic surveys at no less than 5 appropriate locations (as determined by a qualified acoustic expert) to confirm that operational noise levels from the Project meet the categories set out in Appendix 15AN(6). If the results of the surveys reveal noise levels from the Project are such that a listed PPF is in a noise criteria category greater than set out in Appendix 15AN(6) (e.g. from category A to category B), the Requiring Authority shall carry out mitigation to attenuate the noise generated by the motorway to within the category levels specified in Appendix 15AN(6). Such mitigation may include the erection of noise barriers with associated landscape mitigation considered

as part of the ULDF and relevant ULDSPs.

D72. Should the alignment change through detailed design so that PPFs not already included in Appendix 15AN(6) then fall within 200 metres of the alignment, the Requiring Authority shall update Appendix 15AN(6) to include those PPFs and they shall be assessed and mitigated accordingly.

D73. The Requiring Authority shall manage and maintain any noise mitigation measures within the designation boundaries to ensure that those mitigation works retain their noise reduction performance.

D74. [This condition is intentionally left blank.]

Lighting

D75. Lighting of the new State highway will be limited to safety and operational requirements (eg interchanges) and shall comply with AS/NZS 1158:2005: "Lighting for roads and public spaces".

Landscape

D76. The Requiring Authority shall maintain (and replace unsuccessful planting) all landscape planting undertaken as part of the Project for a period of 5 years following opening of the Project in accordance with "NZTA P39 Standard Specification for Highway Landscape Treatments 2013", or any subsequent amendment.

Ecology

D76A. The Requiring Authority shall use its best endeavours to procure from the Crown the entering into of appropriate covenants and/or encumbrances (or similar legal mechanisms) to ensure that the area of ecological mitigation in Conditions D59 and D60 is protected on an ongoing basis, regardless of any future ownership/tenure changes.

Pā Management Plan

D77. A Pā Management Plan for Te Pā o Te Hēmara Tauhia (R10/921) and the rediscovered pā R10/1369 sites shall be prepared and implemented. The purpose of the Pā Management Plan is to provide a framework for the ongoing management of sites of cultural significance in conjunction with Hōkai Nuku.

D78. The Pā Management Plan shall be prepared by the Project Archaeologist and the Iwi Advisor, in consultation with Heritage New Zealand to provide recommendations on the following:

- a. Options for public access (by walkways and waterways);
- b. Installation of information signage relating to the Māori and early European history and heritage sites in the area;
- c. Planting, landscaping and vegetation management;
- d. Options for limited remedial work to the defensive ditch (subject to Heritage New Zealand approval); and
- e. Options for protecting the pā sites in perpetuity.

Access

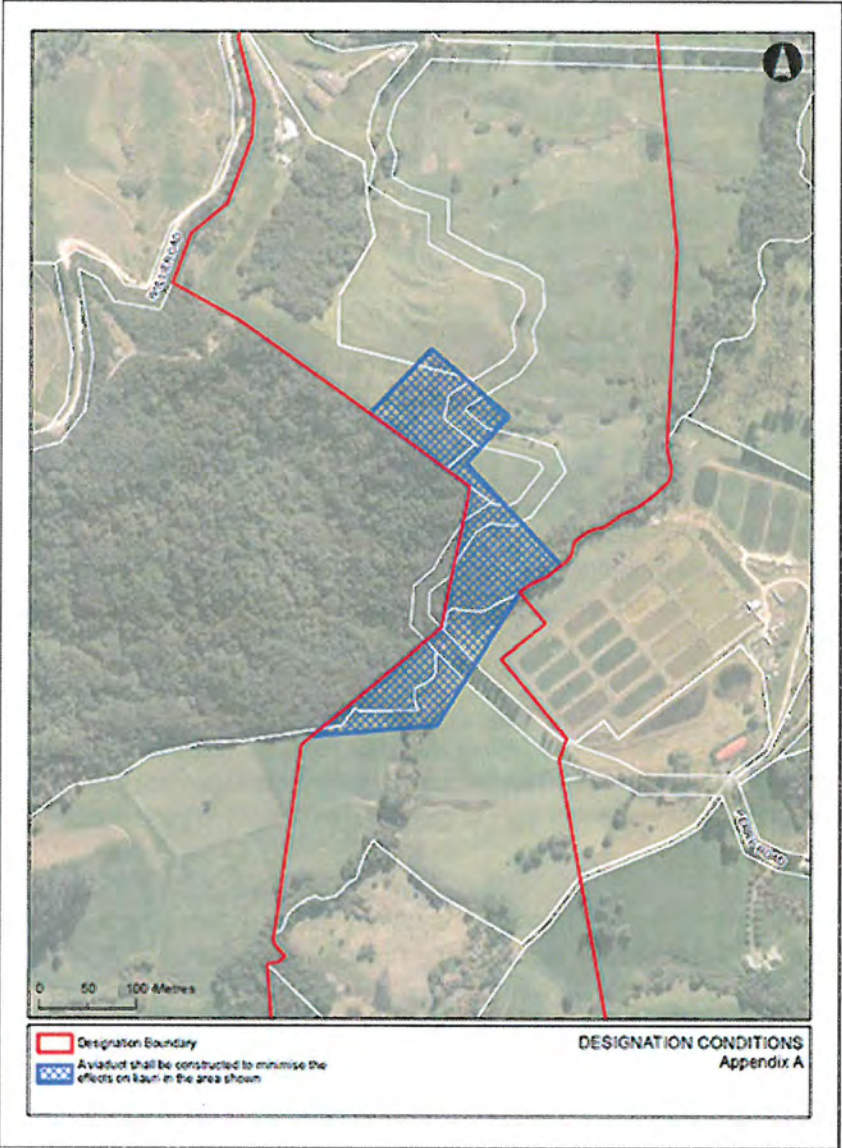
D79. Vehicle access from the existing SH1 appropriate for the operation of a farm shall be retained to Lot 1 and 2 DP50685 and Lot 1 DP 74814, at all times unless otherwise agreed with the owner.

D80. Vehicle access under the Carran Road Flood Relief Bridge appropriate for the operation of a farm shall be retained for the benefit of the Civil Family Farm interests comprised in Part Allotments 55 and 95, Parish of Mahurangi, Lot 3 DP418913 and Lot 2 DP343011.

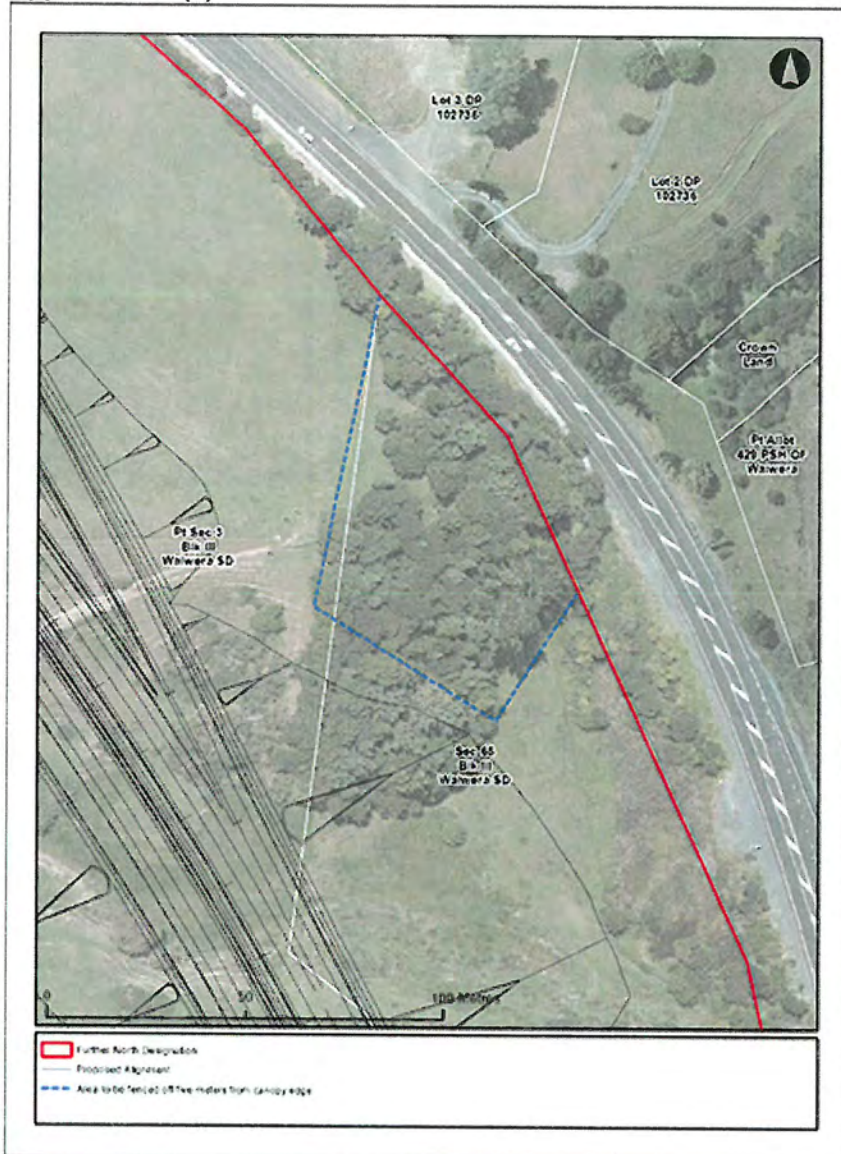
D81. In the event of Lot 1 DP587 not being acquired by the Requiring Authority, vehicle access and services including stock water appropriate for the operation of a farm shall be provided underneath the Project.

Attachments

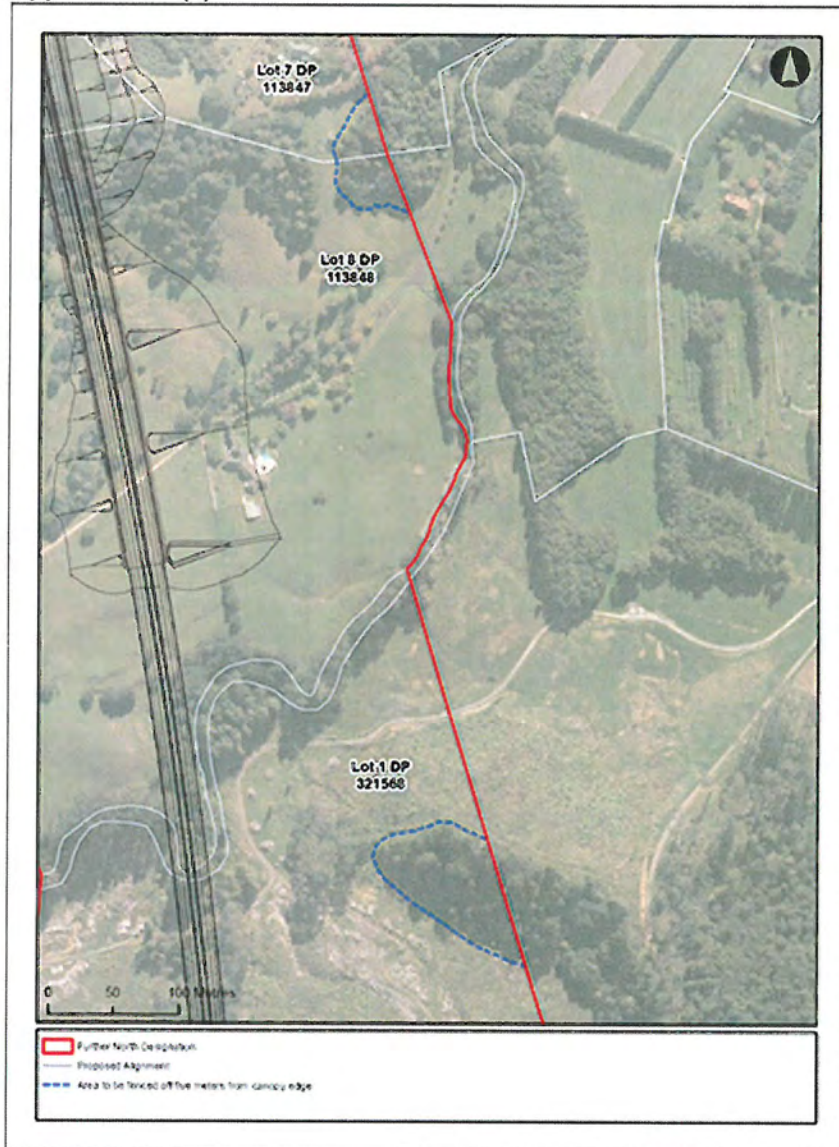
Appendix 15N(1)



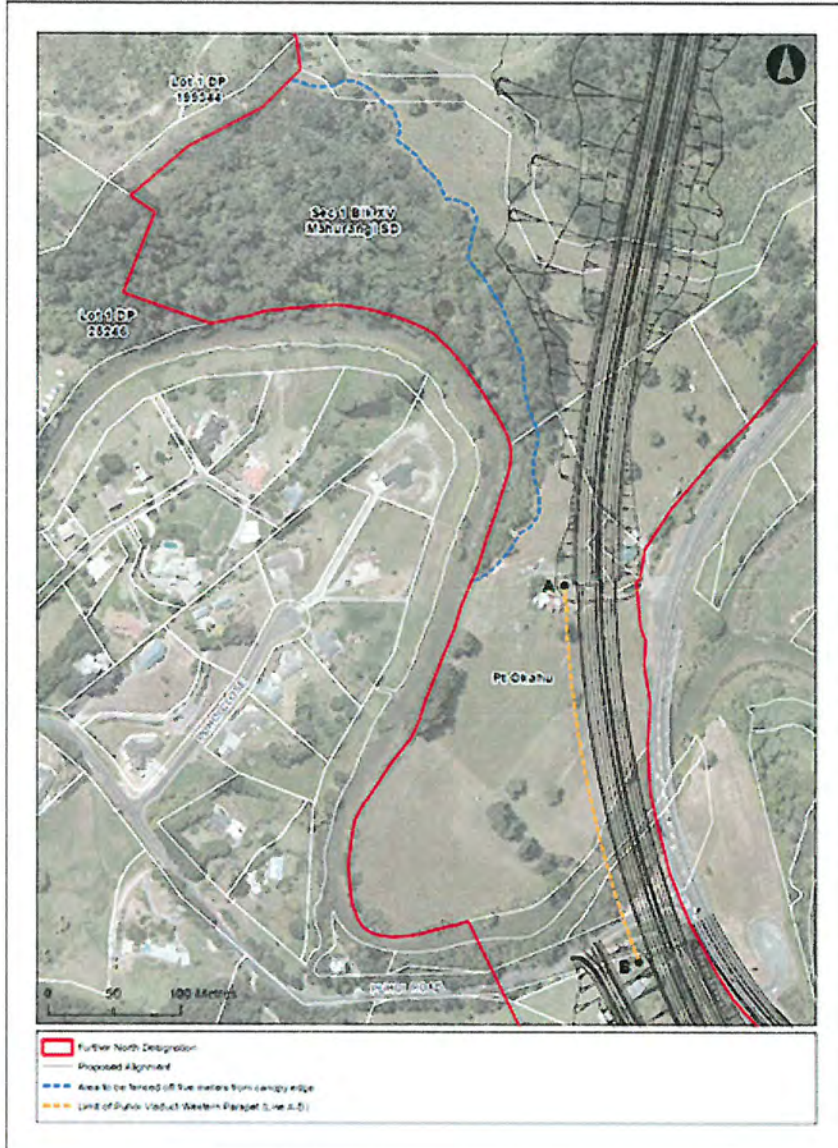
Appendix 15N(2)



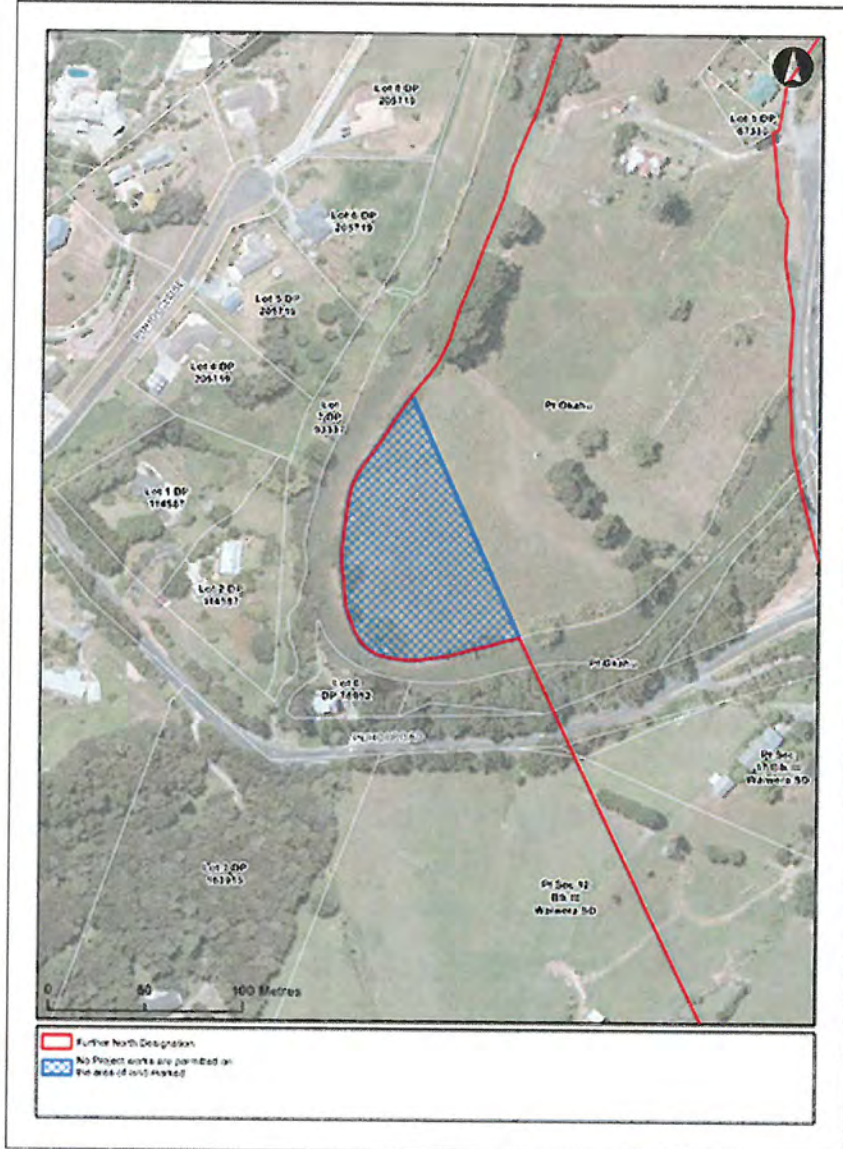
Appendix 15N(3)



