Drury Access Ramp - Notice of Requirement for an alteration to a Designation and applications for Resource Consent approval from NZTA

Report pursuant to sections 104, 168 and 181(2) of the Resource Management Act 1991

To:

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From:

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Subject:

Notice of Requirement to alter Designation 6706 – State Highway 1 and associated regional resource consents

Resource consent applications: BUN60423831, LUC60422075, DIS60423833, DIS60423834, WAT60423835

Reissued pursuant to RMA s133A on 29 August 2024 to correct three minor typographical errors on pages 58, 73 & 80.

Contents

1. NoR and Resource Consent Application Overview

Designation	Designation 6706 – State Highway 1
Resource consent application numbers:	BUN60423831 (council reference) LUC60422075 (s9 land use consent) DIS60423833 (s15 discharge consent - contamination) DIS60423834 (s15 discharge consent – stormwater) WAT60423835 (s14 water permit)
Requiring Authority / Applicant:	NZ Transport Agency Waka Kotahi
Site address:	A 745m long southbound access ramp from SH1 connecting to a future road network in the general proximity of Creek Road South located within 103, 108, 120, 124 and 132 Flanagan Road, Drury
Site area:	The proposed NoR alteration to accommodate the Drury Access Ramp is approximately 5.5 hectares in land area Works are required within the existing and altered designation boundaries proposed, and within private property adjoining the existing and pro designation boundaries.
Legal descriptions and street addresses of the subject sites:	Lot 1 DP 160625 - 103 Flanagan Road, Drury Part Lot 1 DP 62094 & Lot 1 DP 80559-108 Flanagan Road, Drury Lot 1 DP 165262 - 120 Flanagan Road, Drury Lot 5 DP 57466 – 124 Flanagan Road, Drury Part Allot 33 Parish of Opaheke - 132 Flanagan Road, Drury
Auckland Unitary Plan zoning & precincts:	Strategic Transport Corridor (existing SH1), while the altered designation boundaries being proposed encompass the following zones and precinct: Business – Metropolitan Centre Zone Open Space – Informal Recreation Zone Drury Centre Precinct
Auckland Unitary Plan special features, overlays etc:	High-Use Aquifer Management Areas (Drury Sand Aquifer) Quality-Sensitive Aquifer Management Areas National Grid Corridor Overlay – Subdivision and Substation Corridors, Yard Compromised and Uncompromised Arterial Road SMAF-1 Macroinvertebrate Community Index – Urban, Rural and Native. Vehicle Access Restriction – Motorway Interchange Control
Overlaps with:	Designation 6706 (State Highway 1) NZTA Designation 6302 (NIMT Railway Line) KiwiRail Designation 9566 (Drury Pump Station) Watercare

2. Notice of Requirement

The New Zealand Transport Agency Waka Kotahi ('NZTA') has issued a Notice of Requirement ('NoR') under Section 181 of the Resource Management Act 1991 for an alteration to AUP designation 6706, which forms part of the existing Southern Motorway (State Highway 1 ('SH1')) corridor in support of the proposed construction of an off-ramp at the Drury Interchange ('the Project').

The Project proposes the construction of an additional off-ramp from the southbound lane of SH1 at the Drury Interchange to provide a direct connection to future planned development at the Drury Centre Precinct. The proposed off-ramp will be located at the eastern extent of Drury Interchange, starting from the existing southbound off-ramp to Great South Road (State Highway 22 ('SH22')) and terminating within the Drury Centre Precinct. The land subject to the proposed NoR alteration is approximately 5.5 hectares in area.

3. Resource Consents

NZTA have also concurrently applied to Auckland Council for the necessary regional resource consents to facilitate the construction of the project. Resource consent is required for the following reasons:

Water permit (s14) – WAT60423835

Auckland Unitary Plan (Operative in part)

Chapter E7 Taking, using, damming and diversion of water and drilling

- The proposal involves diversion of groundwater to construct the footings of several bridge piers. Their dimensions do not comply with Standard E7.6.1.10. This is a restricted discretionary activity under Rule E7.4.1(A28).

Discharge consent (s15) - DIS60423834

Auckland Unitary Plan (Operative in part)

Chapter E8 Stormwater – Discharge and diversion

- The proposal involves the diversion and discharge of stormwater from impervious surfaces exceeding 5000m^2 of road/motorway/state highway – where 6957m^2 is proposed. The discharge will comply with Standard E8.6.1 and E8.6.4.1. This is a restricted discretionary activity under Rule E8.4.1(A5).

Land use consent (s9) - LUC60422075

Auckland Unitary Plan (Operative in part)

Chapter E9 Stormwater quality – High contaminant generating car parks / high use roads

- The proposal involves the development of a high use road that exceeds 5000m2 of impervious area – where 6957m^2 is proposed. Compliance is not met with Standard E9.6.1.4, therefore this is a restricted discretionary activity under Rule E9.4.1(A8).

Chapter E26 Infrastructure

- The proposal involves the removal of approximately 300m^2 of riparian vegetation to facilitate the construction of the project. This does not comply with Standard E26.3.5.1-4, whereby only 50m^2 is allowed for this purpose. This is a restricted discretionary activity under Rule E26.3.3.1(A77).

- The proposal involves bulk earthworks on land that exceeds a slope of 10-degrees and an area for 2500m^2 for infrastructure construction. This is a restricted discretionary activity under Rule E26.5.3.2(A106).

National Environmental Standards – Assessing and Managing Contaminants in Soil to Protect Human Health

Regulation 11

- Under Regulation 11, the proposal involves the disturbance of contaminants to carry out bulk earthworks operations. Consent is required for a discretionary activity.

Discharge consent (s15) - DIS60423833

Auckland Unitary Plan (Operative in part)

Chapter E30 Contaminated land

- The proposal involves bulk earthworks operations that has the potential to discharge contaminants into air, or into water, or onto or into land that does not comply with Standard E30.6.2.1. This is a discretionary activity under Rule E30.4.1(A7).

The resource consents overlap and are considered together as a **discretionary activity** overall.

4. Site and surrounding environment

The project site is primarily located within and adjacent to the existing Southern Motorway section of the SH1 corridor (Designation 6706).

The proposed project works area runs for approximately 1km to accommodate a 745m long southbound access ramp from SH1 connecting to a future road network in the general proximity of Creek Road South. The existing SH1 is part of the Strategic Transport Corridor Zone and is a limited access road.

The properties directly affected by the proposed work are largely private land (owned by Kiwi Property) in the Business – Metropolitan Centre Zone and Drury Centre Precinct (formerly rural lifestyle blocks), except for a small portion of Business – Metropolitan Centre zoned land and Open Space – Informal Recreation zoned reserve land (owned by Auckland Council) affecting the site at 103 Flanagan Road (Drury Pump Station managed by Watercare) and parts of Flanagan Road and the NIMT where Auckland Transport and KiwiRail are the Road Controlling Authority and Requiring Authority, respectively.

The project site crosses the existing Flanagan Road (considered as a local road in the AUP) and existing services and utilities, which include: 1200mm diameter underground Waikato watermain parallel to the NIMT corridor; Drury Pump Station; underground sewer

and watermain pipes along Flanagan Road; and high voltage overhead lines located directly above the proposed ramp, which is planned to be removed.

Designations are located within or adjacent to the proposed alteration as follows:

- Designation 6706 (State Highway 1) NZTA
- Designation 6302 (NIMT Railway Line) KiwiRail
- Designation 9566 (Drury Pump Station) Watercare

Figure 1 below shows the general location of the subject alteration.

Plans attached as **Appendix B** to the AEE provided in support of the NoR and resource consent applications describe the extent of the alteration sought at a detailed level.

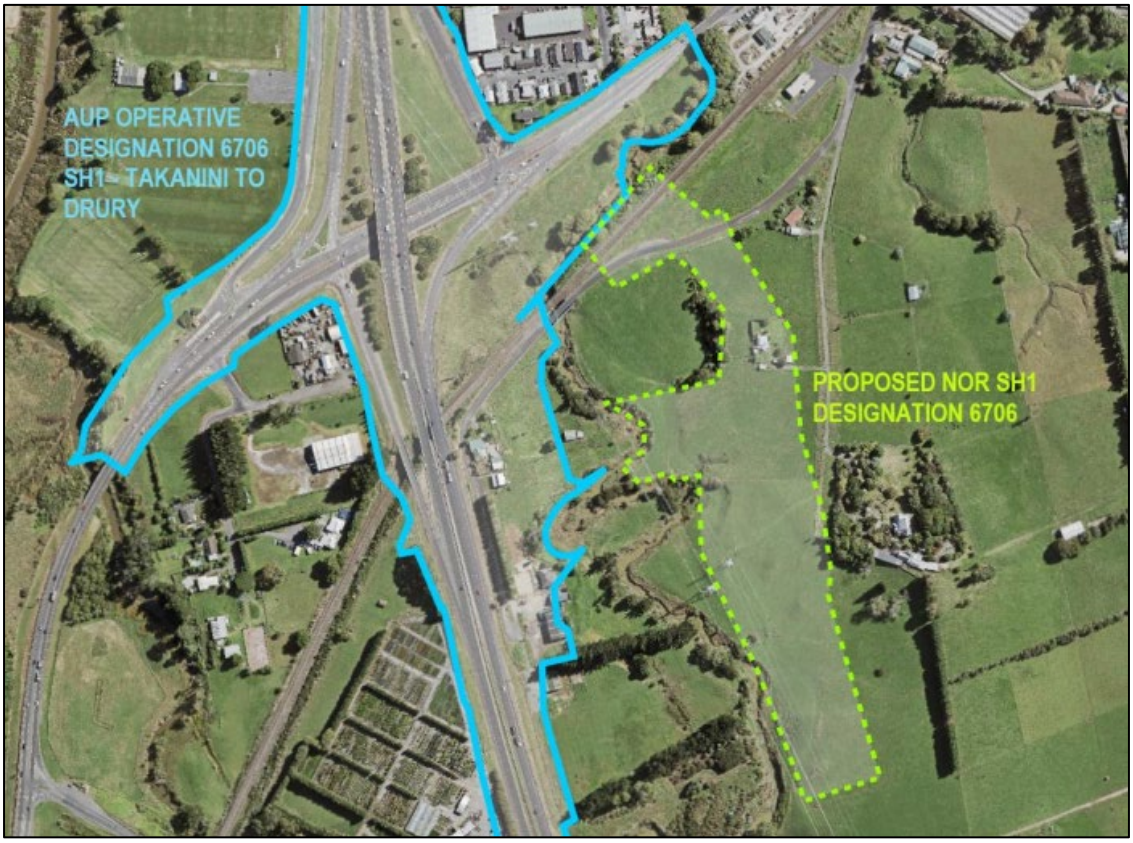

Figure 1 – General Location Plan

The proposal has been reviewed and assessed by the following specialists:

- Isaac Kong – Development Engineer (Auckland Council)
- Andrew Temperley – Transport (TPC Limited)
- James Hendra – Parks (Auckland Council)
- Fiona Rudsits – Contamination (Auckland Council)
- Bin Qiu – Noise and vibration (Auckland Council)
- Sakti Gounder – Stormwater (GWE Limited)

- Shanelle Beer – Earthworks and streamworks (Auckland Council)
- Pat Shorten – Groundwater (Fraser Thomas Limited)
- Gabrielle Howdle – Landscape and visual (Auckland Council)
- Myfanwy Eaves – Archaeology (Auckland Council)
- Rue Statham – Ecologist (Auckland Council)
- Regine Leung – Arborist (Auckland Council)

Local Board Views

Due to the scale and nature of the project, a copy of the NoR and resource consent application material was circulated to the Franklin Local Board and to the Papakura Local Board for comment on 2 October 2023. The following feedback was received:

Franklin Local Board on 20 October 2023:

> *"The Franklin Local Board is in support of this application and has no comments to make."*

Papakura Local Board on 13 October 2023:

> *"The Papakura Local Board has no concerns regarding the proposal provided there is no impact on the Drury Sports Complex, Drury Domain, the proposed new train station and park and ride."*

These comments are noted and given the project does not interact with Drury Sports Complex, Drury Domain or the Drury Railway Station, it is inferred that there are no matters in contention or concern to the local boards.

5. Procedural matters

5.1 Notification

As per the accompanying notification assessment, it was determined that under sections 95A, 95C-D, 95B, 95E-G, 149ZCC and 149ZCF of the RMA that the NoR to alter Designation 6706 and associated resource consents proceed on a non-notified basis.

5.2 Written approvals

The following persons have provided their written approval in support of the Project:

- Kiwi Property
- KiwiRail
- Auckland Transport
- Watercare
- Transpower
- Counties Energy

- Ngāi Tai ki Tāmaki
- Ngaati Whanaunga
- Ngāti Tamaoho
- Ngaati Te Ata Waiohua
- Te Aakitai Waiohua

6. Effects on the environment – section 104(1)(a) and 171(1) of the RMA

6.1 Effects to be disregarded – written approvals relating to resource consent matters – section 104(3)(a) of the RMA

Any effect on a person who has given written approval to the resource consents is to be disregarded. The persons who have given written approval are listed in the foregoing sections of this report.

6.2 Effects to be disregarded – trade competition – sections 104(3)(a) and 171(1A) of the RMA

We do not consider that there are any trade competition effects arising in this case.

6.3 Effects that may be disregarded – written approvals relating to notice of requirement matters – section 171(1)(d) of the RMA

Any effect on a person who has given written approval to the notice of requirement. The persons who have given written approval are listed in the foregoing sections of this report and the effects on those persons are disregarded.

6.4 Effects that may be disregarded – permitted baseline assessment – sections 104(2) and 171(1)(d)

Sections 95D(b),149ZCE(b) and 149ZCF(2)(a) provide that a territorial authority may disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect (this is referred to as the permitted baseline). Application of the permitted baseline approach is at the discretion of Council and depends on the circumstances of the NoR and resource consent.

We consider that a permitted baseline is not relevant or helpful in determining this application. In our view a clear permitted baseline cannot be reasonably applied because the scale of the proposed infrastructure, the need for large areas of earthworks, and the interaction of the various planning overlays and environmental constraints that apply to the site. For this reason, we have exercised our discretion to not disregard adverse effects of the proposal.

6.5 Positive effects – sections 104(1)(a) and 171(1) of the RMA

NZTA outline that project is expected to result in the following positive effects, which we agree with:

- Provide direct vehicle access to Drury Centre Precinct to increase urban development capacity within Drury Centre, and opportunities for business and economic growth.
- Reduce traffic volumes on the local roading network accessing Drury Centre and Drury East which has associated benefits for safer active mode of transport and improved reliability on public transport operation for passengers.
- The additional access ramp provides direct and separated access for users accessing the future urban centre at Drury Centre Precinct.
- Reduce traffic volumes accessing SH22, which would have positive flow on effects to local roading network.
- Replacement planting in riparian areas would allow the opportunity to introduce native tree species through specimen selection and to determine suitable planting locations. The anticipated outcome of the replacement planting would be beneficial as the proposed cleared areas are currently largely dominated by exotic species.
- The creation of opportunities for cultural opportunities through the design of the access ramp to tie into mana whenua cultural narratives interfacing between the wider P2DS and Drury Centre Precinct Projects.
- Providing opportunities for recording of little known or unknown historic heritage discovered through the course of the Project's construction.

6.6 Adverse effects – sections 104(1)(a) and 171(1) of the RMA

The following discussion addresses the effects of the proposed NoR and project works on the environment. The relevant specialist reports are referred to and are included as attachments for reference. Submissions have also been considered and are referred to where relevant.

6.6.1 Physical construction effects

Appendix C to the AEE accompanying NZTA's NoR and consent applications details the Project's methodology for undertaking proposed construction works in accordance with relevant standard guidelines and practices and a summary is also provided in Section 2.2 of the AEE, noting that earthworks and contaminated land effects are separately addressed in subsequent sections of this report which assess associated regional consenting requirements.

The management procedures and construction methods to be undertaken in order to avoid, remedy or mitigate the Project's actual or potential adverse effects arising from proposed physical construction works will be detailed in a Construction Environmental Management Plan (CEMP). In accordance with recommended designation and resource consent construction conditions, the CEMP will need to be submitted to Council before Project construction works commence.

Shanelle Beer, Senior Earth, Streams and Trees Specialist, Auckland Council, has reviewed the recommended NoR and resource consent construction conditions and considers that the Project's actual or potential adverse effects can be adequately managed by the recommended conditions, including provision of a CEMP before Project construction works commence. For these reasons, it is considered that such effects will be appropriately managed in the context of the immediate and surrounding environment.

6.6.2 Cultural effects

Regarding the potential for cultural effects, the site is not located within an area that is Sites of Significance to Mana Whenua (SSMW) under the AUP(OP), though there are various mana whenua with interest in the area broadly and Ngāti Tamaoho have a statutory acknowledgment over the site and that of wider southern Auckland. NZTA have established and operate the Southern Iwi Integration Group (SIIG) which is a forum that interested local mana whenua participate in to provide input and feedback for NZTA projects – this forum is to continue operating for the duration of the works and into the future.

NZTA have proposed various management strategies to avoid and mitigate adverse effects on cultural values, including the implementation of best-practice design measures for the stormwater system, implementation of mitigation planting for any vegetation lost around the banks for the Hingaia during construction, and implementation of best-practice erosion and sediment control measures during earthworks to minimise and avoid effects on the receiving environment, and the observation of accidental discovery protocols. All interested mana whenua parties have also provided written support for the project. In light of these factors, it is considered that the resulting effects will be acceptable overall.

6.6.3 Contamination effects

In terms of contamination effects, NZTA propose to implement a Contaminated Site Management Plan (CSMP) and Erosion and Sediment Control Plans (ESCP). These management plans are proposed to be developed prior to works commencing and once further detailed contamination investigations are completed. The purpose of such plans is to avoid, remedy and mitigate adverse effects that may result of the disturbance of contaminated material and discharges in conjunction with the management of earthworks activities.

The technical experts are in agreement that such management plans are regularly and effectively deployed on similar infrastructure projects and represent best-practice for managing effects. Conditions are recommended that require the implementation of the CSMP) to secure this outcome. In light of this finding, it is considered that the resulting effects will be managed and acceptable overall.

6.6.4 Earthworks effects

The potential environmental effects of the proposed earthworks relate to the sedimentation within the immediate receiving environment, being Hingaia Stream which discharges to the Pahurehure Inlet with the ultimate receiving environment being the Manukau Harbour. Sediment can degrade aquatic values such as water quality, smother habitat for aquatic fauna within these receiving environments, and directly impact aquatic fauna by blocking their breathing apparatus.

NZTA have explained that the proposed earthworks can be managed and controlled via Site Specific Erosion and Sediment Control Plans (SSESCPs) in order to avoid, remedy and mitigate adverse effects on the environment. Again, the technical experts are in agreement that such management plans are regularly and effectively deployed on similar infrastructure projects and represent best-practice for managing effects.

Stability and safety of the site and neighbouring land is unlikely to be affected. Conditions are recommended that require the implementation of the SSESCPs and associated timing constraints to ensure this outcome. In light of this finding, it is considered that the resulting effects will be managed and acceptable overall.

6.6.5 Ecological effects

Approximately 300m^2 of existing riparian vegetation around the Hingaia Stream is proposed to be removed to facilitate construction of the fifth bridge pier and its temporary construction staging structures over the Hingaia Stream. The technical experts agree that the ecological value of this vegetation is 'low' and that mitigation planting along the Hingaia Stream would be appropriate to mitigate any effects generated during construction – and would likely represent an improvement of the status quo.

Conditions have been recommended regarding the implementation lizard management and to carry out the works outside of the main bird nesting season to minimise adverse effects. For these reasons, it is considered that the resulting effects will be managed and acceptable overall.

6.6.6 Groundwater effects

In terms of groundwater effects, it is expected that the drilling of the foundations for the new bridge piers will encounter groundwater during construction and the piles will cause an on-going diversion of groundwater. The technical experts are in agreement that despite the depth of the piles, groundwater levels in surrounding environment are unlikely to be impacted during construction due to the use of fluid support and the short construction timeframes.

The on-going diversion is also not expected to meaningful influence groundwater levels and thus there would be no on-going impacts on nearby surface waters features, structures or network utilities. Conditions are recommended to ensure that structures and utilities are inspected prior to and after works to ensure that any damage can be suitably rectified, should it occur, though this potential is negligible. For these reasons, it is considered that the resulting effects will be acceptable overall.

6.6.7 Stormwater effects

The project involves the creation of new impervious surfaces for the bridge and new hardstand areas associated with the creation of the road. NZTA have proposed to incorporate water quality measures as part of the design to ensure that stormwater entering the Hingaia Stream does not erode water quality or affect the downstream environment. In terms of water quantity, the design of the system has taken into account the amount of stormwater that will be generated and will mitigate flows to avoid erosion and scour effects within the Hingaia Stream.

Whilst the system is over-sized for requirements this is not an effect in terms of stormwater, rather it is an engineering philosophical debate. Future stormwater discharges via the proposed system fall outside of the scope of this application. Conditions are recommended in terms of the on-going management and maintenance of the system to ensure that the system performs to expected standards and to ensure that adverse effects from stormwater

are appropriately avoided, remedied and mitigated. For these reasons, it is considered that the resulting effects will be acceptable overall.

6.6.8 Archaeological effects

The AEE states that the Project alignment intersects with Drury Railyards, identified as an archaeological site by the New Zealand Archaeological Association and Auckland Council's Cultural Heritage Inventory (**CHI**). However, the AEE goes onto state that although the site does not meet the criteria of an archaeological site (as defined by the Heritage New Zealand Pouhere Taonga Act) or the AUP's Regional Policy Statement scheduling requirements, the CHI will be updated accordingly with any relevant information acquired during Project works.