Appendix 15N(4)



Appendix 15N(5)



Appendix 15N(6)

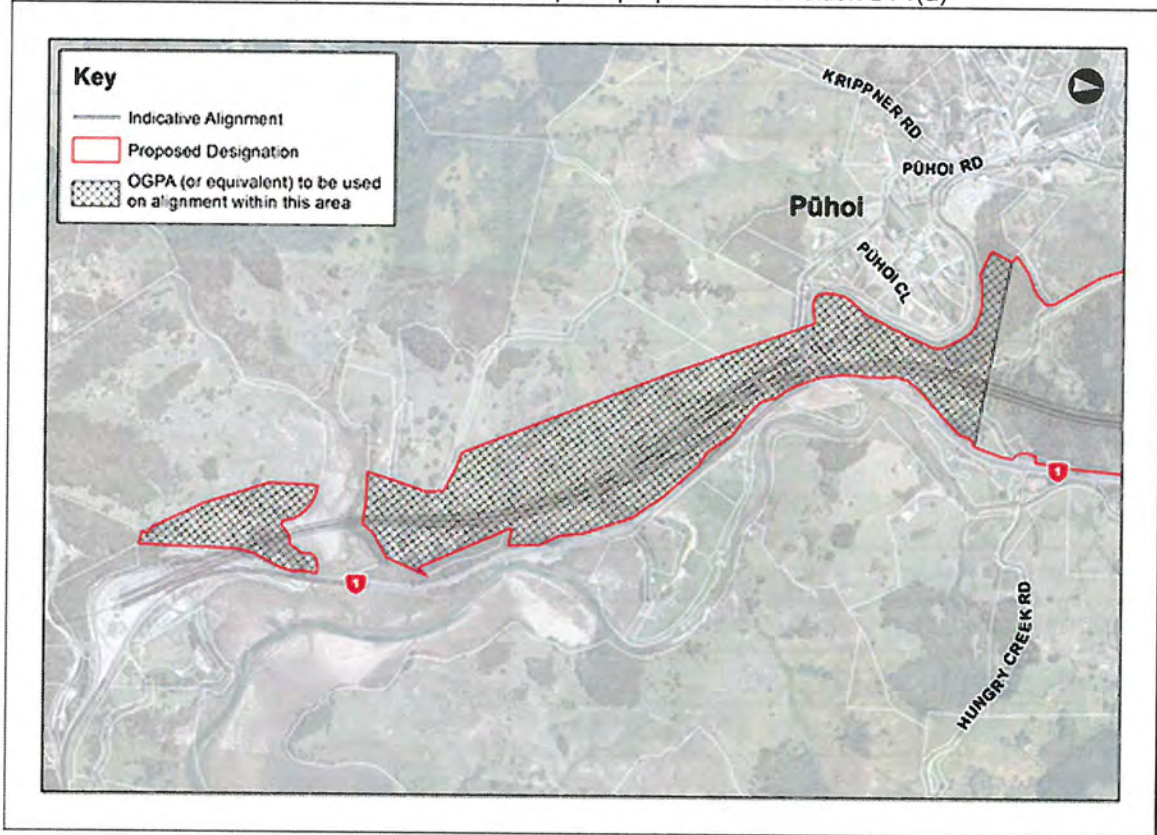
Table 1: Noise Criteria Category of PFFs

Street address (assessed against indicative alignment)	Noise Criteria Category Project Traffic Noise
24 Billing Road	A
26 Billing Road	A
72 Fowler Access Road	A
5 Hungry Creek Road	A
6 Hungry Creek Road	A
12 Pūhoi Close	A

16 Pūhoi Close	A
20 Pūhoi Close	A
28 Pūhoi Close	A
430 SH1	A
466 SH1	A
600 SH1	A
616 SH1	A
642 SH1	A
654 SH1	A
682 SH1	B
101 Moirs Hill Road	A
141 Carran Road	A
6 Kaipara Flats Road	A
027 SH1	A
042 SH1	C
063 SH1	A
102 SH1	A
104 SH1	B
105 SH1	A
371 Woodcocks Road	A
372 Woodcocks Road	A
074 Wyllie Road	A
075 Wyllie Road	B
075A Wyllie Road	B
<p>* The noise criteria categories are determined by noise from traffic on the Project road only. Where other noise sources affect the received noise level, these should be excluded from the measurement.</p>	

Appendix 15N(7)

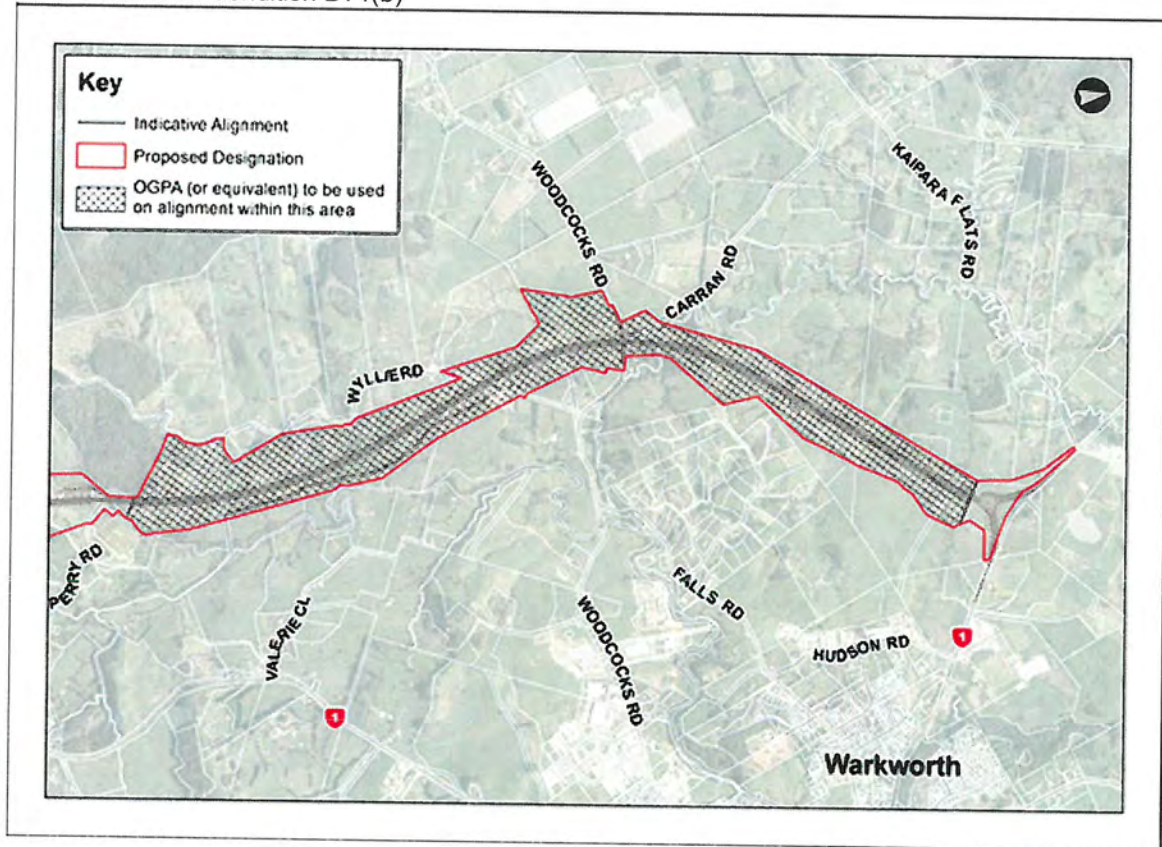
Map showing extent of Open Graded Porous Asphalt proposed in condition D71(a)



Appendix 15N(8)

Map showing extent of Open Graded Porous Asphalt proposed in condition D71(b) – to be updated in

accordance with Condition D71(b)



Report

13 February 2017

To: David Sanders, Team Leader Planning North West

From: Christopher Turbott – Principal Planner

Subject: **NOTICE OF REQUIREMENT:**

Application for a minor alteration to the existing NZTA designation 6769 State Highway 1 - Pūhoi to Warkworth in the Auckland Unitary Plan Operative in Part.

SUMMARY

Auckland Council has received an application for a Section 181(3) notice of alteration to a Designation (the "Notice") from The New Zealand Transport Agency (NZTA), as the requiring authority, to the existing designation 6769 State Highway 1 - Pūhoi to Warkworth (refer to **Attachment A**). The notice was lodged on the 9 January 2017.

The purpose of the Section 181(3) notice is to change the conditions of Designation 6769 to allow for the staged preparation and certification of the Project Urban and Landscape Design Sector Plans.

The requiring authority has requested that the Section 181 notice be processed as a minor alteration as the amendments involve only administrative alterations to the conditions of the designation and the environmental effects are considered to be less than minor.

It is considered, after undertaking an assessment of the notice, that the proposed alteration meets the statutory tests of section 181(3) of the Resource Management Act 1991 and can therefore be processed as a 'minor alteration'.

RECOMMENDATION

1. That the proposed alteration to 6769 State Highway 1 - Pūhoi to Warkworth be **approved**, for the following reasons:
 - the alteration involves no more than minor changes to the effects on the environment associated with the use of land; and
 - the land is owned and occupied by the New Zealand Transport Agency, and there are no other directly affected land owners;
 - Auckland Council and the New Zealand Transport Agency agree with the alteration.
2. That the conditions of designation 6769 State Highway 1 - Pūhoi to Warkworth be amended as shown in **Attachment A**.

1.0 BACKGROUND

1.1 Details of Designation

Designation 6769 State Highway 1 - Pūhoi to Warkworth, along with associated regional consents was approved by a Board of Inquiry in September 2014. The New Zealand Transport Authority is the requiring authority. An outline plan of works was approved by council in October 2016 for construction phase aspects of the project. Subsequent outline plans to be prepared will address the permanent design elements of the project.

1.1.1 Description and Location of Works

The Pūhoi to Warkworth section of Ara Tūhono (the Project) will be an 18.5 km extension of the existing Northern Motorway from the termination of the Northern Gateway Toll Road at the Johnstone's Hill tunnels to SH1, just south of the Kaipara Flats Road intersection, north of Warkworth. The project will provide a new and alternative alignment to the existing SH1 route, traversing land to the west of SH1 and bypassing to the western side of Warkworth. The alignment is shown by the green line in Figure 1, along with the project designation (red line) and main construction zones – northern, central north, central south and southern (including associated chainages).

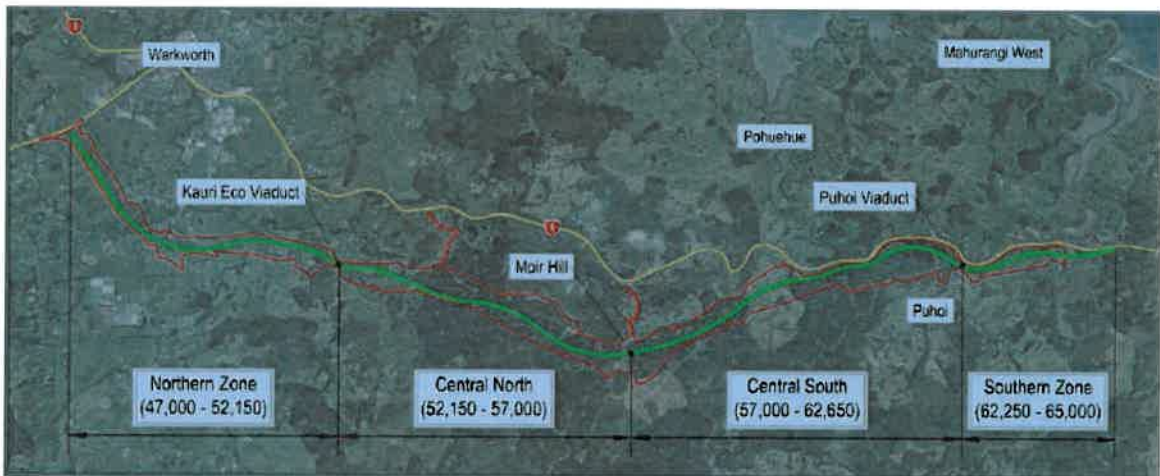


Figure 1: Location and alignment of the project

1.1.2 Description of the Site and Surrounding Environment

A comprehensive description of the project area and surrounding environment (including human, natural and physical aspects) is provided in the 'Ara Tūhono – Pūhoi to Wellsford Road of National Significance - Pūhoi to Warkworth Section, Assessment of Environmental Effects' dated 26 August 2013. That information is not repeated here but is summarised in section 4 of the Notice in Attachment A.

1.2 Alteration to a Designation

Auckland Council, as the territorial authority, has received an application for an alteration, from NZTA, as the requiring authority, to Designation 6769 State Highway 1 - Pūhoi to Warkworth.

The requiring authority states that the proposed alteration is required to change the conditions of Designation 6769 to allow for the staged preparation and certification of the project urban and landscape design sector plans (ULDSP).

The current conditions require all project ULDSPs, construction and permanent phase (i.e. construction yards and permanent design elements), to be prepared and certified prior to the commencement of construction works in the corresponding project sectors. It is proposed to change

the designation conditions to provide for the separation and staging of the preparation and certification of the construction and permanent phase ULDSPs. Specifically, it is proposed to prepare and certify the construction phase plans prior to the commencement of construction works, to which the particular ULDSP applies. The permanent phase ULDSPs would be prepared prior to the construction of permanent project elements.

The requiring authority states by way of explanation:

Adopting a staged approach to the ULDSP preparation and certification will maintain the intent and purpose of the ULDSP conditions as follows:

- *All construction phase ULDSPs will be prepared and certified prior to the commencement of construction works to which the particular ULDSP applies. This will provide stakeholders and Auckland Council (as the regulator) with certainty in relation to the visual screening that will be established to minimise the visual and landscape effects of the yards during construction.*
- *The permanent phase ULDSPs will be prepared and certified prior to the construction of permanent Project elements and landscape planting/treatment. The early phases of construction works will not preclude the design of any permanent Project elements subject to a permanent phase ULDSP. The permanent phase ULDSPs will provide stakeholders with certainty as to the final form and treatment of the permanent Project elements, how these will be integrated into the surrounding landscape and topography, having regard to the local landscape character and contexts along the motorway alignment, and demonstrate that the ULDSP implements the landscape and urban design outcomes set out in the ULDF.*
- *The staging of the ULDSPs, and associated landscaping and design elements, will not preclude the development of the permanent phase ULDSPs. Similarly, the early phases of Construction Works, undertaken prior to the preparation and certification of the permanent phase ULDSPs, will not preclude the design of any permanent Project elements subject to a permanent phase ULDSP. Where possible, opportunities will be sought to incorporate construction phase landscaping into the permanent landscape design.*
- *The proposed separation and staging of the ULDSPs will not change the requirement for the Transport Agency to prepare the ULDSPs in consultation with relevant Project stakeholders as per designation Condition D38B.*

1.3 Delegated Authority to Consider Alterations to Designations

The Team Leader - Planning North/West (Regional and Local Planning Tier 5) has delegated authority, in accordance with Schedule 2A of the Auckland Council Delegations: Chief Executive Officer (adopted 23 June 2012 (GB/2011/123), to exercise the Council's functions, powers, duties and discretions under the Resource Management Act 1991 in relation to Section 181(3) to approve a minor alteration to a designation.

The application to alter the designation can therefore be considered by the Team Leader – Planning North/West and approved or declined.

1.4 Relevant Statutory Provisions

Section 181 "Alteration of designation" of the Resource Management Act 1991 states:

- (1) *A requiring authority that is responsible for a designation may at any time give notice to the territorial authority of its requirement to alter the designation.*
- (2) *Subject to subsection (3), sections 168 to 179 shall, with all necessary modifications, apply to a requirement referred to in subsection (1) as if it were a requirement for a new designation.*
- (3) *A territorial authority may at any time alter a designation in its district plan [or a requirement in its proposed district plan] if-*
 - (a) *The alteration-*
 - (i) *Involves no more than minor changes to the effects on the environment associated with the use or proposed use of land or any water concerned; or*
 - (ii) *Involves only minor changes or adjustments to the boundaries of the designation [or requirement]; and*

- (b) *Written notice of the proposed alteration has been given to every owner or occupier of the land directly affected and those owners or occupiers agree with the alteration; and*
- (c) *Both the territorial authority and the requiring authority agree with the alteration – and sections 168 to 179 shall not apply to any such [alteration]...*

2.0 ANALYSIS OF THE PROPOSED ALTERATION TO THE DESIGNATION

The relevant matters to consider are contained in Section 181(3) of the Resource Management Act 1991 as outlined above.

2.1 The alteration involves no more than minor changes to the effects on the environment associated with the use or proposed use of land or any water concerned or involves only minor changes or adjustments to the boundaries of the designation.

(a) Assessment of Environmental Effects

The requiring authority considers that the alteration will have positive effects as set out in section 7.1 of the Notice included in Attachment A.

Also the requiring authority is of the opinion that there will be no landscape, visual, construction or other adverse effects as set out in section 7.2 and 7.3 of the Notice included in Attachment A.

The requiring authority considers:

...that any potential adverse effects on the environment associated with changing the ULDSP conditions of Designation 6769 will be no more than minor.

Comments

Council's landscape specialist Gordon Griffen has been asked to review the proposal and has the following comment:

In summary the proposal involves differentiating for the above project (which itself is divided into three sections) a construction phase from a permanent (end point) phase with the existing content of the provisions apportioned accordingly. For the construction phase it is proposed to reduce the time the approving authority/manager has to approve the proposed works with this reduced from 30 days to 20. Approval for the permanent phase would be 30 days as per the existing provisions. Although the approach would now change, no content would be lost and the final outcome would remain as previously provided for.

However, the outcome from the proposed changes will result in the manager having to review the proposal for each stage twice as often now (i.e. six times in total), being both for the construction phase and then for the permanent phase for each of the three sections. Presumably his approval of the proposed changes is needed.

This indicates that his assessment is that the alteration will not result in any effects on the environment.

Council's senior planner – resource consents Laura Jones has also been asked to review the proposal, particularly in relation condition D38 and the changes to time frames and has the following comment:

I have reviewed the application documents and I am happy with their approach. We have discussed this at length and the general consensus is that it makes sense to alter the designation to enable the project to continue whilst final urban and landscape design is confirmed.

I consider the application to have a less than minor change and that no property owners will be directly affected. In addition stakeholder input requirements have not changed - noting here that the project team are also regularly engaging with Hokai Nuku.

I don't see that there are any further concerns relevant to s181(3)(c) or the proposed changes to timeframes and delivery dates.

With regards to condition D38, I agree that the original wording is ambiguous. It seems that they have separated the requirements for construction phase and permanent phase ULDSP requirements. It appears that all aspects are still covered and the amendment provides for the staged approach. Overall this probably provides for a much clearer set of conditions as to what is required, when and for what purpose. D38AA doesn't seem to neglect to cover anything that was contained in the original D38 but does now ensure that there will be screening for the finished motorway at specified location which was possibly up for debate in the original set.

I agree with the assessments provided by Gordon Griffen and Laura Jones. I have also addressed additional matters of detail as follows.

The first concerns the operative wording of condition D38(a) and the proposed changes to it. The original condition is open to the interpretation that it applies to both the project as a whole a not just construction yards. However, having considered the conditions as a whole, referred to documentation from the original Board of Inquiry process and considered Laura Jones's comments, I think that the proposed alterations to this condition correctly interpret the intent of the original condition and are a useful clarification that will not alter effects on the environment.

The second concerns the insertion of a cross reference to "Section 5.10 of the ULDF" within condition D38C. This was not in the original condition. Given that the ULDF has now been approved, I consider this a useful cross reference that will have no more than minor changes to the effects on the environment.

Thirdly, subsequently to receiving the specialist comments above, council staff contacted NZTA regarding whether the phrasing in conditions 38C(b) and (c) is intended to mean "*whichever comes first*" in regards to the phrase "*within 12 months of Construction Works commencing in that sector, or prior to the construction of permanent structures or earthworks for permanent cut and fill batters in that sector.*" The email correspondence included in Attachment B confirms that is the case.

Therefore in my opinion, the alteration to the conditions will have no more than minor effect on the environment.

(b) Assessment of the changes or adjustments to the boundaries

The requiring authorities notice has not requested any changes to the boundary of the designation. Therefore section 181(3)(a)(ii) does not apply.

2.2 Written notice of the proposed alteration has been given to every owner or occupier of the land directly affected and those owners and occupiers agree with the alteration.

It is considered that there are no adversely directly affected owners or occupier of land because:

- a) NZTA is the owner of the land within the designation.
- b) The proposed amendments to the conditions will not alter any effects on other land owners.
- c) The requirements in the conditions for stakeholder input are unaltered.

2.3 Both the territorial authority and the requiring authority agree with the alteration.

The alteration to the designation has been requested by NZTA, and as such the requiring authority is in agreement with the alteration. The Team Leader, Area Planning North/West, under delegation for Auckland Council, also agrees with the alteration.

3.0 CONCLUSION AND RECOMMENDATIONS

The proposed alteration meets the statutory tests of section 181(3) of the Resource Management Act 1991, in that:

- NZTA is the owner of the land within the designation directly affected by the proposed alteration.
- The proposed amendments to the conditions will not alter any effects on other land owners.
- The alteration involves no more than minor changes to the effects on the environment associated with the use of land.
- There are no changes or adjustments to the boundaries of the existing designation.

It is recommended that pursuant to Section 181(3) of the Resource Management Act 1991, that the New Zealand Transport Agency notice of requirement for an alteration to designation 6769, dated 9 January 2017, be **approved** subject to the conditions recommended in Table 5-1 of Attachment A, and that the Auckland Unitary Plan Operative in part be amended to that effect.

3.1 Recommended Conditions

The recommended conditions of the alteration are as set out in Table 5-1 of Attachment A.

Note: The amendments to the conditions as proposed by the requiring authority are shown as underlined and ~~strike through~~.

CONDITIONS

Prepared by: Christopher Turbott
Principal Planner
Planning North West

Approved

Signature:



by: David Sanders
Team Leader
Planning North West

Signature:

Date: 13 February 2017

Date: 13 February 2017

SCHEDULE OF ATTACHMENTS:

Attachment A: Notice of Requirement for an Alteration to a Designation 6769
Attachment B: Email correspondence with the requiring authority

Attachment A

PŪHOI TO WARKWORTH MOTORWAY PPP

NOTICE OF REQUIREMENT FOR ALTERATION TO DESIGNATION 6769

DOC NO: 025-RPT-002-NX2

CONTRACT NO: TBA

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NOTICE OF REQUIREMENT FOR ALTERATION TO DESIGNATION 6769

DOCUMENT DETAILS

Document Name	Status	Document No.	Author
Notice of Requirement for Alteration to Designation 6769	Final Issue	025-RPT-002-NX2	Rachel Purdy

DOCUMENT HISTORY AND STATUS

Revision	Date	Author	Position	Status
A	13/12/2016	Rachel Purdy	Resource Management Planner	First Draft
B	21/12/2016	Rachel Purdy	Resource Management Planner	Full Draft
C	22/12/2016	Rachel Purdy	Resource Management Planner	Final Draft
C01	22/12/2016	Rachel Purdy	Resource Management Planner	Final Issue

REVIEWS AND APPROVALS

Action	Name	Position	Organisation	Date	Signature
Reviewed by	Jenny Vince	Verifier	DJV	13/12/2016	
	Emma Fisk	Design Manager	DJV	13/12/2016	
	Hugh Leersnyder	Key Relationships Manager	CJV	21/12/2016	
Approved by	Paul Glucina	Transport Planning Manager	Transport Agency	22/12/2016	

REVISION DETAILS

Revision	Details
A	First Draft for Transport Agency Review
B	Full Draft for Transport Agency Approval No further comments received from Transport Agency 21/12/2016
C	Final Draft – To Transport Planning Manager, Transport Agency 22/12/2016 for sign-off before sending to Auckland Council for confirmation.
C01	Final issue for Transport Agency approval and submission to Auckland Council

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FORM 18 NOTICE OF ALTERATION TO DESIGNATION UNDER S181(3) OF THE RESOURCE MANAGEMENT ACT 1991 (RMA)

To: Auckland Council
35 Graham Street
Auckland City

From: NZ Transport Agency
Private Bag 106602
Auckland 1143

Pursuant to section 181(3) of the Resource Management Act 1991 (the RMA), the Transport Agency gives notice of a requirement for an alteration to the Ara Tūhono Pūhoi to Warkworth Designation.

The site to which the altered requirement applies is as follows:

This Notice of Requirement (NOR) has been prepared for an alteration to the Ara Tūhono Pūhoi to Warkworth Designation (Designation 6769 in the Auckland Unitary Plan Operative in Part (15 November 2016)). A description of the site and surrounding environment is provided in Section 4 of the supporting report.

The nature of the proposed public work is:

The Transport Agency proposes to change the conditions of Designation 6769 relating to the preparation and certification of the Project Urban and Landscape Design Sector Plans (ULDSPs). The current conditions require all Project ULDSPs, construction and permanent phase (i.e. construction yards and permanent design elements), to be prepared and certified prior to the commencement of Construction Works in the corresponding Project sectors.

It is proposed to change the designation conditions to provide for the separation and staging of the preparation and certification of the construction and permanent phase ULDSPs. Specifically, it is proposed to prepare and certify the construction phase plans prior to the commencement of Construction Works, to which the particular ULDSP applies. The permanent phase ULDSPs will be prepared prior to the construction of permanent Project elements.

Adoption of a staged approach to the ULDSP preparation and certification will enable the permanent phase ULDSPs to better align with the detailed design programme and facilitate meaningful stakeholder engagement in relation to the final form and legacy features of the Project.

The staging of the ULDSPs, and associated landscaping and design elements, will not preclude the development of the permanent phase ULDSPs. Similarly, the early phases of Construction Works will not preclude the design of any permanent Project elements subject to a permanent phase ULDSP. Where possible, opportunities will be sought to incorporate construction phase landscaping into the permanent landscape design for the Project.

The nature of the proposed conditions that would apply are:

The proposed changes to the designation conditions are outlined in Section 5.4 of the supporting report. Specifically, the Transport Agency proposes to change designation Conditions D36, D37, D38 and D38C, and insert new Condition D38AA. All other ULDSP designation conditions remain unchanged.

The effects that the public work will have on the environment, and the ways in which any adverse effects will be mitigated are:

An assessment of the effects on the environment associated with the proposed changes to the designation conditions is presented in Section 7 of the supporting report. Given the nature of this alteration to Designation 6769, any adverse effects on the environment will negligible.

Alternative sites, routes, and methods have been considered to the following extent:

An assessment of alternatives is not required for this alteration to designation, given that the Transport Agency has an interest in the land sufficient for undertaking the Project, and the proposal will not have a significant adverse effect on the environment as outlined in Section 7 of the supporting report.

The public work and alteration are reasonably necessary for achieving the objectives of the requiring authority because:

The Transport Agency's objectives for the Ara Tūhono Pūhoi to Warkworth Section are outlined in Section 2.2 of the supporting report. These objectives are born out of the Transport Agency's statutory responsibilities set out in the Land Transport Management Act 2003, along with a number of policy documents and strategies that outline the aspirations of the Transport Agency in relation to the management of the State Highway network.

This alteration to Designation 6769 to enable the staged preparation and certification of the Project ULDSPs, is reasonably necessary for achieving the objectives of the requiring authority for the Project as discussed in Sections 5 and 7.1 of the supporting report.

Resource Consents:

No additional resource consents are required in relation to the Project ULDSPs. Resource consents granted by the Board of Inquiry for the Project, along with additional resource consents required for the Project (not relevant to this alteration to designation) are outlined in Section 3.3 of the supporting report.

Consultation:

Section 6 of the supporting report summarises the stakeholder engagement that has been undertaken with Hōkai Nuku and Auckland Council in relation to this alteration to designation.

Signed by:



Paul Glucina
Transport Planning Manager

Pursuant to authority delegated by the Transport Agency

22 December 2016

Address for Service:

The Transport Agency
Private Bag 106602
Auckland, 1143

Attn: Belinda Petersen
Phone: 09 928 8823 | Mobile: 027 406 2047
Email: Belinda.petersen@nzta.govt.nz

1 INTRODUCTION

The Ara Tūhono - Pūhoi to Wellsford Road of National Significance: Pūhoi to Warkworth Section is authorised by Designation 6769 in the Auckland Unitary Plan Operative in Part, for which the Transport Agency is the Requiring Authority.

Pursuant to section 181(3) of the Resource Management Act 1991 (RMA) the Transport Agency, in its role as the Requiring Authority, provides notice to Auckland Council (Plans and Places) of its intent to change the conditions of the Ara Tūhono Pūhoi to Warkworth designation relating to the preparation and certification of the Project's Urban and Landscape Design Sector Plans.

1.1 The Project

The Pūhoi to Warkworth section of Ara Tūhono (the Project) will be an 18.5 km extension of the existing Northern Motorway from the termination of the Northern Gateway Toll Road at the Johnstone's Hill tunnels to SH1, just south of the Kaipara Flats Road intersection, north of Warkworth. The Project will provide a new and alternative alignment to the existing SH1 route, traversing land to the west of SH1 and bypassing to the western side of Warkworth. The Northern Express Group (NX2) alignment is shown by the green line in *Figure 1-1*, along with the Project designation (red line) and main construction zones – northern, central north, central south and southern (including associated chainages).

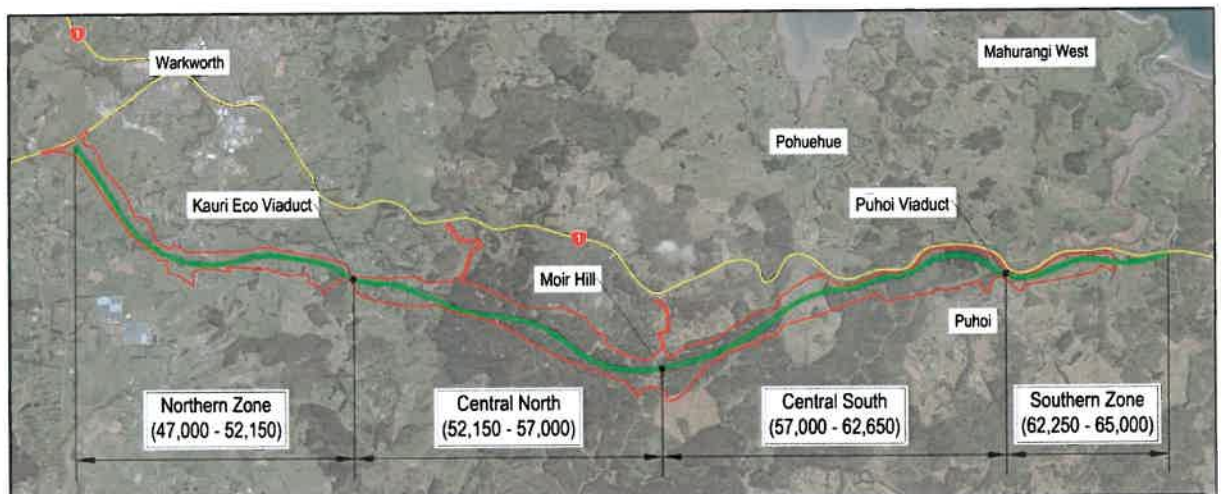


Figure 1-1: NX2 alignment in relation to chainage along the alignment

1.2 Alteration of Designation Conditions

The Urban and Landscape Design designation conditions require the preparation and certification of Project Urban Design and Landscape Sector Plans (ULDSPs) prior to the commencement of Construction Works¹. The principal intent of the ULDSPs is to implement the Urban and Landscape Design Framework (ULDF) and demonstrate how the Project's urban and landscape design outcomes will be achieved, primarily in relation to the permanent works.

¹ Construction Works are defined in the Project designation conditions definitions as 'Activities undertaken to construct the Project, excluding Enabling Works'.

Enabling Works are defined in the conditions as 'Preliminary activities, including such things as geotechnical investigations (including access for such investigations), sealing roads, and establishment of mitigation measures (such as earth bunds and planting)'.

The designation conditions require that the ULDSPs include consideration of both construction and permanent phase urban design and landscape elements i.e. visual screening of construction yards, along with the final form and design of permanent structures, design and landscaping. The form, function and treatment of construction phase activities, such as yards, will differ from the Project's permanent design aspects (viaducts, bridges, treatment of cut and fill batters etc.). A greater level of design development will be required to inform the preparation of permanent phase ULDSPs, in comparison to construction phase ULDSPs. Similarly, stakeholder expectations around permanent design forms and treatments will potentially be more complex than for temporary construction phase activities.

In order to provide for the staged preparation and certification of the construction and permanent phase ULDSPs, the Transport Agency proposes to change the conditions of Designation 6769 in accordance with section 181(3) of the RMA. Changes are proposed to Designation Conditions D36, D37, D38 and D38C, and new Condition D38AA inserted. The changes are outlined in further detail in Section 5 of this report.

2 BACKGROUND

The Government has identified seven essential State highways that are linked to New Zealand's economic prosperity. Improvements are required to these roads of national significance (or 'RoNS') to provide for the safe and efficient movement of people and freight between and within New Zealand's five main centres.