The AEE also states that while no evidence of pre-European Māori archaeology was discovered during the Project's Historic Heritage Assessment (contained in **Appendix N** to the AEE), there is reasonable cause to suspect the presence of sub-surface evidence of Māori land use, particularly near the Hingaia Stream. Consequently, while any archaeological sites encountered within the proposed works area, whether known or unknown, are likely to be destroyed, subsequent archaeological investigations would provide valuable information about these sites. Additionally, the findings could be shared with the public through interpretive panels or displays, offering educational opportunities to understand the past environment surrounding the station.

Myfanwy Eaves, Senior Archaeology Specialist, Auckland Council has reviewed the historic heritage assessment provided by NZTA and considers that the Project's actual or potential adverse historic heritage and associated archaeological effects can be adequately managed by the recommended conditions, including provision of a historic heritage management plan at the Outline Plan stage, to be prepared in consultation with Auckland Council, HNZPT and NZTA's Southern Iwi Integration Group. For these reasons, it is considered that such effects will be appropriately managed in the context of the immediate and surrounding environment.

6.6.9 Landscape and visual effects

The potential landscape and visual effects associated with proposed Project works are detailed in the landscape and visual effects assessment (**LVA**) contained in **Appendix H** to the AEE.

The LVA identifies the Project's potential adverse landscape and visual effects as being limited to construction and operational effects associated with provision and operation of the proposed elevated ramp when viewed from Drury Town Centre / Drury Railway Station. The LVA goes onto state that the Project's influence on existing and future landscape character areas will generally be low to very low due to proximity with existing transport infrastructure, but also acknowledges that the Project's potential landscape effects on the adjacent 'Riparian Corridor' landscape will be minor.

The LVA recommends implementing the following mitigation and management measures to manage the Project's landscape and visual effects which are also aligned with the incorporation of relevant measures in recommended designation conditions:

- limiting the removal of existing vegetation within the Project area, as recommended in the arboricultural conditions and managed via the CEMP;
- increased landscape amenity/intervening vegetation between sensitive receptors and the Project, by considering recommended visual amenity mitigation measures; and
- consideration to the design finishes of the access ramp to reduce its visual prominence, which will be explored at the detail design stage.

The LVA concluded that when viewed within the existing SH1 corridor context, changes occurring in the surrounding landscape and the positive outcomes that will be provided through recommended designation conditions, the Project's overall landscape and visual effects will be less than minor.

Gabrielle Howdle, Principal Landscape Architect, Auckland Council has reviewed the LVA and supports the proposed Project's works being undertaken in accordance with recommended designation conditions, including implementation of relevant visual mitigation measures through the Project's OPW and detailed design processes. For these reasons, it is considered that the Project's landscape and visual effects will be appropriately managed in the context of the immediate and surrounding environment.

6.6.10 Noise and vibration effects

An assessment of noise and vibration effects (**NVA**) is provided as **Appendix P** to the AEE.

With respect to operational noise, the NVA confirms that there are no Protected Premises and Facilities within 100m of the edge of the proposed access ramp, and the ramp traffic will have no material impact on the overall noise level from SH1. Consequently, as the Project is expected to have little overall effect on receivers further from the access ramp given the main noise source is SH1 with its significantly higher traffic volume, no adverse effects are identified and therefore no mitigation measures are recommended.

The potential for adverse noise and vibration effects generated by the NoR during construction and operation, will have minimal impact on neighbouring residential and commercial buildings. The preparation and implementation of a construction noise and vibration management plan (CNVMP) and associated Schedules (where required for exceedances of permitted construction noise and vibration levels which are only anticipated if night-time piling is necessary) are recommended as designation conditions to mitigate these effects within best practice standards and ensure the Project's adverse construction noise and vibration effects are less than minor.

Bin Qiu, Noise and Vibration Specialist, Auckland Council has reviewed the NVA and supports the proposed Projects works being undertaken in accordance with recommended designation conditions, including implementation of the CNVMP and associated Schedules (where required) through the Project's OPW processes and subsequent construction phases. For these reasons, it is considered that the Project's noise and vibration effects will be appropriately managed in the context of the immediate and surrounding environment.

6.6.11 Transport effects

A transport impact assessment (**TIA**) is provided as **Appendix M** to the AEE.

With respect to operational effects, the TIA concludes that the Project will ensure the safe and efficient use of the Drury Interchange by enabling more efficient vehicle trips to Drury Centre and resulting in a minor reduction of vehicle traffic accessing Drury Centre via the local road network, thereby creating a safer active mode of transport and improved reliability on public transport operation for passengers within the local road network.

The TIA's traffic modelling indicates that the proposed ramp will lead to a minor reduction in traffic southbound on SH1, as without the ramp some vehicles will approach Drury Centre/Drury South by using the Ramarama interchange. The traffic modelling also indicates that the proposed signalised layout along Waihoehoe Road (a change from an existing roundabout) will be operating at or over capacity if the proposed direct off ramp to Drury Centre is not provided by the Project.

Temporary traffic effects during the Project's construction works will be managed to ensure they are less than minor through the development and implementation of a Construction Traffic Management Plan (**CTMP**), with the Project's Design and Construction Report (attached as **Appendix C** to the AEE) providing some information on relevant mitigation measures which will be confirmed in the CTMP once finalised and submitted before Project construction works commence, in accordance with the Waka Kotahi Code of Practice for Temporary Traffic and OPW process that forms part of the recommended designation conditions.

Andrew Temperley, Auckland Council's consultant transport specialist, has reviewed the TIA and following further discussions with NZTA and Auckland Transport, the parties have agreed that minor amendments are required to the initial set of recommended transport-related designated conditions lodged with the NoR for the purpose of ensuring the Project's operational transport effects are acceptable, particularly in relation to effects upon the local road network within which Auckland Transport are the Road Controlling Authority.

Regarding the recommended construction traffic designation conditions lodged with the NoR, Mr. Temperley, NZTA and Auckland Transport agree these conditions will ensure construction traffic effects resulting from the proposed Project works will have a less than minor adverse effect upon the surrounding road network. For these reasons, it is considered that the Project's transport effects will be appropriately managed and not materially impact upon the surrounding road network's safe and efficient operation.

6.6.12 Arboricultural effects

An arboricultural assessment is provided as **Appendix G** to the AEE which assesses the removal of a number of trees located within affected road reserve and open space zoned reserve land (Karaka Reserve) to enable construction of the proposed access ramp, although it should be noted this land is owned by NZTA.

As the trees to be removed are exotic pest species, the assessment concludes that their replacement with indigenous tree species in accordance with recommended designation conditions represents a net positive environmental effect.

The assessment also supports the recommended arboricultural designation conditions which will ensure the protection of a tree grouping comprising of semi-mature indigenous species such as Kanuka (Kunzea ericoides), Totara (Podocarpus totara) and Kauri (Agathus australis) within the site at 108 Flanagan Road (owned by Kiwi Property) located immediately west of the proposed ramp alignment, but outside the Project works area.

Regine Leung, Arboricultural Specialist, Auckland Council, has reviewed the arboricultural assessment, and subject to a minor amendment to the designation's recommended arboricultural conditions for assessment clarification purposes (agreed to by NZTA), supports the recommended conditions which will ensure the Project's arboricultural effects are appropriately managed in the context of the immediate and surrounding environment.

6.6.13 Flooding effects

A stormwater and flooding assessment is provided as **Appendix D** to the AEE which assesses the placement of proposed bridge piers and stormwater outfall within the Hingaia Stream floodplain as resulting in negligible flood depth increases given only 12m^3 of flood storage is anticipated to be displaced.

The project relies on the Drury Stormwater Management Plan for the Drury Centre Precinct area, which was drafted in collaboration with Healthy Waters. A pass flows forward approach has been agreed upon for managing 1% AEP flows for the wider catchment. No attenuation has been proposed for the project and a detailed flood assessment has not been undertaken because of the pass flows forward agreement.

As the Drury Stormwater Management Plan flood modelling is now outdated, Healthy Waters recommended that the project be subject to a specific designation condition requiring flood modelling to be undertaken at the detailed design stage. This recommendation has been accepted by NZTA, with the subject condition also requiring any additional flooding effects generated by the project be confined to sites owned by either NZTA or Kiwi Property Limited.

The subject condition has been reviewed and accepted by Healthy Waters and Isaac Kong (Development Engineer, Auckland Council) with amendments which have been incorporated in an updated version of the condition and subsequently included in the recommended set of designation conditions to ensure the Project's flooding effects are appropriately managed in the context of the immediate and surrounding environment.

6.7 Effects Conclusion

Based on the information provided by the applicant and reviewed by the Council's experts, we consider the adverse effects of the proposed designation alteration and resource consents can be adequately managed in the context of the immediate and surrounding environment. We consider that through the inclusion of appropriate conditions, in combination with those put forward under **Appendix R** to the AEE, and in conjunction with a future outline plan of works, any actual and potential adverse effects on the environment can be avoided, remedied or mitigated.

7. National environmental standards and statements – sections 104(1)(b)(i) and 171(1)(d) of the RMA

7.1 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NESCS)

The NESCS provides a nationally consistent set of planning controls and soil contaminant values to ensure that land affected by contaminants in soil is appropriately identified and assessed before it is developed and, if necessary, the land is remediated, or the contaminants contained to make the land safe for human use.

In this case site works will be managed and controlled via a CSMP to protect the health of workers and that of people in the surrounding environment. Conditions of consent are recommended, and proposed by the applicant that require the implementation and adherence to the CSMP. The proposal is consistent with the NESCS.

7.2 National policy statements – sections 104(1)(b) and 171(1)(a) of the RMA

National Policy Statement for Freshwater Management 2020 (NPSFM)

This national policy statement recognises 'Te Mana o te Wai' and sets out objectives and policies that direct local government to manage water in an integrated and sustainable way, while providing for economic growth within set water quantity and quality limits.

Of particular relevance to this application are the objectives and policies in relation to integrated management. The objective C1 and policy C2 seek to improve the integration of land use and development in whole catchments, and Policy C1 (b) also notes that cumulative effects should be avoided, remedied or mitigated.

The proposal is generally consistent with NPSFM. The proposed management and treatment of runoff from earthworks will minimise sediment discharge to receiving environments during construction of the proposed work. The additional road surfaces will be treated prior to discharge into the Hingaia Stream to protect water quality and its life-supporting capacity. The proposal is consistent with the NPSFM.

National Policy Statement for Urban Development 2020

This national policy statement for urban development (**NPSUD**) requires councils to plan for growth and ensure a well-functioning urban environment for all people, communities and future generations. The NPSUD provides direction to make sure capacity is provided in accessible places, helping New Zealanders build homes in the places they want, such as being close to jobs, community services, public transport, and other amenities our communities enjoy.

The Project will provide for an enhanced transport network through providing a direct vehicle connection to Drury Centre, and integration with other projects in the area such as the Drury / Maketuu Railway Station and the wider P2DS Project that includes upgrades to the Drury Interchange. The Project provides infrastructure that is resilient to the effects of climate change, increases community connectivity and enhances accessibility, and has been designed in partnership with Mana Whenua through the Drury Access Ramp Mana Whenua Forum. The proposal is therefore deemed to be consistent with the NPSUD.

National Policy Statement for Indigenous Biodiversity 2023 NPSIB

This national policy statement recognises and prioritises the mauri and intrinsic value of indigenous Biodiversity and recognises people's connections and relationships with indigenous biodiversity. It sets out a raft of decision-making principles that must be taken into account in planning decisions and establishes an effects management hierarchy. Objectives and Policies are set out at 2.1 and 2.1 of the NPSIB.

In this case the proposal involves the removal of 300m^2 of vegetation from riparian areas along the Hingaia Stream. The quality of the vegetation is low, and mitigation is proposed in the form of replacement planting. This planting will be native vegetation that will integrate with other plantings occurring for the State Highway 1B1 works. The replacement planting is expected to result in positive effects for biodiversity and ecological values in the area. The site and works are outside of any Significant Ecological Areas and no Significant Natural Areas have been identified at this time.

Mana whenua have been involved with the project, and continue to form part of the applicant on-going engagement programme – upholding the principles of the Treaty of Waitangi. The proposal is consistent with the NPSIB.

8. Regional Policy Statement (Chapter B of the AUP) (RPS) – sections 104(1)(b) and 171(1)(a) of the RMA

The RPS sets the strategic direction for managing the use and development of natural and physical resources throughout Auckland. RPS provisions are addressed in Section 9 of the AEE.

8.1 Chapter B2 – Urban growth and form

These provisions focus on the need to manage growth to meet Auckland's growing population that increases demand for housing, employment, business, infrastructure, social facilities and services.

We agree that the proposal will provide efficient new infrastructure that is well-integrated with the development of Drury Town Centre and the project will support compact urban growth. Objective B2.3.1(1) is met through the connection that the Project enables between Drury Centre and people from the wider Auckland region via SH1 to the diverse mix of choice and opportunities available within the planned town centre. The Proposal supports the planned future environment and contributes to the safety of the neighbourhood in Drury Centre Precinct area by providing direct vehicle access from SH1 which will reduce traffic volumes on local road networks therefore creating safer environment for walking, cycling and use of public transport in accordance with Policy B2.3.2(1) and B2.3.2(2). The proposed new stormwater quality treatment devices will ensure that adverse effects of discharges of contaminants from the Proposal are minimised, which meets Policy B2.3.2(2).

Overall, we consider that the proposal is consistent with the objectives and policies of Chapter B2.

8.2 Chapter B3 – Infrastructure, transport and energy

The objectives and policies of this chapter outline the importance of infrastructure and that the benefits of infrastructure should be recognised, and that upgrades should be enabled, and that the existing value of investment in infrastructure should be recognised.

The proposal is consistent with Objective B3.2.1(1), B3.2.1(2) and B3.2.1(8) by integrating with the other state highway upgrades, ensuring infrastructure is robust and manages potential adverse effects. This includes the vegetation removal necessary for the construction of stormwater management devices and ripraps to ensure runoff from parts of SH1 is adequately treated prior to discharge into the Hingaia Stream.

Objective B3.2.1(4) is addressed through the proposal's recognition of the functional and operational needs of infrastructure. The project aims to improve transport connectivity by providing direct access between strategic transport corridors and urban growth areas. The motorway off-ramp will enhance accessibility to the Drury Centre Precinct, facilitating efficient transportation and supporting the planned urban development in the area. It will contribute to achieving the objective of improved transport connectivity.

Overall, we consider that the proposal is consistent with the objectives and policies of Chapter B3.

8.3 Chapter B6 – Mana Whenua

Objectives and policies of the Mana whenua chapter that are relevant to this application address participation in the resource management process, and giving sufficient weight to mana whenua values in the decision making process.

Mana whenua have been involved with the project via the SIIG forums and have contributed to the project to ensure their views and values have been appropriately taken into account. Written approvals have been provided by the various groups which demonstrates that the project has adequately taken into account effects on mana whenua values and avoided adverse effects. Overall, we consider that the proposal is consistent with the objectives and policies of chapter B6.

8.4 Chapter B7 – Natural resources

Freshwater policies and objectives outline that freshwater should be progressively improved over time, and that loss of freshwater systems is minimised. The provisions in relation to freshwater systems seek to control run-off to reduce existing adverse effects, and where the freshwater system is not within a natural stream management area, the provisions seek to maintain or enhance these areas.

The assessments under E1, E2, E7, E8, E9, E11 and E15 below are pertinent here. Those chapters of the AUP(OP) and give effect to Chapter B7. For the same reasons as outlined below, we consider that the proposal is consistent with the objectives and policies of Chapter B17.

8.5 Chapter B10 – Environmental Risk

This chapter seeks to ensure development does not create or exacerbate risks from natural hazards and man-made hazards. Of relevance to the proposed works is the potential for

disturbance of contaminated land; and the potential to exacerbate flood risk downstream. The assessments under E30 and E36 are pertinent here. Those chapters of the AUP(OP) give effect to Chapter B10. For the same reasons as outlined below, we consider that the proposal is consistent with the objectives and policies of Chapter B10.

9. Auckland Unitary Plan - Chapter E Auckland-wide – sections 104(1)(b) and 171(1)(a) of the RMA

9.1 Chapter E1 Water quality and integrated management

Objectives E1.2(1-3) and Policies E1.3(1-14)

These provisions explain that freshwater (and it's the mauri) and sediment quality should be maintained or improved over time, and that stormwater and wastewater networks must be managed to protect public health, safety and minimise adverse effects on the environment. Additionally, adverse effects from discharges must be managed, and that water quality, flows, and stream channels and their margins be maintained and enhanced.

In this case the applicant has proposed to collect stormwater from new impervious surfaces from the new road via a stormwater system. The system is designed to treat water and manage its quantity before discharging it in the Hingaia Stream. Rain gardens and swales will be used to minimise contamination effects and maintain the life-supporting capacity of Hingaia Stream and the Manukau Harbour. The health of people and communities who use and enjoy those environments would also be maintained.

Stormwater discharges cannot be avoided in this case (Policy E1.3(8)), however the resulting effects will be mitigated as far as is practicable. The site is not located in a Stormwater Management Area and stormwater will not discharge to the Hauraki Gulf Marine Park.

Flood risks are not expected to be exacerbated. The Hingaia Stream exhibits an existing erosion and scour problem due to the nature of its course – being a meandering river, however, the design of the system is not expected to lead to further erosion. The proposal is consistent with these provisions.

9.2 Chapter E2 Water quantity, allocation and use

Objectives E2.2(1-5) and Policy (E2.3(23)

These provisions explain that surface water and groundwater should be available to use provided that the natural values of the water and environment limits are not exceeded. Water resources must be used in a way that meets current social, cultural and economic purposes. Allocate of water must be maximally efficient. Mana whenua values must be acknowledged in the allocation and use of water.

In this case a groundwater diversion will occur during construction of the new bridge piers and will lead to an on-going diversion of water during operation – the latter being permitted under the AUP(OP). The works are remote from scheduled historic heritage places and scheduled sites and places of significance to Mana Whenua – thus avoiding adverse effects on such values. It is noted however that Mana whenua have been involved in the design of the project and have provided their approval for the project. Flooding effects are not

expected. Conditions are recommended to ensure resulting effects on the environment are minimised and additional mitigation measures are not required in this case. The proposal is consistent with these provisions.

9.3 Chapter E7 Taking, using, damming and diversion of water and drilling

Clauses E7.8.1(1), (6) and E7.8.2(1), (10)

These provisions require decision-makers to turn their minds to effects on mana whenua values, surface water, structures, flooding, cumulative effects, contamination, heritage values and ecological values.

In this case the proposed groundwater diversions will arise from the construction of the bridge piers to construct the new bridge over Great South Road and the Hingaia Stream. Whilst groundwater will be intercepted resulting effects are expected to be negligible on surface water, flooding or structures both during construction and on an on-going basis. Contamination effects are not expected. There are no heritage features in close proximity to the site that might be otherwise affected. Mana whenua have been involved in the design of the project and have provided their approval for the project. The proposal is consistent with these provisions.

9.4 Chapter E8 Stormwater – Discharge and diversion

Clauses E8.8.1(2) and E8.8.2(2)

These provisions and clauses require decision-makers to consider the methods proposed for the management of adverse effects on receiving environments, including cumulative effects.

In this case the applicant has proposed to collect stormwater from new impervious surfaces from the new road via a stormwater system. The system is designed to treat water and manage its quantity before discharging it in the Hingaia Stream. The Hingaia Stream exhibits an existing erosion and scour problem due to the nature of its course – being a meandering river, however, the design of the system is not expected to lead to further erosion.

Conditions are recommended, and are proposed by the applicant, to ensure that the system operates effectively and is maintained to avoid the potential for erosion and scour effects within the Hingaia Stream. Flood dynamics of the Hingaia Stream are no expected to be altered by the discharge. Mana whenua have been involved in the design of the project and have provided their approval for the project. Clause E8.8.2(2) refers to Chapter E1 which is assessment above. The proposal is consistent with these provisions.

9.5 Chapter E9 Stormwater quality – High contaminant generating car parks and high use roads

Clauses E9.8.1(1) and E9.8.2(1)

These provisions require that run-off from high contaminant generating surfaces is appropriately treated to minimise effects on the receiving environment. As discussed above, the applicant proposes to collected and treat stormwater run-off from the new road via raingardens and swales before entering into the Hingaia Stream in accordance with

‘Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)’.

Conditions are recommended, and are proposed by the applicant, to ensure that the system operates effectively to ensure the devices perform to expected standards in the long term. Mana whenua have been involved in the design of the project and have provided their approval for the project. The proposal is consistent with these provisions.

9.6 Chapter E10 Stormwater management area flow

Objective E10.2(1) and Policies E10.3(1-3).

The site is located in a SMAF area. These provisions seek to protect high value rivers, streams and aquatic biodiversity in identified urbanised catchments from further adverse effects of stormwater runoff associated with urban development and where possible enhanced.

In this case the proposal does not trigger any consenting requirements under Chapter E10 of the AUP(OP) and discharges stormwater directly into the Hingaia Stream – being a tidally influenced watercourse linked to the Manukau Harbour. Whilst no consent trigger is noted, and as discussed above, the applicant proposes to collected and treat stormwater run-off from the new road via raingardens and swales before entering into the Hingaia Stream in accordance with ‘Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)’.

Conditions are recommended, and are proposed by the applicant, to ensure that the system operates effectively and is maintained to avoid the potential for erosion and scour effects within the Hingaia Stream. For these reasons the proposal is consistent with these provisions.

9.7 Chapter E11 Land disturbance – Regional

Objectives 11.2(1-3), Policies E11.3(1-8), Clause E26.5.7.1(1) and E26.5.7.2

These provisions seek to ensure that land disturbance is undertaken in a manner that protects the safety of people and avoids, remedies or mitigates adverse effects on the environment. Soil must be conservated and sediment generation minimised.