These projects are being delivered by the Transport Agency over a 10 year period from the announcement of the RoNS in 2009. The Government anticipates that the RoNS will be largely completed by the year 2020.

The RoNS programme represents one of New Zealand's biggest infrastructure investments and is a key part of the Government's National Infrastructure Plan and its Policy Statement on Land Transport. These documents provide the basis of the investment priorities outlined in The Transport Agency's National Land Transport Programme.

The Pūhoi to Warkworth section is the first of two stages of the Ara Tūhono Pūhoi - Wellsford RoNS. The Warkworth to Wellsford section of the Ara Tūhono Pūhoi - Wellsford RoNS will be progressed as a separate project.

2.1 The Transport Agency

The Transport Agency is a Crown entity with its objective, functions, powers and responsibilities set out in the Land Transport Management Act 2003 and the Government Roadway Powers Act 1989. The Transport Agency is also a requiring authority under section 167(3) of the RMA.

The Transport Agency's purpose is to deliver transport solutions for a thriving New Zealand². This means a transport system that is:

- ▶ Effective – moves people and freight where they need to go in a timely manner
- ▶ Efficient – delivers the right infrastructure and services at the right level at the best cost
- ▶ Safe and responsible – reduces the harms from transport
- ▶ Resilient – meets our future needs and endures shocks.

The Transport Agency takes an integrated approach to transport planning, funding and delivery. This includes investment in public transport, walking and cycling, local roads and the construction and operation of state highways. The Transport Agency exhibits a sense of social and environmental responsibility when undertaking this work.

2.2 Project objectives

The Transport Agency's objectives for the Project are³:

1. To increase long-term corridor capacity, improve route quality and safety (e.g., gradient, alignment, overtaking), improve freight movement and provide resilience in the wider state highway network through the addition of a four-lane route
2. To increase travel time consistency and decrease travel times to and from the north end of the Johnstone's Hill Tunnels and the north end of Warkworth
3. To alleviate congestion at Warkworth by providing a Warkworth bypass for through traffic
4. To ensure the Warkworth to Wellsford Section of the Pūhoi to Wellsford Project is not compromised.

² <https://www.nzta.govt.nz/about-us/about-the-nz-transport-agency/our-purpose-and-priorities/>

³ Section 2.4, Pūhoi to Warkworth Assessment of Environmental Effects, August 2013.

3 PROJECT DESIGNATION AND CONSENTS

3.1 Background

The Transport Agency lodged two Notices of Requirement and a suite of resource consent applications for the construction, operation and maintenance of the Project with the Environmental Protection Authority on 30 August 2013. The application package was considered to be for a proposal of national significance and was referred to a Board of Inquiry for determination. The applications were publicly notified on 16 November 2013 and 187 submissions were received. Following a hearing in April 2014, the Board of Inquiry released its final decision report on 2 September 2014 confirming the NORs and granting the resource consents, subject to conditions. The decision was not appealed.

The application documentation was prepared, the consents granted, and designation confirmed on the basis of an indicative alignment.

NX2 has been appointed by the Transport Agency to design, construct, operate and maintain the new motorway. The construction phase aspects of the Project relevant to section 176A of the RMA were confirmed through an Outline Plan in October 2016. A subsequent Outline Plan(s) will be prepared for the permanent design elements in accordance with section 176A of the RMA.

3.2 Existing Designations

The Ara Tūhono Pūhoi to Warkworth section will occur within three designations as outlined in Table 3-1.

Table 3-1: Project Designations

Designation Reference (AUP Operative in Part)	Designation Purpose
Designation 6769	The construction, operation and maintenance of a State highway (Ara Tūhono – Pūhoi to Wellsford Road of National Significance: Pūhoi to Warkworth Section)
Designation 6761	Motorway and limited access state highway and associated interchange structures
Designation 6763	State Highway 1

The majority of the Project works will be contained within the Ara Tūhono Pūhoi to Warkworth Designation (6769). However, some Project works will be required within the existing SH1 Designations (6761 and 6763), namely the tie in of the new motorway and some temporary site access points that connect to SH1.

For the purpose of this NOR, the alteration to designation proposed by the Transport Agency relates solely to Designation 6769. Designations 6761 and 6763 are listed in Table 3-1 for information only.

3.3 Resource Consents

A suite of resource consents for the Project were granted by the Board of Inquiry in September 2014 these include:

- ▶ Land use consent for earthworks, roading, tracking, trenching, spoil disposal and vegetation clearance
- ▶ Coastal permits for the construction and use of the Okahu Viaduct and occupation of coastal marine area, and ancillary activities

- ▶ Land use consent for works in watercourses, including structures, diversions, stormwater outlets, erosion protection, restoration and enhancement in the Mahurangi and Pūhoi Rivers and their associated tributaries
- ▶ Water permit for groundwater diversion
- ▶ Discharge permit for:
 - the discharge of treated stormwater from the highway
 - The discharge of treated stormwater from upgrades of local or construction roads
 - The discharge of stormwater from the upgrade of culverts
- ▶ Permit for the discharge of contaminants to water during construction from an industrial or trade premise being a pre-cast concrete yard
- ▶ The discharge of contaminants to air during construction from a mobile rock crusher.

Additional resource consents may be sought by NX2 for specific construction related activities not already consented, such as permits to take water for dust suppression and the discharge of wastewater from construction yards. These additional consents will not be relevant to this alteration to the conditions of Designation 6769 relating to the ULDSP preparation and certification.

4 EXISTING ENVIRONMENT

A comprehensive description of the Project area and surrounding environment (including human, natural and physical aspects) is provided in the 'Ara Tūhono – Pūhoi to Wellsford Road of National Significance - Pūhoi to Warkworth Section, Assessment of Environmental Effects' dated 26 August 2013. That information is not repeated in full below, however a summary of the key land use and natural environment aspects of the Project area is provided.

4.1 Land Use

The majority of land within or adjacent to the Project area is rural, either used for production activities (forestry, pastoral grazing or horticultural) or rural lifestyle living.

4.1.1 Business and Productive Activities

With respect to production activities:

- ▶ Exotic plantation pine forestry is located around Ahuroa north east of Pūhoi, Moir Hill near Pohuehue and at The Crag around Hungry Creek north of Pūhoi)
- ▶ Pastoral grazing is largely concentrated around Warkworth
- ▶ Horticultural activities are present on the outskirts of Warkworth, including orchards and vineyards (Ransom Wines) and Southern Paprika Limited (capsicum production).

Other business activities and enterprises located outside, but within proximity to the Project designation, include the Honey Centre in Perry Road, the Pūhoi Valley Cheese factory in Ahuroa Road, a car garage and workshop in Pūhoi and The Wooden Wheel toy shop.

4.1.2 Settlements and Communities

The main areas of settlement located within, or in proximity to, the Project area include Warkworth, located near the northern extent of the Project, and Pūhoi, to the south. Several smaller rural-residential settlements are located within, or near to, to the Project area. The aforementioned settlements are described below.

4.1.2.1 Warkworth

Warkworth is the largest urban area in the vicinity of the Project, serving as a sub-regional retail and service centre for the surrounding rural area and eastern beach settlements. The commercial centre provides a range of retail, commercial, community and professional services. A new commercial development is located off Woodcocks Road, to the west of Mahurangi College. Industrial and trade activities are largely concentrated to the south of Woodcocks Road, and Hudson Road, north of the town. The urban area is surrounded by pastoral and productive rural land uses, residential subdivisions, industrial activities and recreational facilities. The existing SH1 passes through the town to the west of the commercial centre.

4.1.2.2 Pūhoi

Pūhoi is a small, historic settlement located on the Pūhoi River just to the west of the existing SH1. It is characterised by a combination of rural lifestyle settlements and rural production activities, including farming and forestry. A number of commercial and tourism-related activities exist within the village. The village retains an historic look and feel due to the presence of several historic buildings within an intimate valley setting.

4.1.2.3 Smaller Settlements

Smaller settlements located in proximity to the Project include:

- ▶ Dwellings along the Moir Hill Road ridgeline
- ▶ The Perry Road rural-residential hamlet, which comprises approximately 25 dwellings and a number of smaller commercial lifestyle blocks
- ▶ Rural dwellings around Wyllie Road and Woodcocks Road
- ▶ A rural-residential subdivision at Viv Davie-Martin Drive, located to the west of Warkworth, off Falls Road.

4.2 Heritage and Archaeological Sites

A number of heritage sites are located within the Project area, primarily concentrated within two main clusters:

- ▶ The first cluster is located around Pūhoi Village, comprising the Titford buildings, the historic Schollum House, Te Pā o Te Hēmara Tauhia, the previously unrecorded pā site close to Billing Road and two platforms and midden areas
- ▶ The second cluster is along the Right Branch of the Mahurangi River where former World War II military camps are located.

4.3 Transport Networks

Transport infrastructure within the Project area includes SH1, the Hibiscus Coast Highway and the local road network. The local road network provides access to small towns or settlements, businesses and places of interest to tourists on the scenic Twin Coast Discovery Highway and generally has low traffic flows.

4.4 Natural Environment

4.4.1 Topography

The Project area is characterised by undulating hill country in the north, and steeper rolling hill country with interconnected ridge and valley systems in the central and southern areas. An extensive network of rivers and streams is present throughout the Project area.

Warkworth is situated on low hills and ridges, framed by a low ridge to the west (Falls Road area), and the Mahurangi River and Mahurangi Harbour to the east. South of Warkworth, the topography of the Project area is generally flatter and lower in elevation.

Pūhoi is situated within the Pūhoi River Valley at a low elevation. The surrounding topography to the north and west rises steeply to several prominent landforms, including The Crag, Schedewys Hill, Windy Ridge and Moir Hill. Rolling to very steep land is present on the steep coastal margins and headlands associated with the Pūhoi River and estuary.

4.4.2 Vegetation

Plantation pine forestry is the dominant vegetation type across much of the hill country in the central Project area. Small remnant pockets of native vegetation are situated throughout the Project area, including Perry Road and Wyllie Road. Regenerating bush is widespread, particularly around the edges of forestry, riparian areas and abandoned hill country pasture. Scattered native specimen trees, along with exotic tree species, are present throughout areas of pasture.

Estuarine areas around the Pūhoi River are characterised by estuarine vegetation and pastured river flats to the east of the existing SH1.

4.5 Zoning and Overlays

The Project area is subject to the following zones under the AUP (OP):

- ▶ Strategic transport corridor zone (existing SH1)
- ▶ Rural coastal zone (in the vicinity of Pūhoi)
- ▶ Rural production zone (majority of the alignment between Pūhoi and Woodcocks Road)
- ▶ Mixed rural zone (north of Woodcocks Road)
- ▶ Public open space conservation
- ▶ Future urban zone (Valerie Close north).

The Project area is also subject to several natural resources overlays under the AUP (OP), including:

- ▶ Significant Ecological Areas – Terrestrial and Marine
- ▶ Outstanding Natural Landscapes overlay
- ▶ High use stream management areas
- ▶ High use aquifer management areas.

5 ALTERATION TO DESIGNATION CONDITIONS

This section outlines the Transport Agency's proposed changes to the conditions of Designation 6769 in relation to the preparation and certification of the Project ULDSPs. Specifically, it sets out:

- ▶ The Project urban and landscape design conditions
- ▶ The staged approach to the preparation and certification of construction and permanent phase ULDSPs
- ▶ Proposed changes to the designation conditions.

5.1 Overview of Urban and Landscape Design Conditions

The Ara Tūhono Pūhoi to Warkworth designation contains a suite of 'Urban and Landscape Design' conditions, which are separated into:

- ▶ Urban and Landscape Design Framework (ULDF) conditions (D26 – D32)
- ▶ Urban and Landscape Design Sector Plans (ULDSP) conditions (D33 – D41)
- ▶ Miscellaneous Landscape conditions (D42 – D42C).

The Urban and Landscape Design conditions require the preparation and certification of a Project ULDF. The purpose of which, is to ensure the integration of urban and landscape design with the overall design of the Project, so as to have regard to, and appropriately integrate the permanent works into the surrounding landscape and topography along the alignment (designation Conditions D26 and D27).

The ULDF is supported by a suite of ULDSPs, the purpose of which, as outlined in designation Condition D34, is –

“to implement the ULDF through integrating the Project’s permanent works, including areas of earthworks, structures, and mitigation works for landscaping, visual screening for residential properties, heritage, noise attenuation (if any) and ecology, into the surrounding landscape and topography, having regard to the local landscape character and contexts along the highway route.”

The designation conditions require the preparation of ULDSPs for each sector of the Project – Pūhoi, Moir Hill Road/Hikauae Creek and Warkworth (Condition D33), along with specific areas of the Project - construction yards and certain areas of permanent landscaping (Condition D38).

The conditions set out that the ULDF and ULDSPs are to be prepared in consultation with Project stakeholders (Condition D38B) and certified by Auckland Council prior to the commencement of Construction Works in the sector to which the ULDSP applies (Condition D38C). The ULDSPs shall be prepared by a suitably qualified urban designer and landscape architect in collaboration with the Iwi Advisor and a suitably qualified ecologist (Condition D38A).

We note that the ULDF, prepared by the Transport Agency, was certified by Auckland Council on 19th August 2015.

5.2 ULDSP Conditions

The principal intent of the ULDSPs is to implement the ULDF and demonstrate how the Project's urban and landscape design outcomes will be achieved, primarily in relation to the permanent works. Conditions D36 and D37 outline the matters to be included in each ULDSP.

The structure of the ULDSP conditions (in particular Condition D38) is such that consideration of both construction and permanent phase urban design and landscape elements is required by the ULDSPs i.e. visual screening of construction yards, along with the final form and design of permanent structures and landscaping.

The form, function and treatment of construction phase activities, such as yards, will differ from the Project's permanent design aspects (viaducts, bridges, treatment of cut and fill batters etc.). A greater level of design development (in relation to the permanent design form, function and treatment) will be required to inform the preparation of permanent phase ULDSPs, in comparison to construction phase ULDSPs, which focus on temporary Project elements. Similarly, stakeholder considerations and expectations around permanent design forms and treatments will potentially be more complex in nature than for temporary construction phase activities.

These factors are not reflected in the current ULDSP conditions, which require certification of all ULDSPs (construction and permanent phase) prior the commencement of Construction Works in the relevant Project Sector.

5.3 Separation and Staging of the Construction and Permanent Phase ULDSPs

The Transport Agency proposes to separate and stage the preparation and certification of the construction and permanent phase ULDSPs. Specifically, it is proposed to prepare and certify the construction phase ULDSPs for the temporary construction yards prior to the commencement of Construction works to which the particular ULDSP applies. The permanent phase ULDSPs will be prepared and certified separately, within the first 12 months of Construction Works commencing in the relevant Project Sector, and prior to the construction of permanent Project elements.

This approach will enable the Transport Agency to commence construction of the Project while the design of the Project's permanent elements is developed to an appropriate level of detail (in relation to form, function and treatment) to inform the permanent phase ULDSPs. In turn, this will provide Project stakeholders, including Hōkai Nuku, the opportunity to meaningfully contribute to permanent landscaping and design forms/treatments and allow mitigation measures to be tailored to individual stakeholders, as opposed to a more generic design.

Figure 5-1 provides an overview of the construction and permanent phase ULDSPs required for the Project.

Figure 5-2 provides an overview of the indicative design, ULDSP preparation and construction timeframes.

Adopting a staged approach to the ULDSP preparation and certification will maintain the intent and purpose of the ULDSP conditions as follows:

- ▶ All construction phase ULDSPs will be prepared and certified prior to the commencement of Construction Works to which the particular ULDSP applies. This will provide stakeholders and Auckland Council (as the regulator) with certainty in relation to the visual screening that will be established to minimise the visual and landscape effects of the yards during construction.
- ▶ The permanent phase ULDSPs will be prepared and certified prior to the construction of permanent Project elements and landscape planting/treatment. The early phases of Construction Works will not preclude the design of any permanent Project elements subject to a permanent phase ULDSP. The permanent phase ULDSPs will provide stakeholders with certainty as to the final form and treatment of the permanent Project elements, how these will be integrated into the surrounding landscape and topography, having regard to the local landscape character and contexts along the motorway alignment, and demonstrate that the ULDSP implements the landscape and urban design outcomes set out in the ULDF.
- ▶ The staging of the ULDSPs, and associated landscaping and design elements, will not preclude the development of the permanent phase ULDSPs. Similarly, the early phases of Construction Works, undertaken prior to the preparation and certification of the permanent phase ULDSPs, will not preclude the design of any permanent Project elements subject to a permanent phase ULDSP. Where

possible, opportunities will be sought to incorporate construction phase landscaping into the permanent landscape design.

- ▶ The proposed separation and staging of the ULDSPs will not change the requirement for the Transport Agency to prepare the ULDSPs in consultation with relevant Project stakeholders as per designation Condition D38B.