In this case the proposed land disturbance will be undertaken in a way that will protect the safety of people and best-practice work-methods will be in place to ensure that adverse effects on the environment are avoided, remedied, and mitigated by way of SSESCPs – this being an industry best-practice management tool. This will avoid effects on the downstream environment and to conserve soil that is to remain on the site.

Mana Whenua have provided their support for the project and the applicant proposes to adhere to accidental discovery protocols to minimise the potential for adverse cultural effects. The site is remote from scheduled Sites of Significance to Mana Whenua.

The proposed land disturbance would provide for the construction of a critical piece of road infrastructure which will in turn allow for development of Drury and thus provide for the social wellbeing, health, and safety of future residents and business owners. The proposed management measures take into account the limitations of the site. The stability and safety

of neighbouring land, buildings and structures would be maintained. Kauri die-back is not applicable here as there are no kauri trees in the vicinity. The land disturbance is not likely to resulting in discharges to water/the coast. Policy E1.3(8) is not relevant. The proposal is consistent with this chapter of the plan.

9.8 Chapter E15 Vegetation management and biodiversity

Objectives E15.2(1-2) and Policies E15.3(1-10)

These provisions broadly seek to maintain and enhance ecosystem services and indigenous biological diversity values whilst providing for appropriate subdivision, use and development.

In this case 300m^2 of vegetation within the riparian margins of the Hingaia Stream is required to be removed to allow for construction activities / temporary staging works for the road and bridge. The applicant has proposed to replace the area lost with native planting that would tie into the planting that will be occurring for their State Highway 1B1 works. The existing vegetation that will be removed is of low ecological and ecosystem service value and the replacement planting is expected to resulting in an improvement over the status-quo. Off-setting is not required or proposed. Conditions are imposed to ensure that existing vegetation is removed outside of bird nesting season, and that steps are taken to minimise effects on lizards – these measures being required to protect indigenous biodiversity. The proposal is consistent with this chapter of the plan.

9.9 Chapter E25 – Noise and Vibration

The objectives and policies for noise and vibration seek to control the levels of noise and vibration created by activities to limit the adverse effects of noise and vibration on amenity values, human health and to protect existing noisy activities from reverse sensitivity effects.

Objectives E25 (1)(2)(3) and (4) and policies E25.3(2) and (10) are considered to be the most relevant to the Project given the potential for adverse noise and vibration effects during it's construction and operation phases, although the NVA concludes that such effects will have minimal impact on neighbouring residential and commercial buildings.

In support of reaching the above conclusion, the NVA further concludes that the recommended designation conditions will achieve this outcome by requiring preparation and implementation of a CNVMP and associated Schedules (where required for exceedances of permitted construction noise and vibration levels which are only anticipated if night-time piling is necessary) to adequately mitigate noise and vibration effects within best practice standards.

Bin Qiu, Noise and Vibration Specialist, Auckland Council has reviewed the NVA and supports the proposed Projects works being undertaken in accordance with recommended designation conditions, including implementation of the CNVMP and associated Schedules (where required) through the Project's OPW processes and subsequent construction phases. For these reasons, it is considered that the Project demonstrates consistency with objectives and policies of Noise and Vibration Chapter E25.

9.10 Chapter E26 – Infrastructure

Chapter E26 includes objectives and policies in relation to infrastructure that provide a framework for the development, operation, use, maintenance, repair, upgrading and removal of infrastructure. In particular the provisions aim to ensure that the benefits of infrastructure are recognised, that safe, efficient and secure infrastructure is enabled, and the adverse effects of infrastructure are avoided, remedied or mitigated.

Section 7.2 of the Project's AEE outlines it's positive effects, including increasing travel choice, the reliability of travel times, improving the safety of Drury Interchange, while NZTA, Auckland Transport and Auckland Council's consultant transport concur that the NoR's recommended conditions ensure the Project's operational transport effects are acceptable, particularly in relation to effects upon the local road network within which Auckland Transport are the Road Controlling Authority.

Another key positive effect identified for the Project is replacement planting in the receiving terrestrial, freshwater and estuarine environments for the purpose of mitigating the loss of vegetation being cleared from riparian margins to accommodate the Project and associated works. Given the vegetation being cleared is dominated by exotic species, the proposed replacement planting with native species would adequately mitigate any adverse effects on indigenous biodiversity and instead serve to positively enhance and benefit the biodiversity of replanted riparian margins which is affirmed by relevant Council specialists.

Overall, it is considered that the Project is consistent with the objectives and policies of Chapter E26.

9.11 Chapter E30 Contaminated land

Objective E30.2(1) and E30.3(1-2)

The discharge of contaminants from the site will be managed in a way that will protect the environment and human health, and will facilitate the development and construction of a road that will support the growth of the local area. Site works will be manged via a CSMP to ensure that the works are carried out in way that protects the health of people and avoids adverse effects on the environment. The CSMP is an industry best-practice for managing the disturbance of this material, Monitoring will also be undertaken during the works and conditions are recommended in this regard. The proposal is consistent with this chapter of the plan.

9.12 Chapter E36 Natural hazards and flooding

Objectives E36.2(2), E36.2(5) and Policy E36.3.(35)

A stormwater and flooding assessment is provided as **Appendix D** to the AEE which assesses the placement of proposed bridge piers and stormwater outfall within the Hingaia Stream floodplain as resulting in negligible flood depth increases given only 12m^3 of flood storage is anticipated to be displaced.

The project relies on the Drury Stormwater Management Plan for the Drury Centre Precinct area, which was drafted in collaboration with Healthy Waters. A pass flows forward approach has been agreed upon for managing 1% AEP flows for the wider catchment. No

attenuation has been proposed for the project and a detailed flood assessment has not been undertaken because of the pass flows forward agreement.

As the Drury Stormwater Management Plan flood modelling is now outdated, Healthy Waters recommended that the project be subject to a specific designation condition requiring flood modelling to be undertaken at the detailed design stage. This recommendation has been accepted by NZTA, with the subject condition also requiring any additional flooding effects generated by the project be confined to sites owned by either NZTA or Kiwi Property Limited.

The subject condition has been reviewed and accepted by Healthy Waters and Isaac Kong (Development Engineer, Auckland Council) with amendments which have been incorporated in an updated version of the condition and subsequently included in the recommended set of designation conditions to ensure the Project's flooding effects are appropriately managed in the context of the immediate and surrounding environment.

9.13 Plan changes

Section 1.2.2.1 of the Project AEE outlines its inter-relationship with Private Plan Change 48 (PC48) to the AUP which enabled the rezoning of land to provide for creation of the Drury Centre as part of a precinct-specific planning framework, noting that development capacity within the Drury Centre Precinct created by PC48 is contingent on the Project's implementation i.e. construction and operation of a direct access ramp to the Drury Centre from SH1.

Private Plan Changes 49-50 to the AUP are also relevant to the Project as they resulted in the rezoning of land to provide for creation of Drury East Precinct and Waihoehoe Road Precinct which are proximate to the Project and will benefit from its positive effects, including increasing travel choice, the reliability of travel times and improving the Drury Interchange's safe and efficient operation.

10. Matters relevant to discharge and coastal permits – section 105 of the RMA

The proposal requires consent to discharge contaminants under section 15 of the RMA. Under section 105 of the RMA, the council must have regard to additional matters for any application for a discharge permit or a coastal permit that would contravene section 15 or section 15B of the RMA. In this case the provisions of section 105 have been met subject to the recommended conditions of consent to ensure there is no significant adverse effect on the receiving environment. The applicant's reasons for the proposal are considered appropriate in the circumstances and there are no alternative methods of discharge applicable in this case.

11. Restrictions on discharge permits – section 107 of the RMA

The council must have regard to the restriction on the granting of certain discharge permits that would contravene sections 15 or 15A. The proposal satisfies the provisions of s107. Specifically, based on the previous assessment and the technical input, we do not consider that the proposed discharges will result in the production of conspicuous materials or

changes in colour or visual clarity, objectionable odours, or significant adverse effects on aquatic life.

The water impacted would remain at a similar quality, and can continue to be consumed by farm animals. Accordingly, there is no reason under section 107 of the RMA to not grant the requested discharge permits.

12. Duration of resource consents – section 123 of the RMA

In this case the proposal involves several resource consent types under the RMA. The following is noted:

- Based on the long-term need for the infrastructure and the advice of Ms Gounder, a 35-year term is considered appropriate in this case (DIS60423834). This aligns with the term requested by the applicant.
- Mr Shorten advises that a 35-year term is appropriate in terms of the groundwater diversion (WAT60423835) due to the negligible effects that are expected. This aligns with the term requested by the applicant.
- Regarding the land use consent (LUC60422075) and contaminated land discharges (DIS60423833), Ms Beer considers that a 5-year term is appropriate in terms of earthworks. We agree with this given that it is ample time to carry out the work, or should it expire, then a reconsideration can take place taking into account any advances in engineering methodologies. This aligns with the term requested by the applicant.

13. Monitoring of resource consents – section 35 of the RMA

In granting consent to an application, a council may impose conditions to mitigate any adverse effects associated with the resource consent. In this case the conditions of consent require the preparation of various management plans to ensure that adverse effects are appropriately avoided, remedied and mitigated and there are various monitoring and reporting requirements incorporated to ensure that the council has sufficient regulatory oversight.

14. Lapsing of designations and resource consents

14.1 Designations – section 184 of the RMA

Section 184(c) of the RMA states that designations lapse within five years, if not given effect to, or an extension has been obtained under section 184(1)(b), or unless the designation in the AUP sets a different lapse period under section 184(1)(c). In this case, Section 184 is not relevant as the designation has already been given effect to.

14.2 Resource consents – section 125 of the RMA

Section 125 of the RMA provides that if resource consent is not given effect to within five years of the date of the commencement (or any other time as specified) it automatically lapses unless the consent authority has granted an extension. In this case no specific lapse

dates are sought in relation to the various resource consents. A standard 5-year term is considered appropriate for the project.

15. Alternative sites, routes or methods – section 171(1)(b) of the RMA

As the requiring authority does not have an interest in all of the subject land, an assessment of alternative sites, routes or methods is required under section 171(1)(b) of the RMA.

Section 5 of the Project's AEE provides an assessment of alternatives which discusses its necessity and proposed location being the most suitable due to existing environmental, cultural and infrastructure constraints, along with the proposed outfall method being the most practical and suitable stormwater discharge option.

Regarding the Project's proposed location and associated alignment, the primary constraints were ensuring it avoided a remnant stream and the Hingaia flood plain which mana whenua identified as having environmental and cultural importance during engagement on the Project. Consequently, of the three Project alignments assessed, the proposed alignment was selected as it was the only alignment which avoided a remnant stream and the Hingaia flood plain and consequently received endorsement from mana whenua.

In relation to the proposed outfall method for discharging stormwater back to the natural catchment of the Hingaia Stream, this method is considered to be the most appropriate as the preferred outfall design has been developed in collaboration with mana whenua to minimise land disturbance during construction and optimise the performance of stormwater treatment devices.