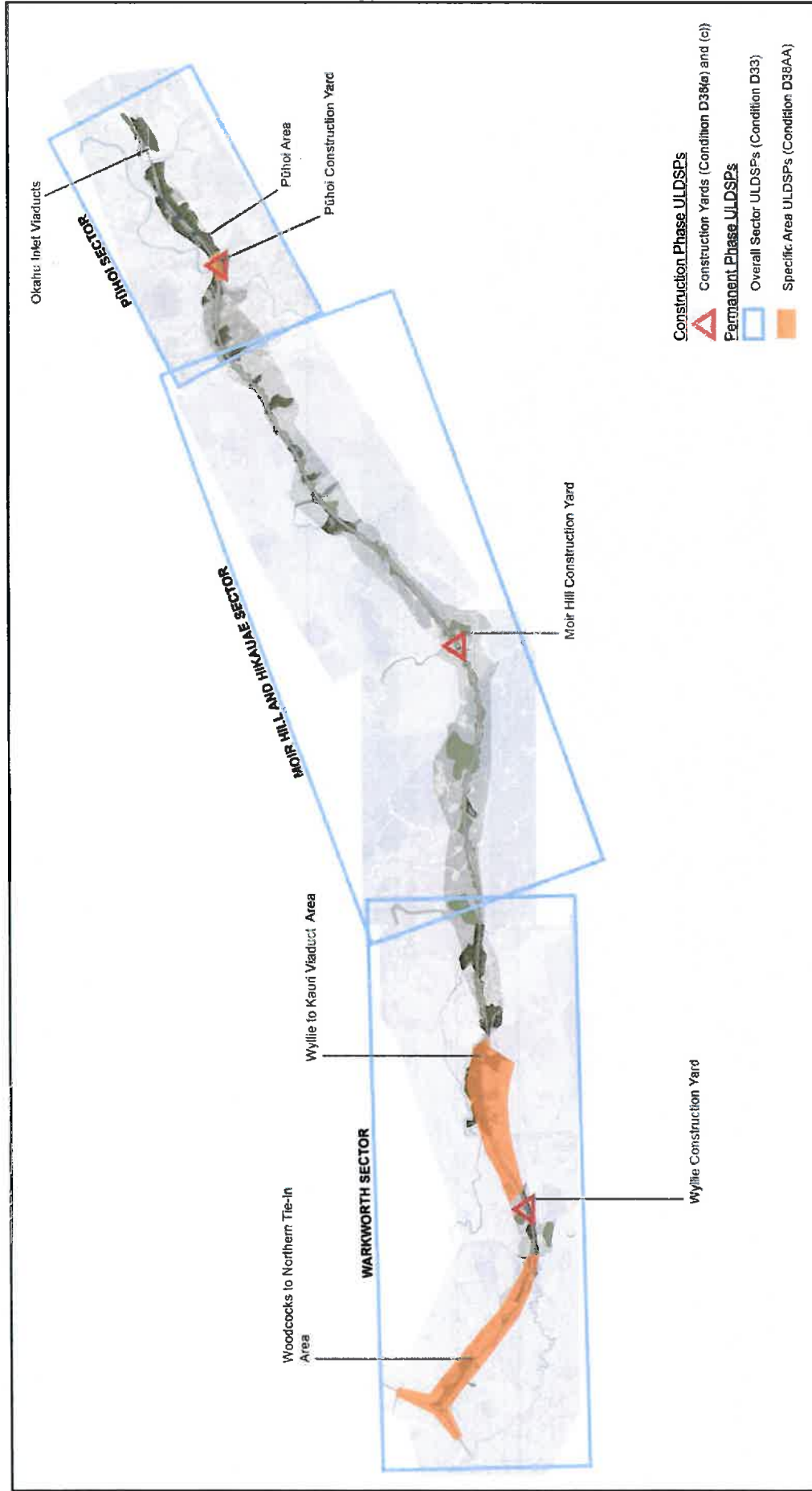


Figure 5-1: Project Construction and Permanent Phase ULDSPs

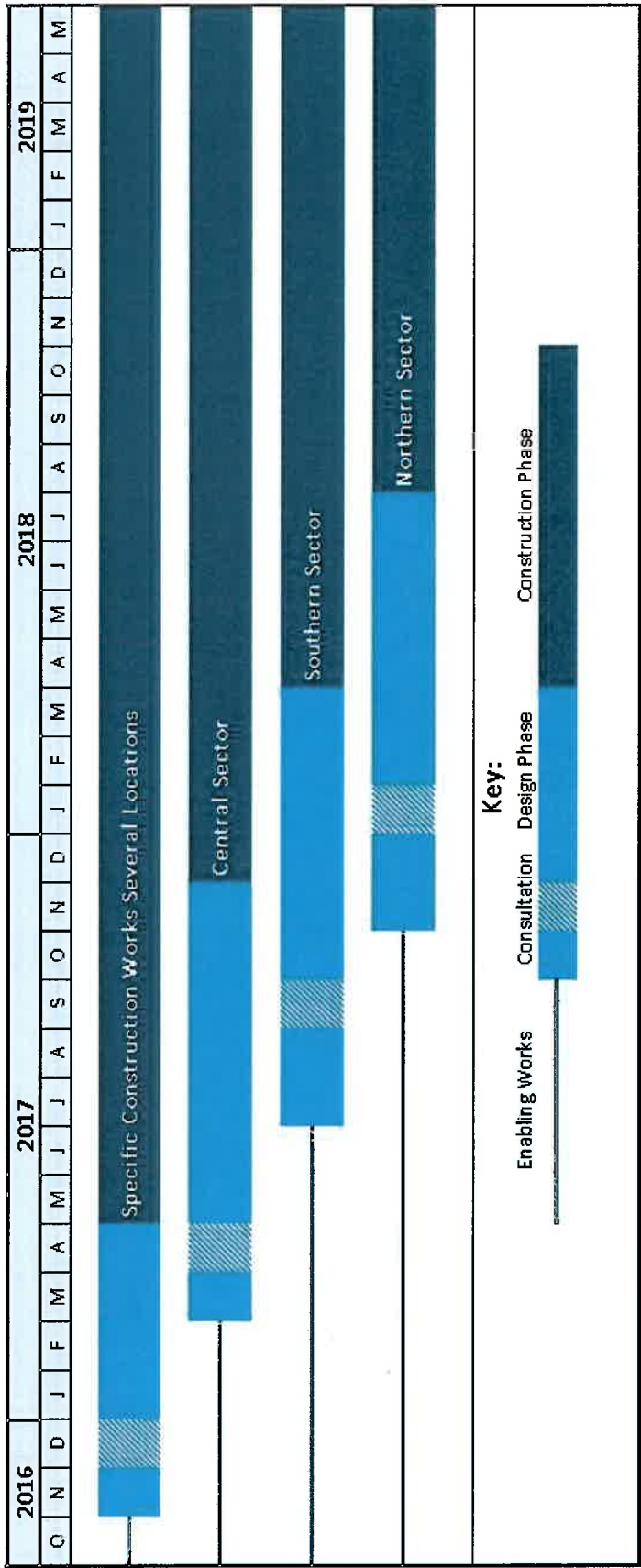


Figure 5-2: Indicative Design, ULDSP Preparation and Construction timeframes

5.4 Proposed Changes to Designation Conditions

To provide for the separation and staging of the construction and permanent phase ULDSP preparation and certification, the Transport Agency proposes to change designation Conditions, D36, D37, D38 and D38C and insert new Condition D38AA. All other conditions will remain unchanged.

The changes proposed by the Transport Agency in relation to the ULDSP designation conditions are outlined in Table 5-1.

Table 5-1: Proposed Changes to the ULDSP Designation Conditions

Condition No.	Designation Condition	Proposed Changes to Conditions	Explanation of changes to Conditions
D33	Following certification of the ULDF, the Requiring Authority shall prepare an Urban and Landscape Design Sector Plan (ULDSP) for each sector of the Project in compliance with the ULDF.	No change required	N/A – no change required
D34	The purpose of the ULDSPs is to implement the ULDF through integrating the Project's permanent works, including areas of earthworks, structures, and mitigation works for landscaping, visual screening for residential properties, heritage, noise attenuation (if any) and ecology, into the surrounding landscape and topography, having regard to the local landscape character and contexts along the highway route.	No change required	N/A – no change required
D35	[Moved – now Condition D38C]	N/A	N/A
D36	Each ULDSP shall include: (a) Detailed design drawings and information for the urban design and landscaping elements, including: i. Form, articulation and finish of all bridge elements; ii. Pedestrian and cycle facilities on local roads; iii. Highway furniture, including road safety barriers, signage gantries, light standards; iv. Retaining walls and noise walls (if any); v. Treatment of cut and fill batters, including benching; vi. Stormwater measures, including wetlands. (b) Context sensitive design features to mark the entrances to Pūhoi and Warkworth. Feature elements shall be determined in conjunction with the Iwi Advisor, and in consultation with Auckland Council and Auckland Transport and shall reflect the history and character of the adjacent settlements (Pūhoi and Warkworth); (c) Landscape design details within the designation, including: i. Landscaping treatments (landform and planting), including rehabilitation of all areas used for temporary work and construction yards; ii. Pest removal, weed control and identification of vegetation to be retained; iii. Proposed planting including – plant species (including consideration of native food-bearing species), mixes (canopy and succession species), spacing/densities (which may incorporate any planting required under Conditions D59 and D60), and sizes (at time of planting); iv. Integration of riparian planting required pursuant to the resource consents for the Project; v. Provision or enhancement of wildlife corridors where practicable; vi. Planting programme – the staging of planting in relation to the construction programme and the maintenance regime; and	<p>Condition changed to refer to the staging of the construction and permanent phase ULDSPs and that the ULDSPs should include consideration of the matters listed in Condition D36 as relevant to the particular ULDSPs (noting that not all matters will be applicable to all ULDSPs)</p> <p>Proposed change to condition wording – Each ULDSP <u>may be staged in accordance with Conditions D38, D38A, and D38C for the construction and permanent phases of the Project and shall include (where relevant):</u></p> <p>(a) Detailed design drawings and information for the urban design and landscaping elements, including: i. Form, articulation and finish of all bridge elements; ii. Pedestrian and cycle facilities on local roads; iii. Highway furniture, including road safety barriers, signage gantries, light standards; iv. Retaining walls and noise walls (if any); v. Treatment of cut and fill batters, including benching; vi. Stormwater measures, including wetlands. (b) Context sensitive design features to mark the entrances to Pūhoi and Warkworth. Feature elements shall be determined in conjunction with the Iwi Advisor, and in consultation with Auckland Council and Auckland Transport and shall reflect the history and character of the adjacent settlements (Pūhoi and Warkworth); (c) Landscape design details within the designation, including i. Landscaping treatments (landform and planting), including rehabilitation of all areas used for temporary work and construction yards; ii. Pest removal, weed control and identification of vegetation to be retained; iii. Proposed planting including – plant species (including consideration of native food-bearing species), mixes (canopy and succession species), spacing/densities (which may incorporate any planting required under Conditions D59 and D60), and sizes (at the time of planting); iv. Integration of riparian planting required pursuant to the resource consents for the Project;</p>	

Condition No.	Designation Condition	Proposed Changes to Conditions	Explanation of changes to Conditions
D36A	<p>vii. Detailed specifications in accordance with NZTA P39 Standard Specification for Landscape Treatments.</p>	<p>v. Provision or enhancement of wildlife corridors where practicable;</p> <p>vi. Planting programme – the staging of planting in relation to the construction programme and the maintenance regime; and</p> <p>vii. Detailed specifications in accordance with NZTA P39 Standard Specification for Landscape Treatments.</p>	<p>N/A – no change required</p>
D36A	<p>When preparing each ULDSP, the Requiring Authority shall consider the suitability of sourcing planting raised via the open-ground forestry method, including availability and cost-effectiveness.</p>	<p>No change required</p>	<p>Condition changed to reflect that the ULDSPs should include consideration of the matters listed in Condition D37 as relevant to the particular ULDSPs (noting that not all matters will be applicable to all ULDSPs)</p>
D37	<p>Each ULDSP shall:</p> <p>(a) Where bridges will be viewed from afar or below (eg from Pūhoi River and from Woodcocks Road), pay particular attention to the visual amenity of the structure as well as the design of the underside of the structure, including having regard to the utility requirements and ongoing maintenance.</p> <p>(aa) Optimise views (subject to the obligation to mitigate noise) from bridges by appropriate barrier design;</p> <p>(b) Employ techniques to ensure the cut rock face resembles natural fractures where appropriate;</p> <p>(c) Design any terracing and benching to break up their faces to reduce visual dominance where appropriate, including being irregular and responding to the natural bedding layers of the base material;</p> <p>(d) Minimise the visual impact of:</p> <p>i. roadside drainage channels through design, location and planting;</p> <p>ii. cuttings and fill embankments through appropriate grading to integrate with the surrounding landscape (where practical) and landscaping, avoiding “engineered” looking landforms and retention and incorporation of naturally occurring landforms and features within the area of earthworks (eg rock outcrops, watercourses, ridges); and</p> <p>iii. spoil disposal areas through appropriate contouring to appear as natural as possible in keeping with the surrounding landscape characteristics.</p> <p>(e) Address the compatibility of finished land cover with the surrounding land cover;</p> <p>(f) Give consideration to planting replacement vegetation (as required by Condition D59) in the general location from where it was removed.</p>	<p>Proposed change to condition wording –</p> <p>Each ULDSP shall (where relevant):</p> <p>(a) Where bridges will be viewed from afar or below (eg from Pūhoi River and from Woodcocks Road), pay particular attention to the visual amenity of the structure as well as the design of the underside of the structure, including having regard to the utility requirements and ongoing maintenance.</p> <p>(aa) Optimise views (subject to the obligation to mitigate noise) from bridges by appropriate barrier design;</p> <p>(b) Employ techniques to ensure the cut rock face resembles natural fractures where appropriate;</p> <p>(c) Design any terracing and benching to break up their faces to reduce visual dominance where appropriate, including being irregular and responding to the natural bedding layers of the base material;</p> <p>(d) Minimise the visual impact of:</p> <p>i. roadside drainage channels through design, location and planting;</p> <p>ii. cuttings and fill embankments through appropriate grading to integrate with the surrounding landscape (where practical) and landscaping, avoiding “engineered” looking landforms and retention and incorporation of naturally occurring landforms and features within the area of earthworks (eg rock outcrops, watercourses, ridges); and</p> <p>iii. spoil disposal areas through appropriate contouring to appear as natural as possible in keeping with the surrounding landscape characteristics.</p> <p>(e) Address the compatibility of finished land cover with the surrounding land cover;</p> <p>(f) Give consideration to planting replacement vegetation (as required by Condition D59) in the general location from where it was removed.</p>	<p>Condition changed to reflect that the ULDSPs should include consideration of the matters listed in Condition D37 as relevant to the particular ULDSPs (noting that not all matters will be applicable to all ULDSPs)</p>
D38	<p>A specific ULDSP shall be prepared for each of the following areas:</p> <p>(a) the area on the eastern side of the Pūhoi River on (CT NA37A/148), with a focus on establishing visual screening of any Project and construction yard for nearby residents as soon as practicable. This ULDSP shall be developed in consultation with a suitably qualified stormwater engineer to ensure appropriate consideration is given to the identified floodplain.</p>	<p>Proposed change to condition wording -</p> <p>A specific <u>construction phase</u> ULDSP shall be prepared for each of the following areas:</p> <p>(a) the area on the eastern side of the Pūhoi River on (CT NA37A/148), with a focus on establishing visual screening of any the Project and construction yard for nearby residents as soon as practicable. This ULDSP shall be developed in consultation with a suitably qualified stormwater engineer to ensure appropriate consideration is given to the identified floodplain.</p>	<p>The current wording of Condition D38 requires the preparation and certification of ULDSPs for specific areas of the Project with respect to both construction and permanent phase landscape and urban design elements.</p> <p>Due to the differences in the form, function and treatment of construction and permanent phase elements, Condition D38 has been changed to solely relate to the preparation of construction</p>

Condition No.

Designation Condition

Proposed Changes to Conditions

Explanation of changes to Conditions

- (b) the designation north of Woodcocks Road, with a focus on establishing a visual screen of the Project (including the intersection of the Project with the existing State Highway 1) for nearby residents in Viv Davie-Martin Drive.
- (c) any construction yard within 200m of a residential dwelling, with a focus on establishing appropriate visual screening.
- (d) For the land situated between the Project and the right branch of the Mahurangi River, extending from the pre-cast yard 12 at Wylie Road to construction yard 11. The ULDSP shall ensure the proposed access track becomes inaccessible to motor vehicles and motorcycles and shall include:
 - i. The removal of surfacing from any access track and its rehabilitation as far as practicable;
 - ii. Dense planting which may include replacement planting required under condition D59.
- (e) For the viaducts spanning the Okahu Inlet together with both approach embankments.

New Condition D38AA

N/A

New Condition proposed -

A specific **permanent phase** ULDSP shall be prepared for each of the following areas:

- (a) the area on the eastern side of the Pūhoi River on (CT NA37A/148), with a focus on establishing visual screening of the Project ~~and construction yard~~ for nearby residents as soon as practicable. This ULDSP shall be developed in consultation with a suitably qualified stormwater engineer to ensure appropriate consideration is given to the identified floodplain.
- (b) the designation north of Woodcocks Road, with a focus on establishing a visual screen of the Project (including the intersection of the Project with the existing State Highway 1) for nearby residents in Viv Davie-Martin Drive.
- (c) any construction yard within 200m of a residential dwelling, with a focus on establishing appropriate visual screening
- (d) For the land situated between the Project and the right branch of the Mahurangi River, extending from the pre-cast yard at 12 Wylie Road to construction yard 11 at Kauri Eco-Viaduct to Wylie Road. The ULDSP shall ensure the proposed access track becomes inaccessible to motor vehicles and motorcycles and shall include:
 - i. The removal of surfacing from any access track and its rehabilitation as far as practicable;
 - ii. Dense planting which may include replacement planting required under condition D59.
 - (e) For the viaducts spanning the Okahu Inlet together with both approach embankments.