Regarding the Project's necessity, this is confirmed by development capacity within the Drury Centre Precinct created by PC48 being contingent on the Project's implementation i.e. construction and operation of a direct access ramp to the Drury Centre from SH1.

It is considered that the information supplied demonstrates that NZTA has satisfied the requirements of section 171)(1)(b), in that adequate consideration has been given to alternative sites, routes, or methods of undertaking the work.

In reaching this conclusion we have taken into account that a requiring authority must only demonstrate that a careful assessment has been made of the relevant proposal to determine whether it achieves the RMA's purpose. The relative strengths of alternatives do not need to be assessed or compared nor does a requiring authority have to show it has selected the best of all available alternatives.

16. Necessity for work and designation – section 171(1)(c)

NZTA has set out its specific Project objectives in Form 18 which accompanies the AEE and states that the designation is reasonably necessary to achieve the following objectives:

- Improve the safety and resilience of the state highway network between Papakura and Bombay.

- Increase transport choice and accessibility to support growth in the south of Auckland.
- Support national and regional economic growth and productivity.
- Support the inter and intra-regional movement of people and freight.

NZTA considers that the proposed work is reasonably necessary for achieving the Project objectives because it will:

- Provide greater accessibility to future urban development at Drury Centre.
- Ensure greater transport capacity for the southern motorway and reduce dependence on the local roading network.
- Achieve key outcomes consistent with the strategic direction of the relevant Government Policy Statement which are safety, access, environment and value for money.

For the reasons outlined in preceding sections of this report, we concur and this conclusion is supported by Auckland Transport, and Auckland Council's consultant transport, with both agreeing that the proposed work is reasonably necessary to achieve the Project's transport-related objectives.

We also concur with NZTA that the proposed designation alteration is reasonably necessary as a planning tool for the purpose of identifying and protecting land required for the proposed work and enabling NZTA to carry out the proposed work.

17. Part 2 of the RMA

17.1 Purpose

Section 5 identifies the purpose of the RMA as the sustainable management of natural and physical resources. This means managing the use of natural and physical resources in a way that enables people and communities to provide for their social, cultural and economic well-being while sustaining those resources for future generations, protecting the life supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment.

In accordance with Section 5(2) of the RMA, the Project provides for people's social and economic wellbeing by providing increased capacity, efficiency travelling on SH1 and accessing Drury Centre. The Project will also sustain the potential of natural and physical resources in part utilising an existing infrastructure corridor to meet the reasonably foreseeable needs of future generations whilst not materially affecting the life-supporting capacity of air, water soils and ecosystems.

17.2 Principles

Section 6 sets out a number of matters of national importance which need to be recognised and provided for. These include the protection of outstanding natural features and landscapes, the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna, and the protection of historic heritage.

In relation to Section 6(a) matters, the Project will implement improved stormwater treatment measures and consequently generate higher quality stormwater discharges being received within the local Hingaia catchment environment.

Regarding Section 6(e), the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga, has been recognised and provided for through the Project's proposed alignment avoiding a remnant stream and the Hingaia flood plain which mana whenua identified as having environmental and cultural importance during engagement on the Project.

Engagement with mana whenua during the Project's design development stage also resulted in amendments to it's stormwater outfall design, and channelling of an overland flow path to address environmental and cultural concerns raised by mana whenua.

Auckland Council's Senior Archaeology Specialist has reviewed the historic heritage assessment provided by NZTA and concurs that the Project's historic heritage and associated archaeological effects can be adequately managed by the recommended conditions, including provision of a historic heritage management plan at the Outline Plan stage, to be prepared in consultation with Auckland Council, HNZPT and NZTA's Southern Iwi Integration Group. For these reasons, it is considered that such effects will be appropriately managed in accordance with Section 6(f) of the RMA.

Section 7 identifies a number of "other matters" to be given particular regard by the council in considering an application for resource consent. These include the efficient use of natural and physical resources, and the maintenance and enhancement of amenity values.

The Project seeks to construct an additional access ramp from the southbound lane of the SH1 motorway to provide a direct connection to future planned development at Drury Centre Precinct which is considered to be an efficient use of resources in accordance with Section 7(b).

The Project has also had particular regard to the intrinsic values of ecosystems and enhancement of the quality of the environment, in accordance with Sections 7 (d) and 7(f). This is demonstrated by the Project's potential ongoing operational effects, such as the discharge of stormwater, being managed in a way that will enhance the quality of the Hingaia Catchment receiving environment and having regard to associated ecological intrinsic values, particularly the Hingaia Stream through replacement native riparian planting along the stream edge to replace vegetation being removed which is largely exotic in nature.

A Contaminated Land Assessment (including supporting management plan) have also been prepared by NZTA and Council's Contaminated Land Specialist concurs with its conclusion that the Project's actual and potential human health and environmental effects resulting from contaminated land earthworks will be less than minor with implementation of the relevant management plan. Therefore, the maintenance, enhancement and quality of the environment in accordance with Section 7(f) of the RMA have been appropriately considered when assessing the Project's contaminated land effects.

With respect to Section 8 of the RMA, a core principle of the Treaty of Waitangi is partnership. NZTA has established a collaborative working relationship with Mana Whenua

throughout the Project's design stages, as outlined in Section 6 comments above, and therefore the Project is considered to be consistent with Section 8 of the RMA.

18. Conclusions

18.1 The Notice of Requirement

NZTA has issued a NoR under section 168 and 181(1) of the RMA for an alteration to AUP designation 6706, which forms part of the existing SH1 corridor in support of the proposed construction of an off-ramp at Drury Interchange.

The NoR should be confirmed subject to conditions and with modifications from those proposed in the notice for the following reasons.

- The NoR and associated works are reasonably necessary for achieving the objectives of the requiring authority.
- Adequate consideration has been given to alternative sites, routes or methods of undertaking the work identified in the notice(s) of requirement.
- The NoR is generally consistent with the relevant AUP provisions.
- The NoR is in accordance with Part 2 of the RMA and; and relevant national environmental standards and national policy statements.
- Restrictions, by way of conditions, imposed on the designation can avoid, remedy or mitigate any potential adverse environmental effects.

18.2 Resource Consents

The actual and potential effects resultant from consents being implemented have been considered in the assessment of this project. The proposal has been found to have minor adverse effects on the environment.

In terms of section 104(1)(b) of the RMA, the proposal is considered to be generally consistent with the relevant National Environmental Standards, National Policy Statements and AUP.

In terms of section 104(1)(c) of the RMA, no other relevant matters have been considered relevant in the determination of the application.

It is considered that the application meets the relevant provisions of Part 2 of the RMA as it achieves the purpose of the RMA being the sustainable management of natural and physical resources.

19. Recommendation and conditions for the Notice of Requirement

Subject to new or contrary evidence being presented at the hearing, and the requiring authority supplying adequate responses on issues raised in the body of the report, in accordance with section 171(2) of the RMA, it is recommended that the NoR be confirmed, subject to the amended and additional conditions and modifications.

That in accordance with section 171(3) of the RMA the reasons for the recommendation are as follows:

The NoR is consistent with Part 2 of the RMA in that it enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety.

The NoR is consistent with and gives effect to the relevant national environmental standards, national policy statements and the AUP.

In terms of section 171(1)(b) of the RMA, adequate consideration has been given to alternative sites, routes or methods for undertaking the work.

In terms of 171(1)(c) of the RMA, the NoR is reasonably necessary to achieve the requiring authority's objectives.

Restrictions, by way of conditions attached to the NoR have been recommended, to avoid, remedy or mitigate adverse environmental effects associated with the works.

The recommended NoR conditions are included as **Attachment A** to this report.

Name: Nicholas Lau

Title: Senior Policy Planner Central South

Signed:

Date: 12 August 2024

Name: Craig Cairncross

Title: Team Leader Planning - Central South

Signed:

Date: 12 August 2024

20. Recommendation and conditions for the resource consents

It is recommended that in accordance with sections 104, 104B, 105, 107 and 108 of the RMA, that resource consents are granted subject to conditions that are included in **Attachment B**.

Name: Andrew Miller

Title: Consultant Planner Resource Consents

Signed:

Date: 12 August 2024

21. Determination of resource consents

Having read the council planners' report and recommendations on the NoR and associated resource consent applications, I am satisfied I have adequate information to consider the matters required by the Resource Management Act 1991 (the RMA) and to make a decision under delegated authority.

Under section 104, 104B, 105, 107, and Part 2 of the RMA the resource consents are **GRANTED subject to the conditions set out in Attachment B**.

Name:	Russell Butchers
Title:	Principal Project Lead, Premium Resource Consents
Signed:	
Date:	12 August 2024

Attachment A: Recommended Notice of Requirement Conditions

Attachment B: Resource Consent Conditions

Drury Access Ramp

Designation 6706 conditions Amendment to SH1 Motorway

6706 State Highway 1 – Takanini to Drury

Designation Number	6706
Requiring Authority	New Zealand Transport Agency
Location	State Highway 1 from north of Takanini Interchange to south of Quarry Road, Drury
Rollover Designation	Yes
Legacy Reference	Designation 201, Auckland Council District Plan (Papakura Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Abbreviation/term	Meaning/definition
AEE	The Assessment of Effects on the Environment for Papakura to Drury South Stage 1B1 ~~and~~, Stage 1B2, and Drury Access Ramp.
Application	The notices of requirement and applications for resource consents and supporting information for Papakura to Drury South Stage 1B1 dated 24 June 2021 ~~and~~, Stage 1B2 dated 21 October 2022, and the notice of requirement and applications for resource consents and supporting information for the Drury Access Ramp dated 10 August 2023.
AUP	Auckland Unitary Plan Operative in Part
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
Certification	Certification is confirmation from the Council that a management plan meets the requirements of the conditions of the consents or designation that relate to it.
CHTMP	Chemical Treatment Management Plan
Clean Granular Fill Material	Material largely free of silts, muds, dust as well as toxicants.