- (f) the designation north of Woodcocks Road, with a focus on establishing a visual screen of the Project (including the intersection of the Project with the existing State Highway 1) for nearby residents in Viv Davie-Martin Drive.
- (g) any construction yard within 200m of a residential dwelling, with a focus on establishing appropriate visual screening
- (h) For the land situated between the Project and the right branch of the Mahurangi River, extending from the pre-cast yard at 12 Wylie Road to construction yard 11 at Kauri Eco-Viaduct to Wylie Road. The ULDSP shall ensure the proposed access track becomes inaccessible to motor vehicles and motorcycles and shall include:
 - i. The removal of surfacing from any access track and its rehabilitation as far as practicable;
 - ii. Dense planting which may include replacement planting required under condition D59.
 - (e) For the viaducts spanning the Okahu Inlet together with both approach embankments.

Advice Note:

As outlined in Section 06 of the Ara Tūhono, Pūhoi to Warkworth Section Urban and Landscape Design Framework, the specific permanent phase ULDSPs required by designation Condition D38AA may be integrated with the ULDSP prepared for each sector of the Project (designation Condition D33), so long as they specifically address the requirements of designation Condition D38AA.

phase ULDSPs for specific Project areas, being the construction yards. Specifically:

- Clause (a) has been changed to refer only to visual screening of the permanent motorway yard. Screening of the permanent motorway is addressed by new Condition D38AA.
- Clause (b) has been deleted as it relates to visual screening of permanent motorway, which is addressed by new Condition D38AA.
- Clause (c) remains as per the current conditions.
- Clause (d) has been deleted as it relates to the removal and rehabilitation of a construction phase access track, which is addressed by new Condition D38AA.
- Clause (e) has been deleted as it relates to the Okahu Viaduct, a permanent Project element, and is addressed by new Condition D38AA.

▶ New Condition D38AA is proposed to relate solely to the preparation of permanent phase ULDSPs for specific Project areas.

▶ There is potential to incorporate the requirements of the specific permanent phase ULDSPs as part of the ULDSPs to be prepared for each sector of the Project (Pūhoi, Moir Hill and Hikaue Creek and Warkworth). In this regard, Section 06 of the ULDF 'Sector Specific Outcomes' states – "Condition D38 requires 'specific' ULDSP for five instances. These may be integrated with the three main ULDSP so long as they specifically address the concerns and requirements of Condition D38". This approach is reflected in the proposed advice note to Condition D38AA.

Condition No.	Designation Condition	Proposed Changes to Conditions	Explanation of changes to Conditions
D38A	Each ULDSP shall be prepared by a suitably qualified urban designer and landscape architect in collaboration with the Iwi Advisor and a suitably qualified ecologist.	No change required	N/A – no change required
D38B	The Requiring Authority shall provide a draft of each ULDSP for comment to the stakeholders noted in Condition D30(b)-(d), and the stakeholders noted in Condition D30(a) with views from a dwelling onto the Project sector to which that ULDSP applies, at least 30 working days prior to submitting it to the Manager under Condition D38C. If the Requiring Authority has not received any comments from the stakeholders under this condition within 20 working days of providing them with the ULDSP, the Requiring Authority may consider that the stakeholder concerned has no comments.	No change required	N/A – no change required
D38C	The Requiring Authority shall submit to the Manager for certification each ULDSP at least 30 working days prior to Construction Works commencing in that sector. At the same time, a copy of the submitted ULDSP will be provided to the stakeholders whose comments were sought pursuant to Condition D38B.	<p>Proposed changes to condition wording - The Requiring Authority shall submit to the Manager for certification:</p> <p>(a) Each specific construction phase ULDSP at least 20-30 working days prior to the commencement of Construction Works commencing in that sector to which the particular ULDSP applies.</p> <p>(b) Each specific permanent phase ULDSP required in accordance with Condition D38AA, within 12 months of Construction Works commencing in that sector, or prior to the construction of permanent structures or earthworks for permanent cut and fill batters in that sector.</p> <p>(c) The ULDSP for each sector of the Project required in accordance with Condition D33, within 12 months of Construction Works commencing in that sector, or prior to construction of permanent structures or earthworks for permanent cut and fill batters in that sector.</p>	<p>► To reflect the proposed separation and staging of the construction and permanent phase ULDSP preparation and certification, clauses (a) – (c) have been inserted in Condition D38C.</p> <p>The proposed certification timeframes outlined in clauses (a) – (c) are consistent with the intent of the condition as outlined in Section 5.3.</p> <p>► In relation to clause (a), Auckland Council have indicated that they are comfortable with certifying the construction phase ULDSPs in a 20 working day timeframe, instead of a 30 working day timeframe. The condition has been changed in this regard.</p> <p>► New text has been inserted into Condition D38C to clarify that the construction phase ULDSPs shall be consistent with the ULDSP outcomes for construction yards outlined in Section 5.10 of the ULDF and Condition D38(c). Section 5.10 states – “The required outcome, to be demonstrated in the ULDSP, is effective screening by way of early establishment, fast growth, and sufficient density and depth of vegetation.”</p> <p>The permanent phase ULDSPs shall be consistent with the ULDF and Conditions D36 and D37, as per the current wording of this clause.</p>
D39	[This condition is intentionally left blank]	N/A	N/A
D40	[This condition is intentionally left blank]	N/A	N/A
D41	The Requiring Authority shall implement the ULDSPs.	No change required	N/A – no change required

6 STAKEHOLDER ENGAGEMENT

6.1 Hōkai Nuku

Mana whenua are recognised as having an important role in the Project, in particular the role of Hōkai Nuku as a Transport Agency treaty partner. Hōkai Nuku is the authorised voice of four Iwi and Hapū mana whenua – Ngāti Manuhiri, Ngāti Mauku/Ngāti Kauae of Te Uri o Hau, Ngāti Rango of Kaipara and Ngāti Whātua. The Transport Agency has a relationship agreement with Hōkai Nuku. This agreement includes communication and consultation processes between Hōkai Nuku, their iwi and hapū members and the Transport Agency.

The Transport Agency and NX2 have engaged with Hōkai Nuku in relation to the proposed separation and staging of the construction and permanent phase ULDSPs, changes proposed to the designation conditions and this alteration to Designation 6769.

Hōkai Nuku are comfortable with the approach proposed by the Transport Agency to separate and stage the preparation and certification of the construction and permanent phase ULDSPs, along with this alteration to Designation 6769 under s181(3) of the RMA.

6.2 Auckland Council

The Transport Agency and NX2 have engaged with Auckland Council in relation to the separation of the construction and permanent phase ULDSPs and the strategy for changing the conditions of Designation 6769. Council officers involved in this process include:

- ▶ Major Infrastructure Team (Andrew Gysberts and Rachel Batchelor)
- ▶ Plans and Places Team (Christopher Turbott)
- ▶ Auckland Council Principal Landscape Architect (Leo Jew)
- ▶ Auckland Council Senior Monitoring Inspector Auckland (North) (Graham Jones).

Discussion has focused on:

- ▶ Current wording of the ULDSP conditions and compliance implications in relation to Construction Works
- ▶ The proposed strategy to separate the construction and permanent phase ULDSPs
- ▶ Appropriateness of section 181(3) to authorise the separating and staging of the ULDSPs
- ▶ Engagement with Hōkai Nuku in relation to the staging and separation of the ULDSPs
- ▶ Proposed changes to the ULDSP designation conditions
- ▶ Stakeholder engagement in relation to the ULDSP separation.

Both the Major Infrastructure and Plans and Places teams have indicated that they are comfortable with the proposed approach to change the designation conditions.

6.3 Other Project Stakeholders

Designation Condition D38B requires that the Transport Agency prepare the Project ULDSPs in collaboration with a range of Project stakeholders, identified in Conditions D38B and D30. The proposed changes to the designation conditions will not alter the stakeholder engagement requirements set out in the current designation conditions, nor will they alter the specific Project areas or sectors for which ULDSPs are to be prepared.

The staged approach to preparation and certification of the ULDSPs and the process required to authorise the changes has been discussed with stakeholders at Project information days (held on 10

December in Warkworth and 15 December in Pūhoi). The process will also be outlined to stakeholders in the January 2017 Project newsletter.

7 ASSESSMENT OF ENVIRONMENTAL EFFECTS

Given the nature of this alteration to designation, which proposes to change the conditions of Designation 6769 to provide for the separation and staging of the Project ULDSP preparation and certification, there will not be any direct effects on the physical Project environment. Furthermore, the proposed changes to the designation conditions will result in a number of positive effects as outlined below.

7.1 Positive Effects

The meaning of effect as defined by section 3(a) of the RMA includes positive effects. The proposed separation and staging of the construction and permanent phase ULDSPs will result in a number of benefits as follows:

- ▶ The separation and staging of the ULDSP preparation and certification will enable development of the permanent phase ULDSPs to better align and integrate with the detailed design programme. This will allow for the design to be progressed to an appropriate level of detail around the form, function and treatment of permanent elements to inform Plan preparation than would be available should the permanent phase plans be prepared prior to the commencement of Construction Works as per the current ULDSP conditions.
- ▶ The greater level of design detail (as opposed to a more generic design), coupled with a longer timeframe for the ULDSP preparation, will provide enhanced opportunities for the Project Team, Iwi Advisors and stakeholders to collaborate and meaningfully engage in relation to the permanent urban and landscape design and legacy features of the Project. It will also allow the development of mitigation measures tailored to individual stakeholders, as opposed to a more generic design that may not fit with stakeholder expectations.
- ▶ The proposed changes to the ULDSP designation conditions will provide greater certainty to stakeholders around the timeframe for ULDSP preparation and stakeholder engagement prior to finalisation and certification of the Plans.
- ▶ The staging of the ULDSPs, and associated landscaping and design elements, will not preclude the development of the permanent phase ULDSPs. Where possible, opportunities will be sought to incorporate construction phase landscaping into the permanent landscape design. Similarly, the early phases of Construction Works will not preclude the design of any permanent Project elements subject to a permanent phase ULDSP.
- ▶ The staged approach to ULDSP preparation will permit the Transport Agency to commence Construction Works earlier than provided for by the current designation Conditions, which require the certification of all ULDSPs (construction and permanent phase) prior to Construction Works commencing in the sector to which each Plan applies. In turn, this will assist the Transport Agency with meeting the Project objectives in a timely and efficient manner.
- ▶ Overall, the proposed changes to the designation conditions to enable the separation and staging of the ULDSP preparation and certification will provide for improved design, construction, cultural and social outcomes in comparison to the current conditions.

7.2 Landscape and Visual Effects

This alteration to Designation 6769, in order to provide for the separation and staging of the ULDSP preparation and certification, will not result in adverse physical construction phase or long term landscape and visual effects, and overall any effects will be negligible. The changes to the designation conditions will not alter the intent or purpose of the ULDSPs as outlined in Condition D33, being to implement the ULDF through integrating the Project's permanent works into the surrounding landscape and topography, having regard to the local landscape character and contexts along the motorway alignment.

The construction phase ULDSPs will be prepared in consultation with the relevant Project stakeholders and certified prior to the commencement of Construction Works to which the particular ULDSP applies. The approach will provide the owners and/or occupiers of residential dwellings located in proximity to the Project construction yards with certainty around the visual screening to be established to minimise adverse landscape or visual effects associated with operation of the yard. Establishment of the visual mitigation will be implemented during the construction period as per the certified ULDSPs. Accordingly, there will be no change to the temporary landscape or visual effects during the Project's Construction Works associated with the change to the designation conditions.

As outlined above, the staging of the ULDSPs, and associated landscaping and design elements, will not preclude the development of the permanent phase ULDSPs. Where possible, opportunities will be sought to incorporate construction phase landscaping into the permanent landscape design. Similarly, the early phases of construction works, undertaken prior to the preparation and certification of the permanent phase ULDSPs, will not preclude the design of any permanent Project elements subject to a permanent phase ULDSP.

The permanent phase ULDSPs will be prepared in consultation with the relevant Project stakeholders and certified within 12 months of Construction Works commencing in the Project Sector to which the ULDSP applies or prior to the commencement of permanent Project elements in the relevant sector. This process, will provide stakeholders with certainty as to the final form and treatment of the permanent Project elements, how these will be integrated into the surrounding landscape and topography, having regard to the local landscape character and contexts along the motorway alignment, and demonstrate that each ULDSP implements the landscape and urban design outcomes set out in the ULDF. The ULDSPs will be implemented by the Transport Agency at the appropriate timeframe during construction. As such, there will be no change to the landscape or visual effects during the Project's Construction Works associated with the change to the designation conditions.

7.3 Construction Effects

There are no physical construction effects associated with the proposed changes to the designation conditions in order to provide for the separation and staging of the ULDSP preparation and certification.

7.4 Summary of Effects

Overall, the propose changes to the conditions of Designation 6769 will have negligible adverse effects on the environment and will also result in a number of positive effects.

8 STATUTORY ASSESSMENT

8.1 Alteration to Designation

The requirement procedures for a Designation are set out in sections 166 to 186 of the RMA. Section 181(3) of the RMA provides a simplified procedure for an alteration to a designation, provided that a number of criteria are met.

Section 181(3) of the Act states that - *a territorial authority may, at any time, alter a designation in its District Plan if:*

- (a) *the alteration*
 - (i) *involves no more than a minor alteration to the effects on the environment associated with the proposed use of land; or*
 - (ii) *involves only minor alteration or adjustments to the boundaries of the designation; and*
- (b) *written notice of the proposed alteration has been given to every owner or occupier of the land directly affected and those owners or occupiers agree with the alteration; and*
- (c) *both the territorial authority and the requiring authority agree with the alteration – and sections 168 – 179 shall not apply to any such alteration.*

8.1.1 Minor effects - s181(3)(a)(i)

Section 181(3)(a)(i) provides for an alteration to the designation if it involves no more than a minor alteration to the effects on the environment associated with the proposed use of the land.

Section 7 of this report assesses the proposal against potential effects on the environment. This report concludes that any potential adverse effects on the environment associated with changing the ULDSP conditions of Designation 6769 will be no more than minor. Accordingly, we consider that this alteration to designation satisfies the requirements of s181(3)(a)(i) of the Act.

8.1.2 Minor boundary adjustment - s181(3)(a)(ii)

Section 181(3)(a)(ii) is not relevant to this alteration to designation, which does not propose to change the boundaries of the Ara Tūhono Pūhoi to Warkworth designation.

8.1.3 Landowner approval - s181(3)(b)

The proposed changes to the ULDSP conditions of Designation 6769 will not result in adverse effects on any landowner or occupier of land within the Ara Tūhono Pūhoi to Warkworth designation.

This alteration to designation is proposed by the Transport Agency (who own all land within the Ara Tūhono Pūhoi to Warkworth designation) to change the conditions of Designation 6769 in order to provide for a staged approach to the preparation and certification of the Project ULDSPs. The proposed changes to the designation conditions will provide for the preparation and certification of the construction phase ULDSPs prior to the commencement of Construction Works to which the ULDSP applies (consistent with the intent of the current conditions), while allowing the permanent phase plans to be prepared within the first 12 months of Construction Works commencing in the relevant Project sector, when the detailed design has been sufficiently progressed.

As outlined in Section 6.3 of this report, this alteration to designation will not change the requirement for the ULDSPs to be prepared in collaboration with the stakeholders listed in designation Conditions D30 and D38B.

8.1.4 Agreement to the works by Auckland Council and the Transport Agency - s181(3)(c)

In respect of section 181(3)(c), Auckland Council is the relevant territorial authority. The proposed alteration to Designation 6769 is required to enable the separation and staged preparation of the Project ULDSPs. The Transport Agency agrees to, and requests confirmation of this alteration to designation from Auckland Council.

8.2 RMA Part 2

This alteration to Designation 6769 is consistent with the purpose of the RMA, outlined in section 5 of the Act. This alteration to designation will not change the purpose or intent of the ULDSPs to be prepared for the Pūhoi to Warkworth section of Ara Tūhono, and hence will promote the sustainable management of nature and physical resources in a way, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety.

Section 6 of the RMA sets out the matters of national importance. There are no matters of national importance relevant to this alteration to designation.

Section 7 of the RMA lists certain matters to which particular regard is to be had. The changes to the ULDSP conditions of Designation 6769 will continue to provide for the maintenance and enhancement of amenity values and the quality of the environment, in accordance with sections 7(c) and 7(f).

Section 8 requires that the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) must be taken into account in relation to managing the use, development, and protection of natural and physical resources. Engagement has been undertaken with Hōkai Nuku in relation to this alteration to designation (refer to Section 6.1 of this report), and remains ongoing as part of the wider Project.

8.3 National Policy Statements and National Environmental Standards

There are no National Policy Statements or National Environmental Standards relevant to this Notice of Requirement.

8.4 Auckland Unitary Plan Operative in Part

The Auckland Unitary Plan sets the objectives, policies and rules for the sustainable management of natural and physical resources in Auckland. It contains the Regional Policy Statement, and regional and district objectives, policies and rules. The AUP was made Operative in Part on 15 November 2016.

8.4.1 Auckland Regional Policy Statement

The Auckland Regional Policy Statement (ARPS) section of the AUP (OP) (Chapter B) sets out the broad objectives and policies for managing the use, development and protection of the natural and physical environment of the Auckland Region.

This alteration to Designation 6769 is consistent with the Transport objectives and policies contained within Chapter B3 of the ARPS. Specifically, the proposed changes to the designation conditions will be consistent with Transport Objective B3.3.1.1 and Policies B3.3.2.1, B3.3.2.4(a) and B3.3.2.7.

8.4.2 Auckland Regional and District Plans

The Auckland Regional and District Plan sections of the AUP sets out the broad objectives and policies in relation to network utilities and infrastructure (including roads and motorways) (Chapter E).

This alteration to designation is consistent with the network utility and objectives and policies in Chapter E26 of the Plan. Specifically, this alteration to designation will be consistent with Objectives E26.2.1.1, E26.2.1.3, E26.2.1.4, E26.2.1.5, E26.2.1.9 and Policies E26.2.2.1, E26.2.2.2 and E26.2.2.4.

9 SUMMARY

This report has been prepared on behalf of the Transport Agency to support the NOR for alteration of the Ara Tūhono Pūhoi to Warkworth Designation (Designation 6769 in the AUP Operative in Part). The Transport Agency proposes to change the conditions of Designation 6769 in order to enable the separation and staging of the construction and permanent phase ULDSPs for the Project.

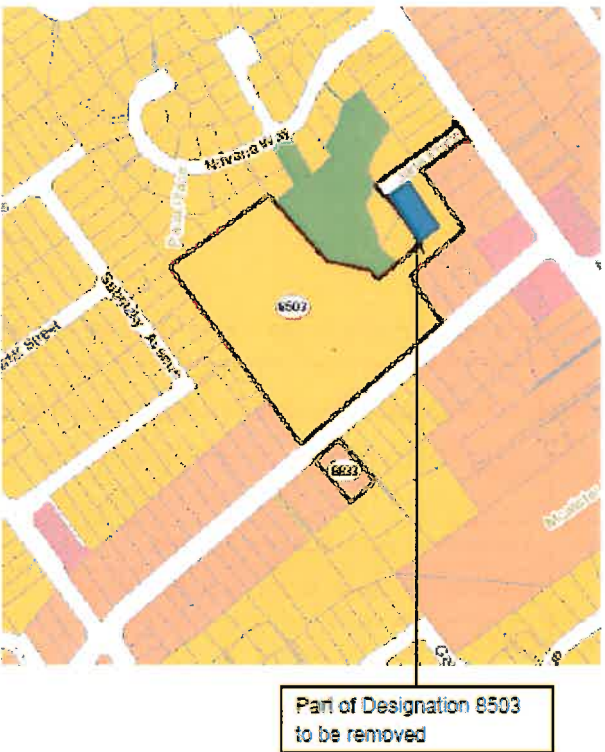
- ▶ This alteration to Designation 6769 will have no more than a minor effect on the environment, as assessed in Section 7 of this report and does not involve any minor changes/adjustments to the boundaries of the designation
- ▶ This alteration to Designation 6769 will not adversely affect any landowners or occupiers of land within the designation
- ▶ The Transport Agency as the Requiring Authority, proposes this alteration to Designation 6769.

The proposed alteration to Designation 6769 satisfies the requirements of s181(3) of the RMA. Accordingly, the Transport Agency requests that this Notice of Requirement for alteration to the Ara Tūhono Pūhoi to Warkworth Designation be confirmed by Auckland Council.

CHANGE REQUEST MEMORANDUM**FILE REF****TO** Phill Reid – Manager Planning, Auckland-wide**FROM** Sisira Jayasinghe – Planner, Central/South**DATE** 5 April 2017**SUBJECT** Designation to be updated in the AUP Operative in Part

This memorandum concerns an update to Designation 8503 (Mount Roskill Substation)

Unitary Designation Number	8503
Requiring Authority	Transpower New Zealand Limited
Location:	11-39 White Swan Road, Mount Roskill
Type of Designation	Alteration
Lapse Date	Given effect to (i.e. no lapse date)
Purpose	No changes
Conditions	No changes
Changes to diagrams	No changes

<p>Changes to spatial data</p>	<p>Map showing partial removal of Designation 8503 Mount Roskill Substation at 11- 39 White Swan Road, Mount Roskill.</p> 
<p>New affectation</p>	<p>N/A</p>
<p>Attachments</p>	<p>Requiring authority request for partial uplift, approval of uplift, map showing uplift</p>


Reviewed by:

Sisira Jayasinghe
Planner, Central/South

Signature: 


Entered by:

Diana Luong
Planning Technician

Signature: 

Maps prepared by:

Shelley Glassey
Lead Geospatial Analyst

Signature: 

Signed off by:

Phill Reid
Manager Planning, Auckland-wide

Signature: 

Date: 10/4/17

**FORM 23 – NOTICE OF REQUIREMENT FOR REMOVAL OF PART OF DESIGNATION
PURSUANT TO SECTION 182 OF THE RESOURCE MANAGEMENT ACT**

To Auckland City Council
Private Bag 92300
Victoria Street West
Auckland 1142

The Mount Roskill Substation is designated by Transpower New Zealand Limited as "*Electricity transmission – Mount Roskill electricity substation*" in the Auckland Unitary Plan (Designation Number ID 8503). The designated site includes the Mount Roskill substation at 11-39 White Swan road, and two residential dwellings located at 413a Richardson Road and 3 Jana Place. The site is legally described as Lot 1 DP 141985 held in computer freehold register NA84B/47. The designation also extends over the Jana Place access way (Lot 2 DP141985).

No 3 Jana Place is surplus to Transpowers requirements and is in the process of being subdivided from Lot 1 DP 141985.

Transpower New Zealand Ltd gives notice that it no longer requires the following part of the designation at the Mt Roskill Substation:

- The residential property at 3 Jana Place, as identified as Lot 2 on Plan Reference P16-269 001 Rev A attached as Appendix A.

The area to be deleted from the designation, and the designated area to be retained, is shown on the map in Appendix B.

Transpower New Zealand Limited requests that the Council amend the Auckland Unitary Plan accordingly, as required by section 182 of the Resource Management Act 1991.



.....
Signature on behalf of requiring authority
TRANSPOWER NEW ZEALAND LIMITED

6th March 2017

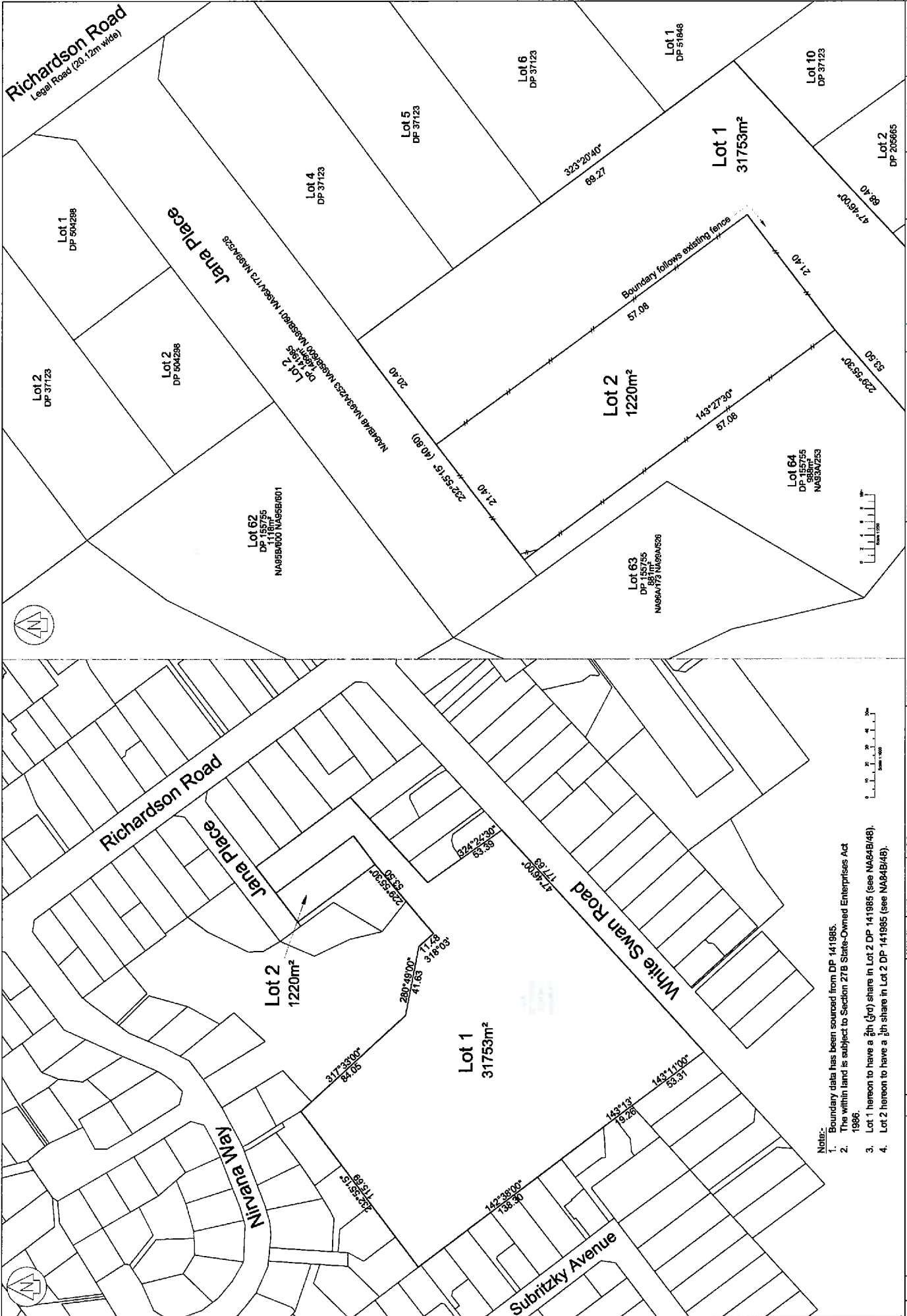
.....
Date

Address for service of requiring authority:
Transpower New Zealand Limited
PO Box 1021
Wellington 6140

Contact: Louise Miles
Phone: DDI: 04 5907461, Mob: 027 2310244

Email: Louise.Miles@transpower.co.nz

Appendix A: Scheme Plan Drawing



AR & ASSOCIATES CIVIL ENGINEERING & SURVEYING PO Box 65 576 Marang Bay, Auckland 0754 p. (09) 466 0774 f. (09) 466 0776 m. 027 427 266 info@arandassociates.co.nz www.arandassociates.co.nz		AS SCALE 1:200 & 1:500 DWG No. 001 REVISION A
AR & ASSOCIATES CIVIL ENGINEERING & SURVEYING PO Box 65 576 Marang Bay, Auckland 0754 p. (09) 466 0774 f. (09) 466 0776 m. 027 427 266 info@arandassociates.co.nz www.arandassociates.co.nz		AL SCALE 1:1000 & 1:500 JOB No. P16-269
Jana Place Lots 1 & 2 being a proposed subdivision of Lot 1 DP 141985		TITLE P16-269
Transpower New Zealand Limited		PROJECT Transpower New Zealand Limited
CLIENT Transpower New Zealand Limited		DATE XX XX CHECKED ST XX
DISIGNED XX TRIMMED ST		COPYRIGHT ALL RIGHTS RESERVED DOCUMENT MAY BE REPRODUCED IN PART WITHOUT WRITTEN APPROVAL FROM AR CIVIL CONSULTING LIMITED
A 31.07.12 REV DATE AMENDMENT	DRAWN ST	CHECKED ST

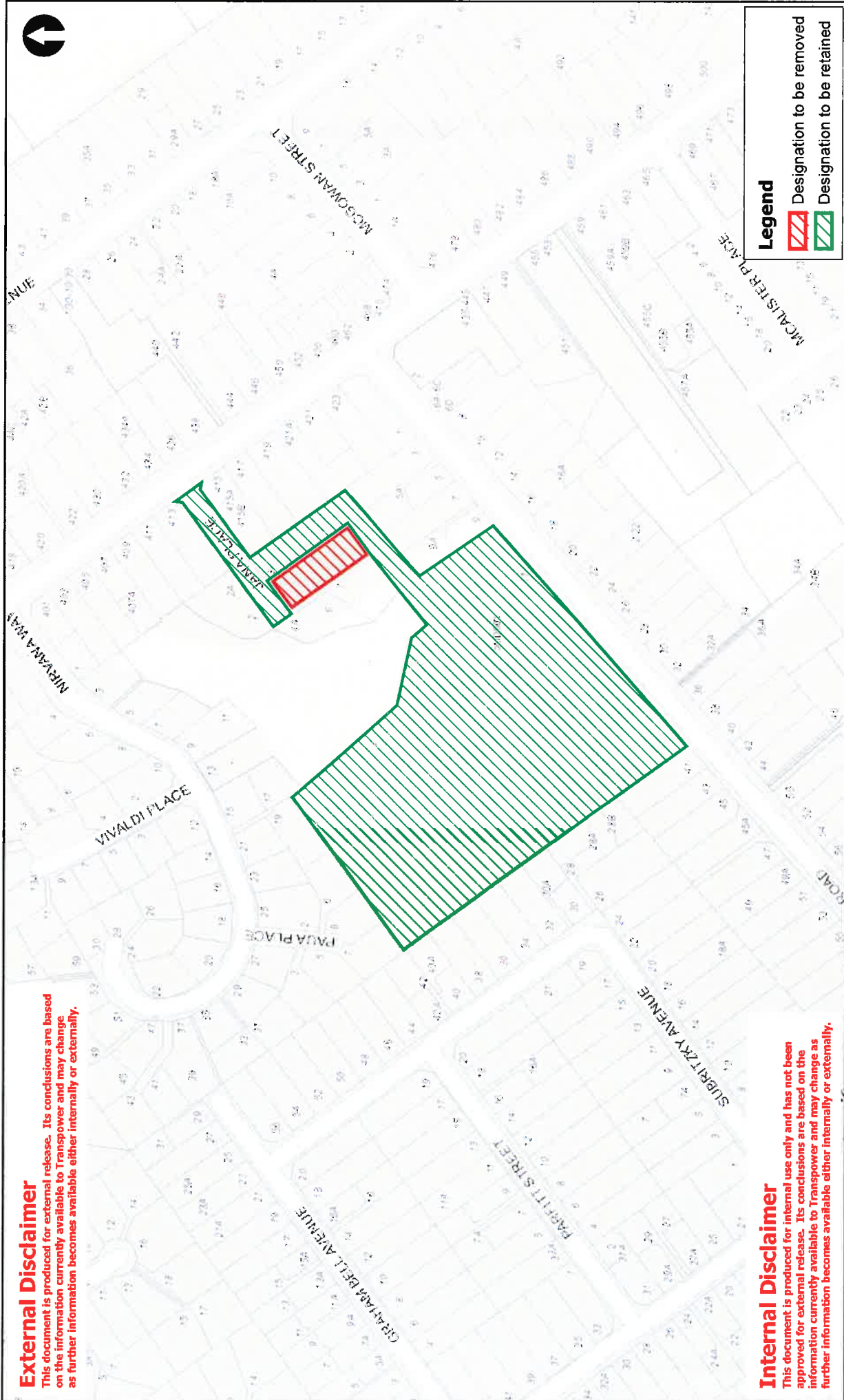
Appendix B: Requirement Plan – Mount Roskill Substation

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Legend

-  Designation to be removed
-  Designation to be retained



TRANSPOWER

Prepared by: Geographical & Engineering

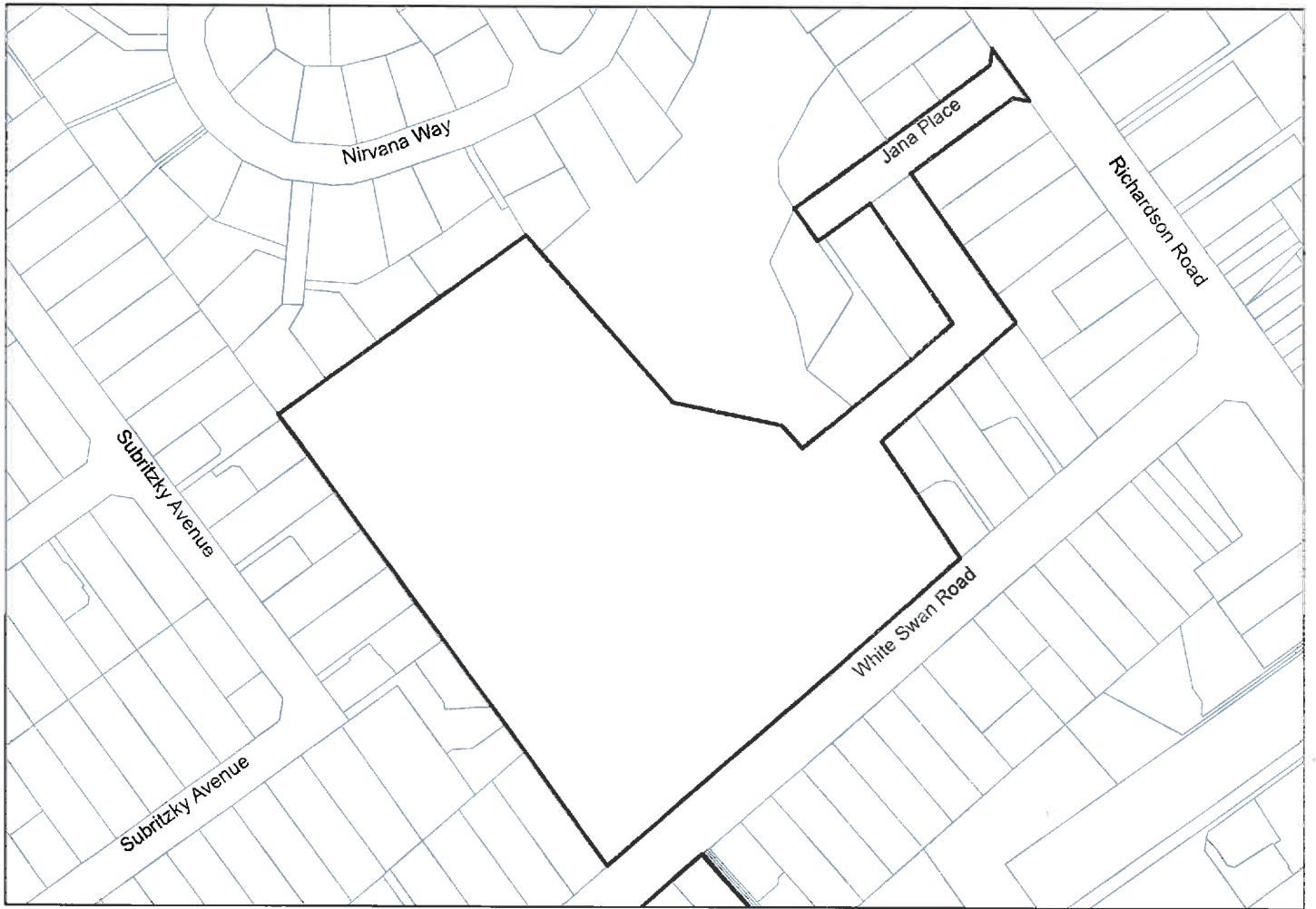
Mt Roskill Substation Designation



Projection: NZTM 2000 Scale: 1:3,000 Plan Size: A4L

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Date: 1/03/2017 Drawn by: dorriann



DESIGNATION 8503


CHANGE REQUEST MEMORANDUM

FILE REF

**TO** Phill Reid – Manager Planning, Auckland-wide**FROM** David Hookway – Principal Planner, North/West**DATE** 5 April 2017**SUBJECT** Designation to be updated in the AUP Operative in Part

This memorandum concerns an update to Designation 8525 (Henderson Electricity Substation).


Unitary Designation Number	8525												
Requiring Authority	Transpower New Zealand Ltd												
Location:	1-12, 41-49 <u>47</u> and 35 Lincoln Park Avenue, Massey												
Type of Designation	Alteration												
Lapse Date	No changes												
Purpose	No changes												
Conditions	Attachments Schedule of Legal Descriptions <table border="1"><thead><tr><th colspan="2">Parcel ID</th></tr></thead><tbody><tr><td>Lot 1 DP 146083</td><td>Lot 9 DP 106455</td></tr><tr><td>Lot 10 DP 106455</td><td>Pt Lot 10 DP 29329</td></tr><tr><td>Lot 1 DP 60157</td><td>Lot 2 DP 60157</td></tr><tr><td>Lot 3 DP 60157</td><td>Lot 4 DP 60157</td></tr><tr><td>Lot 5 DP 60157</td><td>Lot 1 DP 164563</td></tr></tbody></table>	Parcel ID		Lot 1 DP 146083	Lot 9 DP 106455	Lot 10 DP 106455	Pt Lot 10 DP 29329	Lot 1 DP 60157	Lot 2 DP 60157	Lot 3 DP 60157	Lot 4 DP 60157	Lot 5 DP 60157	Lot 1 DP 164563
Parcel ID													
Lot 1 DP 146083	Lot 9 DP 106455												
Lot 10 DP 106455	Pt Lot 10 DP 29329												
Lot 1 DP 60157	Lot 2 DP 60157												
Lot 3 DP 60157	Lot 4 DP 60157												
Lot 5 DP 60157	Lot 1 DP 164563												
Changes to diagrams	No changes												
Changes to spatial data	Area in red to be removed from designation												

	
New affectation	N/A
Attachments	Transpower request for alteration, designation text with the changes incorporated and map showing new designation area.

Reviewed by:

David Hookway

Principal Planner – North/West

Signature:

Maps prepared by:

Shelley Glassey

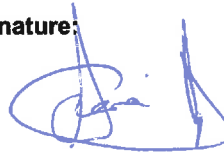
Lead Geospatial Analyst

Signature:

Date:**Entered by:**

Diana Luong

Planning Technician

Signature:

Signed off by:

Phill Reid

Manager Planning, Auckland-wide

Signature:


10/4/17

FORM 23 – NOTICE OF REQUIREMENT FOR REMOVAL OF PART OF DESIGNATION
PRUSUANT TO SECTION 182 OF THE RESOURCE MANAGEMENT ACT

To Auckland City Council
Private Bag 92300
Victoria Street West
Auckland 1142

The Henderson Substation is designated by Transpower New Zealand Limited as "*Electricity transmission – Henderson electricity substation*" in the Auckland Unitary Plan (Designation Number ID 8525). The designated site includes No's 1-12, 35, and 41- 49 Lincoln Park Avenue, in Massey.

Transpower New Zealand Limited gives notice that it no longer requires the following part of the Henderson Substation designation:

- 49 Lincoln Park Avenue, being Lot 5 DP 60157 held in Computer Freehold Register 766677 (refer Appendix A).

The area to be removed from the designation (i.e. 49 Lincoln Park Avenue) on the Planning Maps, and the designated area to be retained are shown on the map in Appendix B. A consequential change to delete reference to Lot 5 DP 60157 from the Schedule of Legal Descriptions for ID 8525 (in Chapter K 'Designations') is also required.

Transpower New Zealand Limited requests that the Auckland City Council amend the Auckland Unitary Plan accordingly, as required by section 182 of the Resource Management Act 1991.

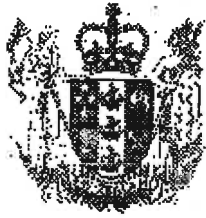

.....
Signature on behalf of requiring authority
TRANSPOWER NEW ZEALAND LIMITED

13/02/17
.....
Date

Address for service of requiring authority:
Transpower New Zealand Limited
PO Box 1021
Wellington 6140

Contact: Louise Miles
Phone: DDI: 04 5907461, Mob: 0272310244
Email: Louise.Miles@transpower.co.nz

Appendix A: Computer Freehold Register



COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952



Search Copy

Identifier **766677**
Land Registration District **North Auckland**
Date Issued 01 December 2016

Prior References
NA89C/248

Estimate Fee Simple
Area 675 square metres more or less
Legal Description Lot 5 Deposited Plan 60157

Proprietors
Transpower New Zealand Limited

Interests

Subject to Part IV A Conservation Act 1987

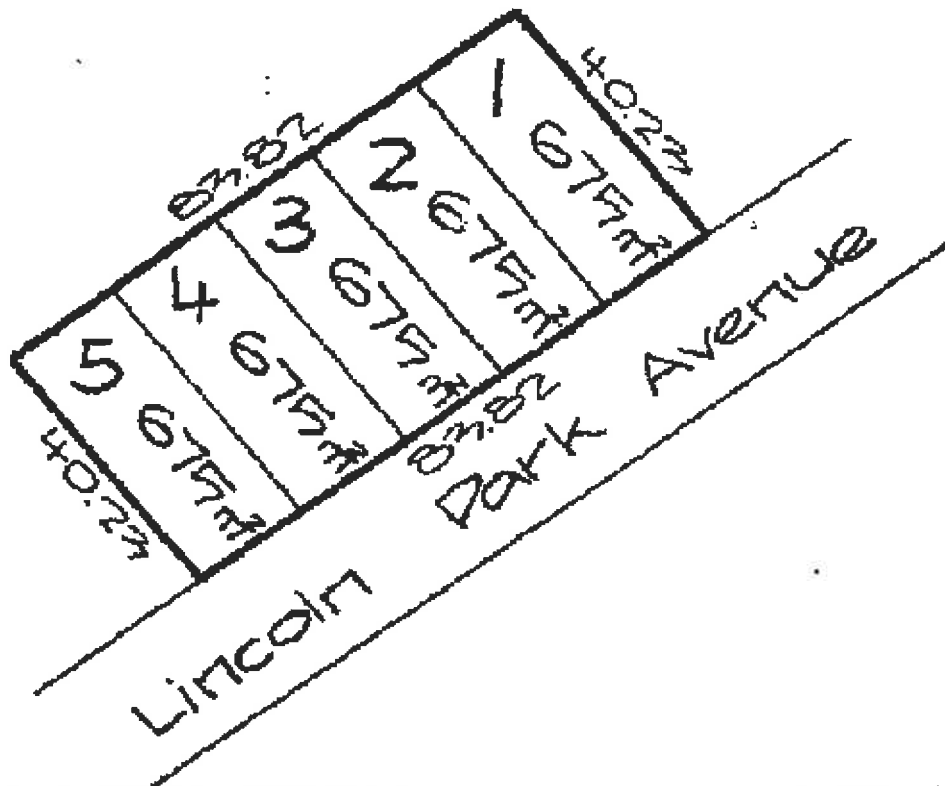
Subject to Section 11 Crown Minerals Act 1991

Subject to Section 27B State-Owned Enterprises Act 1986 (which provides for the resumption of land on the recommendation of the Waitangi Tribunal and which does not provide for third parties, such as the owner of the land, to be heard in relation to the making of any such recommendation)

Identifier

766677

Waitakere City



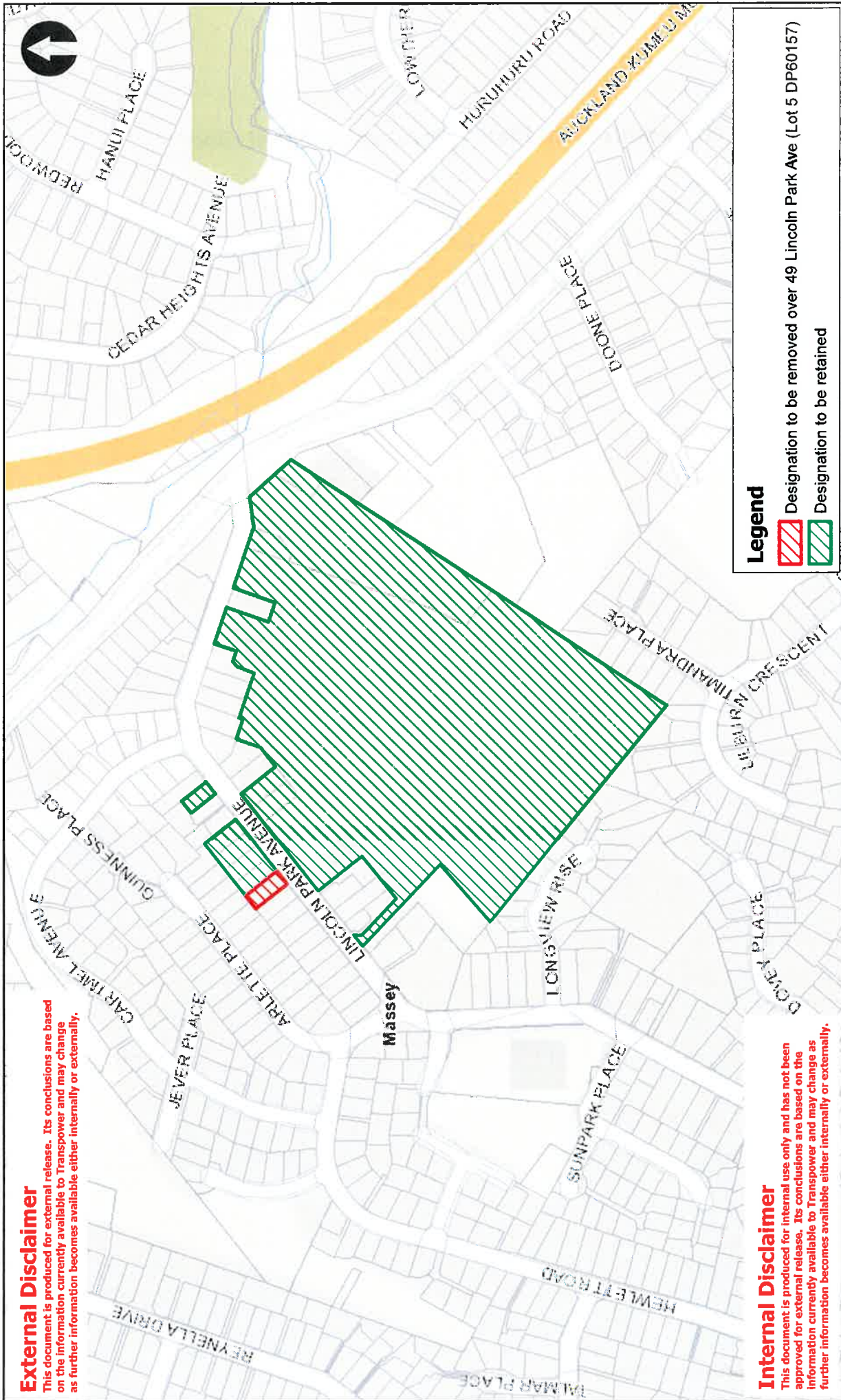
Appendix B: Requirement Plan – Henderson Substation

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Legend

- Designation to be removed over 49 Lincoln Park Ave (Lot 5 DP60157)
- Designation to be retained



TRANSPOWER

Prepared by: Geospatial & Drafting

Projection: NZTM 2000 Scale: 1:5,000 Plan Size: A4L

Henderson Substation Designation



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Date: 9/02/2017 Drawn by: waing

8525 Henderson Electricity Substation

Designation Number	8525
Requiring Authority	Transpower New Zealand Ltd
Location	1-12, 41-47 and 35 Lincoln Park Avenue, Massey
Rollover Designation	Yes
Legacy Reference	Designation TP1, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Electricity transmission - Henderson electricity substation.

Conditions

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

Cultural / Spiritual

3. If any urupā, traditional sites, taonga (significant artefacts), or kōiwi (human remains) are exposed during site works, then the following procedures shall apply:
 - a. Works in the immediate vicinity of the site that has been exposed shall cease;
 - b. The site supervisor shall immediately secure the area in a way that ensures that any remains or artefacts are untouched;
 - c. The site supervisor shall notify representatives of relevant tāngata whenua, the New Zealand Historic Places Trust, the Auckland Council and, in the case of human remains, the New Zealand Police; and
 - d. the notification in (c) above shall allow such persons being given a reasonable time to record and recover archaeological features discovered before work may recommence on the exposed site.

Construction and Maintenance Noise

4. All construction work shall be designed, managed and conducted to ensure that construction and maintenance noise from the site does not exceed the limits in NZS6803:1999 Acoustics—Construction Noise.
5. Prior to any significant construction work taking place, including any associated significant earthworks, a noise management plan shall be prepared, with the assistance of a suitably qualified and experienced person, that sets out the management procedures in terms of section 8 and Annex E of NZS6803:1999 and the works shall be undertaken in accordance with that noise management plan.

6. The noise management plan required by the above condition 5 shall be submitted to Council's Consents Manager for approval, at least 20 working days prior to the works commencing. The Council's Consents Manager shall respond within 20 working days indicating whether approval is given or refused. Approval shall not be unreasonably withheld.

Hazardous Substances

7. Any new part of the facility containing oil shall be designed to comply with Transpower's Oil Spill Management Policy (TPG:GS.54.01).

Electric and Magnetic Fields (EMF)

8. Any new equipment shall be designed and operated to limit the electric and magnetic field exposures at or beyond the secure boundary of the substation site to the International Commission on Non-Ionising Radiation Protection, Guidelines for limiting exposure to time-varying electric and magnetic fields (1Hz – 100kHz), (Health Physics 99(6):818-836; 2010) (ICNIRP Guidelines). That is the public reference levels of 5 kV/m for electric fields and 200 µT for magnetic flux density at one metre above ground level under maximum normal operating conditions (ie, when there are no faults in the transmission system).

Radio Frequency Interference

9. Any new works or equipment shall be designed to comply with NZS 6869:2004 Limits and Measurement Methods of Electromagnetic Noise from High-Voltage a.c. Power Systems, 0.15 to 1000 MHz.

Earth Potential Rise

10. Any new substation earth grids shall be designed, built, and tested to ensure electrical safety at or beyond the designation boundary in accordance with Transpower Standard TP.DS.52.01, Issue 2, January 2005.

Light Spill

11. Any new exterior lighting shall be designed to comply with:
- a. AS/NZS 1158 Lighting for Roads and Public Spaces 2005 Part 3.1;
 - b. Transpower's guidelines and information for switchyard and grounds lighting TP.DS 40.03 and
 - c. AS 4282 1997, Control of Obtrusive Effects of Outdoor Lighting.

Operational Noise

12. A noise management plan shall be submitted for any new equipment (such as transformers, fans and circuit breakers) where the noise from such equipment is likely to generate adverse noise effects for any noise sensitive land uses located in the vicinity.

Advice Note

1. Any new works or equipment means those works which were not existing prior to the notification of the Auckland Unitary Plan.

Attachments

Schedule of Legal Descriptions

Parcel ID

Lot 1 DP 146083	Pt Lot 10 DP 29329
Lot 10 DP 106455	Lot 2 DP 60157
Lot 1 DP 60157	Lot 4 DP 60157
Lot 3 DP 60157	Lot 1 DP 164563
Lot 9 DP 106455	