CNVMP	Construction Noise and Vibration Management Plan
Common marine and freshwater area	The area surrounding Jesmond Bridge including the coastal marine area (CMA) and the freshwater streambed immediately upstream. The Auckland Unitary Plan Operative in Part (Updated 12 March 2021) defines the CMA as "the same meaning as in the Resource Management Act 1991 except where the line of mean high water springs crosses a river specified in Appendix 7 Coastal Marine Area boundaries, the landward boundary must be the point defined in the appendix." The CMA referred to within the application only relates to the seaward (northern) side of Jesmond Bridge. The CMA boundary at Jesmond Bridge is illustrated on the Auckland Council Geomaps.
Completion of Construction	When construction of the Project (or the relevant part of the Project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project under these designations/resource consents, excluding Enabling Works.
Council	Auckland Council
CSMP	Contaminated Site Management Plan
CSRMP	Coastal and Stream Works Reinstatement Management Plan
CTMP	Construction Traffic Management Plan
EIMP	Electricity Infrastructure Management Plan
Enabling Works	Includes the following and similar activities: • Geotechnical investigations (including in the CMA) and land investigations, including formation of access on land for investigations; • Establishing site yards, site offices, site entrances and fencing; • Constructing site access roads; • Relocation of services; • Establishing mitigation measures (such as erosion and sediment control measures, earth bunds and planting).
ESCP	Erosion and Sediment Control Plan
GD01	Auckland Council's Guideline Document 2017/001 Stormwater Management Devices in the Auckland Region.
GD05	Auckland Council's Guideline Document 2016/005 Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region.
HHMP	Historic Heritage Management Plan
Historic Heritage	Meaning as in the Resource Management Act 1991
HNZPT	Heritage New Zealand Pouhere Taonga
CNVMP	Construction Noise and Vibration Management Plan

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Historic Heritage	Meaning as in the Resource Management Act 1991
HNZPT	Heritage New Zealand Pouhere Taonga

Manager	The Manager – Resource Consents, of Auckland Council, or authorised delegate.
MWHS	Mean High Water Springs is the highest level that spring tides reach on the average over a period of time.
Mesh	Mesh refers the existing erosion control blanket plastic mesh located on stream banks.
NESCS	Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NFRP	Native Fish Relocation Plan
NOR	Notice(s) of Requirement
Designation 6706	Alteration of Designation 6706 for 'Motorway purposes between Auckland Hamilton'
Designation SUP	Designation for the construction, operation, and maintenance of a shared path and associated infrastructure.
Drury Access Ramp	Drury Access Ramp relates to the Specific Area of the Project pertaining only the south-bound off-ramp proposed to connect Drury Interchange and Drury Centre Precinct.
Drury Access Ramp Mana Whenua Forum	Identifies Mana Whenua representative(s) who have been engaged throughout the Drury Access Ramp Project. *Note: The Drury Access Ramp Mana Whenua Forum is distinguished from the Waka Kotahi Southern Iwi Integration Group (SIIG), which has been engagement forum used throughout the Waka Kotahi P2B Project, some Mana Whenua representative(s) will be the same across both forums.*
NUMP	Network Utility Management Plan
Outline Plan of Works	An outline plan prepared in accordance with section 176A of the RMA.
Project	The construction, operation and maintenance of Papakura to Drury South Stage 1B1, Stage 1B2, or Drury Access Ramp and associated works.
Project Liaison Person	The person or persons appointed by the Requiring Authority / Consent Holder to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the construction work.
Requiring Authority	Waka Kotahi NZ Transport Agency
RMA	Resource Management Act 1991
Schedule	A schedule sets out the best practicable option for the management of noise and/or vibration effects for a specific construction activity and/or location beyond those measures set out in the CNVMP.
SCMP	Stakeholder and Communications Management Plan

Waka Kotahi Southern Iwi Integration Group (IIG)	A collective of iwi representatives in Southern Auckland who meet regularly to discuss and advise on matters related to Waka Kotahi activities. For the purpose of this application the Southern IIG includes Relevant Iwi Authorities as defined by the Covid-19 Recovery (Fast Track Consenting) Act 2020. *Note: The IIG is not applicable to Specific Area of Drury Access Ramp, engagement with Mana Whenua has been managed throughout the Project with the Drury Access Ramp Mana Whenua Forum Representatives.*
SUP	Shared use path
Specific Area	Specific Area relates to a particular site within the Stage 1B1 or Stage 1B2 works areas.
SQEP	A suitably qualified environmental practitioner for the purpose of the assessment of contaminated land (Guidance on what is expected of the SQEP is provided in the *NESCS User's Guide 2012*).
SSESCP	Site Specific Erosion and Sediment Control Plan
Stage	Stage 1B1 or Stage 1B2, or Drury Access Ramp Stage of the Project as referred to in a specific condition.
Stage of Work	Any physical works that require the development of an Outline Plan.
Start of Construction	The time when Construction Works (excluding Enabling Works), or works referred to in a specific condition, start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence in the relevant field of expertise.
ULDF	Urban and Landscape Design Framework
Waka Kotahi	Waka Kotahi NZ Transport Agency

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Ref	Condition
General conditions (GC)	
Standard conditions	
GC.1	(a) Except as provided for in the conditions and subject to the final design, the Project shall be undertaken in general accordance with the following plans and information submitted with the Application dated 14 June 2021 ~~and~~, 21 October 2022 and 10 August 2023: (i) *Assessment of Effects on the Environment Rev C* dated 31 May 2021 specifically Section 2.1 the Proposed Project Works Description and Section 2.2 Proposed Construction Methodology. (ii) The General Arrangement Drawings in Appendix F of *the Resource Consent and Notices of Requirement Application and Assessment of Effects on the Environment Rev C* dated 31 May 2021. (iii) *Assessment of Effects on the Environment Rev* dated 21 October 2022, specifically Section 2.1 the Proposed Project Works Description and Section 2.2 Proposed Construction Methodology. (iv) The General Arrangement Drawings in Appendix F of *the Resource Consent and Notices of Requirement Application and Assessment of Effects on the Environment Rev* dated 21 October 2022 (v) *Drury Access Ramp Project: Assessment of Effects on the Environment* dated 10 August 2023, specifically Section 2.1 the Project Works Description and Section 2.2 Construction Methodology. (iv)(vi) The General Arrangement Drawings in Appendix B of the *Drury Access Ramp Project Assessment of Effects on the Environment* dated 10 August 2023. (b) Where there may be an inconsistency between the documents listed in clause (a) above and the specific requirements of these conditions, these conditions shall prevail. (c) Where there is an inconsistency between the documents listed in clause (a), provided by the applicant as part of the resource consent and notices of requirement, the most recent plans and information prevail. (d) Response to Further Information Request No1 and No2 dated 15 September 2021. ~~(d)~~(e) S92 Tracking Table for the Drury Access Ramp Project applications, dated 05 July 2024.
Designation Review	
GC.2	(a) As soon as practicable following Completion of Construction the Requiring Authority shall: (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

	ADVICE NOTE: *Part of the Drury Access Ramp will be subject to the review and removal of the designation. The section of the designation to be removed will correspond to the area to be vested with Auckland Council as local road with the ultimate form of the local road connections to be determined in conjunction with the Drury Centre development. NZTA will address integration of the access ramp and local road to be vested through consultation with Auckland Transport and the application of any relevant approvals prior to the lodgement of an outline plan for the Drury Access Ramp.*
GC.3	The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.

Pre-Construction conditions (PC)	
Pre-construction site meeting	
PC.1	At least five working days prior to the Start of Construction, a preconstruction meeting shall be arranged with the Manager as follows: (a) The meeting shall be located on the Project site unless otherwise agreed; (b) The meeting shall include representation from the contractor who will undertake the works; (c) The meeting shall include the project archaeologist; (d) The following information shall be made available at the pre- construction meeting: (i) Conditions of consent; (ii) Timeframes for key stages of the works authorised under this consent; (iii) Contact details of the site contractor and other key contractors; (iv) All relevant management plans as per the requirements of the resource consents; and (v) A copy of any archaeological authority if obtained for the project works. (e) Representatives of the Waka Kotahi Southern IIG (or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to the Drury Access Ramp Project) shall be invited to attend the pre-construction meeting.
PC.2	Prior to the Start of Construction, appropriate provision shall be made for a cultural induction of the contractor's staff. The Waka Kotahi Southern IIG or its nominated representative(s) (or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to the Drury Access Ramp Project) (cultural monitors) shall be invited to participate.

Outline Plan(s) of Works (designation)	
PC.3	(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA. (b) Outline Plan (or Plans) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project. (c) Outline Plan (or Plans) shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, prepared in consultation with the Waka Kotahi Southern IIG or nominated Drury Access Ramp Mana Whenua Forum Representatives, which may include: (i) Construction Noise and Vibration Management Plan (CNVMP); (ii) Historic Heritage Management Plan (HHMP); and (iii) Landscape planting plans prepared in accordance with the principles and preliminary plans contained in the Project ULDF and taking into consideration planting specified in management plans (including ecological management plans) required by conditions of resource consent number BUN60415513 or LUC60422075. (d) The management plans shall summarise comments received from the Waka Kotahi Southern IIG or Drury Access Ramp Mana Whenua Forum Representatives along with a summary of where comments have: (i) Been incorporated; and (ii) Where not incorporated the reasons why. (e) The Outline Plan shall include a summary confirming how the detailed design of the Project has been undertaken in collaboration with the Waka Kotahi Southern IIG or Drury Access Ramp Mana Whenua Forum Representatives to enable exploring of opportunities for enhancing the mauri and acknowledging the mana of Oopaheke Pa, Otuuwairoa Stream and the Manukau Harbour and the identification of ways to implement these opportunities. (f) The Outline Plan shall include a copy of any archaeological authority if obtained for project works.
PC.4	(a) Following submission of the Outline Plan(s), the CNVMP and the HHMP may be amended if necessary, to reflect any changes in design, construction methods or management of effects. Any amendments to the plans are to be discussed with and submitted to the Manager for information without the need for a further Outline Plan process unless those amendments once implemented would result in a materially different outcome to that described in the original Outline Plan. (b) Where the CNVMP and HHMP was prepared in consultation with other parties, any material changes to that plan shall be prepared in consultation with those same parties.

PC.5	Prior to the lodgement of any outline plan of works, and it relation to the Drury Access Ramp, the vesting of roads to Auckland Council, for activities on the following roads (a) Flanagan Road; (b) Pitt Road; (c) Great South Road (section to the west of Tegal Road) and north of Flanagan Road parallel to KiwiRail Designation 6302); and (d) 31 – 37 Bremner Road access; and ~~(d)~~(e) Drury Access Ramp. Waka Kotahi New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and ~~permanent~~ on-going effects of the works on the local road network. ***ADVICE NOTE:*** *Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.*
Flood Hazards	
PC.7	(a) The Drury Access Ramp Project shall be designed to ensure any increases to pre-Project flood levels (defined as flood level for events up to and during a 1% AEP event) are confined to the areas identified in Figure 1. (b) Compliance with condition PC.7(a) shall be demonstrated in the Outline Plan. The Outline Plan shall include flood modelling for events up to and during a 1% AEP event for the following scenarios; (i) Pre-Project with existing environment and existing rainfall on 16 August 2023 and Post-Project with existing environment and existing rainfall (including the Project): (ii) Pre-Project with Maximum Probable Development land use and 2.1 degrees Celsius climate change and Post-Project with Maximum Probable Development land use and 2.1 degrees Celsius climate change (including the Project).
Stakeholder and Communications Management Plan	

PC.9	(a) A Stakeholder and Communications Management Plan (SCMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. (b) The purpose of the SCMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be communicated with throughout the Construction Works. (c) To achieve the purpose, the SCMP shall include: (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) methods for engaging with the Waka Kotahi Southern IIG or Drury Access Ramp Mana Whenua Forum Representatives, to be developed in consultation with ~~the Waka Kotahi Southern IIG~~those Mana Whenua representative groups; (iv) methods for engaging with Parks, Sports and Recreation and Land Advisory, to be developed in consultation with Parks, Sports and Recreation and Land Advisory; (v) a list of stakeholders, organisations, businesses and persons who will be communicated with; (vi) methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities; (vii) linkages and cross-references to communication methods set out in other conditions and management plans where relevant. (d) Any SCMP prepared for a Stage of Work shall be submitted to the Managerfor information ten working days prior to the Start of Construction for a Stage of Work.
Complaints Management Process	
PC.10	(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:

	(i) The date, time and nature of the complaint; (ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) The weather conditions at the time of the complaint (as far as practicable), including wind direction and approximate wind speed if the complaint relates to air quality, odour or noise and where weather conditions are relevant to the nature of the complaint; (iv) Measures taken to respond to the complaint or confirmation of no action if deemed appropriate (including a record of the response provided to the complainant) (v) The outcome of the investigation into the complaint; (vi) Any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. (vii) A copy of the complaints register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.
PC.11	Complaints related to Construction Works shall be responded to as soon as reasonably practicable and as appropriate to the circumstances.
General construction conditions (CC)	
General	
CC.1	Subject to compliance with the Consent Holder's health and safety requirements and provision of reasonable notice, the servants or agents of Council shall be permitted to have access to relevant parts of the construction sites controlled by the Consent Holder at all reasonable times for the purpose of carrying out inspections, surveys, investigations, tests, measurements and/or to take samples.
CC.2	A copy of the plans and these designation and resource consent conditions as well as a copy of any archaeological authority if obtained for the project works shall be kept either electronically or in hard copy on-site at all times that Enabling Works and Construction Works are being undertaken
CC.3	All earthmoving machinery, pumps, generators and ancillary equipment must be operated in a manner that ensures spillages of fuel, oil and similar contaminants are prevented, particularly during refuelling and machinery services and maintenance.
CC.3A	The land modification works proposed must be undertaken in a manner which ensures that the land within the site and the land on adjoining properties remain stable at all times. In this regard the consent holder must employ a suitably qualified civil / geotechnical engineer to investigate, direct and supervise - land modification works, particularly in close proximity to neighbouring properties, to ensure that an appropriate design and construction methodology is carried out to maintain the short and long term stability of the site and surrounds.
Construction Environmental Management Plan	

CC.4	(a) A Construction Environmental Management Plan (CEMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. (b) The purpose of the CEMP is to set out the management procedures and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. (c) To achieve the purpose, the CEMP shall include: (i) the roles and responsibilities of staff and contractors; (ii) details of the site or Project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) the proposed site layouts (including construction yards), locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (viii) procedures for incident management; (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (x) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xi) procedures for responding to complaints about Construction Works; (xii) methods for amending and updating the CEMP as required; (xiii) methodology and staging for demolition of existing fences and construction of replacement fences, adjacent to residential sites; and (xiv) measures to manage discharge of sediment or other contaminants (d) Any CEMP prepared for a Stage of Work shall be submitted to the Manager for information at least ten working days before the Start of Construction for a Stage of Work. (e) The CEMP shall be prepared having regard to the Waka Kotahi Guideline for Preparing Environmental and Social Management Plans (April 2014), or any subsequent version.
CC.5	If the CEMP required by condition CC.4 is amended or updated, the revised CEMP shall be submitted to the Manager for information within five (5) working days of the update being made.
Network Utility Management Plan	

CC.6	(a) A Network Utility Management Plan (NUMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. (b) The purpose of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. (c) To achieve the purpose, the NUMP shall include methods to: (i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) Manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; (d) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project. (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed. (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP. (g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
Transpower [Conditions CC.7 to CC.12 apply to Stage 1B1 of the Project]	
CC.7	Temporary and permanent works in the vicinity of overhead transmission assets shall be designed and undertaken to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).
CC.8	Temporary and permanent works shall be designed to mitigate Earth Potential Rise (EPR) where the use of conductive materials for road infrastructure (e.g. metallic barriers, lighting, noise walls) or relocated network utilities are within 50m of the Bombay to Otahuhu A (BOB-OTA-A) 110kV and Huntly to Otahuhu A (HLY-OTA-A) 220kV transmission assets.
CC.9	Temporary and permanent works shall be designed so that the vertical clearance provided between the transmission line conductors and the finished road level of State Highway 1 (including approach roundabouts and on/off ramps) is a minimum of 9.5 metres for the BOB-OTA-A 110kV line and 10.5m for the HLY-OTA-A 220kV line.
CC.10	Temporary and permanent works shall be designed to maintain a comparable standard of access to the Bombay to Otahuhu A (BOB-OTA-A) 110kV and Huntly to Otahuhu A (HLY-OTA-A) 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times.
CC.11	Proposed planting and ongoing maintenance of trees and vegetation in the vicinity of overhead transmission lines shall comply with the Electricity (Hazards from Trees) Regulations 2003.
CC.12	Species planted within 12m of the centreline of the National Grid transmission lines shall not exceed 2m in height. When planted, trees (at full maturity height) shall not be able to fall within 4m of a transmission line conductor at maximum swing.

Electricity Infrastructure Management Plan [Conditions CC.13 to CC.18 apply to Stage 1B1 of the Project]	
CC.13	An Electrical Infrastructure Management Plan (EIMP) shall be prepared prior to the start of construction works within fifty metres of the transmission assets listed in Condition 15(ii) below. The EIMP shall be prepared in consultation with Transpower.
CC.14	The purpose of the EIMP is to set out the management procedures and construction methods to be undertaken so that works are safe and any potential adverse effects of works on Transpower assets are appropriately managed.
CC.15	(a) To achieve the purpose, the EIMP shall include: (i) Roles and responsibilities of staff and contractors responsible for implementation of the EIMP. (ii) Drawings showing proposed works in the vicinity of, or directly affecting, the following transmission assets: A. Bombay to Otahuhu A (BOB-OTA-A) 110kV B. Huntly to Otahuhu A (HLY-OTA-A) 220kV (iii) Proposed staff and contractor training for those working near the transmission assets. (iv) Proposed methods to comply with Conditions CC.7 – CC.10 above; (v) Proposed methods to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34: 2001). (vi) Dispensations agreed with Transpower for any construction works that cannot meet New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34:2001). (vii) Proposed methods to: A. Maintain access to the BOB-OTA-A 110kV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times; B. Delineate areas that are out of bounds during construction and areas within which additional management measures are required, such as fencing off, entry and exit hurdles, maximum height limits, or where a Transpower observer may be required; C. Manage the effects of dust (including any other material potentially resulting from construction activities able to cause material damage beyond normal wear and tear) on the transmission lines; D. Manage any changes to drainage patterns, runoff characteristics and stormwater to avoid adverse effects on foundations of any support structure; E. Manage construction activities that could result in ground vibrations and/or ground instability to avoid causing damage to transmission lines and support structures.
CC.16	The EIMP shall include confirmation that it has been reviewed and endorsed by Transpower and shall be submitted to Council for information.

CC.17	Construction works shall not commence within fifty metres of the BOB-OTA-A 110kV and HLY-OTA-A 220kV transmission assets until the EIMP required by Condition CC.15 above has been completed and either: (a) the Project has been designed to comply with Condition CC.7 – CC.10 above; or (b) the BOB-OTA-A 110kV and HLY-OTA-A 220kV transmission assets have been relocated or altered as agreed by Transpower.
CC.18	Construction works shall be undertaken in accordance with the Electrical Infrastructure Management Plan prepared in accordance with Condition CC.15 above. **ADVICE NOTE**: *Written notice should be provided to Transpower 10 working days before starting works within 50 metres of transmission assets. Written notice should be sent to:* ***transmission.corridor@transpower.co.nz***
Mana Whenua conditions (MW)	
Cultural Monitoring Plan	
MW.1	(a) A Cultural Monitoring Plan shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. The Cultural Monitoring Plan shall be prepared by a person identified in collaboration with the Waka Kotahi Southern IIG or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to the Drury Access Ramp. (b) The purpose of the Cultural Monitoring Plan is to set out the agreed cultural monitoring requirements and measures to be implemented during construction activities, to acknowledge the historic and living cultural values of the area to the Waka Kotahi Southern IIG (or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to the Drury Access Ramp) and to minimise potential adverse effects on these values. (c) The Cultural Monitoring Plan shall include: (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to the Waka Kotahi Southern IIG or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to the Drury Access Ramp; (ii) Requirements and protocols for cultural inductions for contractors and subcontractors; (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) Identification of personnel nominated by the Waka Kotahi Southern IIG (or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to the Drury Access Ramp) to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel nominated by the Waka Kotahi Southern IIG (or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to

	the Drury Access Ramp)to assist with management of any issues identified during cultural monitoring. (a) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified in collaboration with the Waka Kotahi Southern IIG, or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to the Drury Access Ramp. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan and include the requirements of condition MW.1(c)(i) to (v). (e) A copy of the Cultural Monitoring Plan shall be provided to the Council for information.

Historic Heritage conditions (HH)
Historic Heritage Management Plan

HH.1	(a) A Historic Heritage Management Plan (HHMP) shall be submitted with the Outline Plan of Works. The HHMP shall be prepared in consultation with Council, HNZPT and the Waka Kotahi Southern IIG, or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to the Drury Access Ramp. (b) The purpose of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. (c) To achieve the purpose, the HHMP shall identify: (i) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; (ii) Earthworks within 50 m of the identified extents of archaeological sites or waterways, for monitoring by an archaeologist, at least four weeks in advance of the general construction works to ensure adequate time is allowed for archaeological investigation if required; (iii) Known archaeological sites and potential archaeological sites within the designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted; (iv) Methods for managing any unrecorded archaeological sites or post-1900 heritage sites within the designation, which shall also be documented and recorded; (v) Methods for identifying and assessing any known or potential built heritage sites within the designation including details of their condition and measures to mitigate any adverse effects in accordance with the HNZPTA guideline AGS 1A; (vi) Roles, responsibilities and contact details of Project personnel, the Waka Kotahi Southern IIG representatives (or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to the Drury Access Ramp), and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Project works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vii) Provision for access for the Waka Kotahi Southern IIG (or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to the Drury Access Ramp) to carry out tikanga and cultural protocols; (viii) Methods for protecting or minimising adverse effects on heritage and archaeological sites within the designation during Project works as far as practicable, (for example fencing around heritage and archaeological sites to protect them from damage during construction); (ix) Protocols to manage accidental discovery of archaeological material as provided for under both the AUP and HNZPTA, including notification of the site owner and or administrator;

HH.1	(d) A Historic Heritage Management Plan (HHMP) shall be submitted with the Outline Plan of Works. The HHMP shall be prepared in consultation with Council, HNZPT and the Waka Kotahi Southern IIG, or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to the Drury Access Ramp. (e) The purpose of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. (f) To achieve the purpose, the HHMP shall identify: (i) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; (ii) Earthworks within 50 m of the identified extents of archaeological sites or waterways, for monitoring by an archaeologist, at least four weeks in advance of the general construction works to ensure adequate time is allowed for archaeological investigation if required; (iii) Known archaeological sites and potential archaeological sites within the designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted; (iv) Methods for managing any unrecorded archaeological sites or post-1900 heritage sites within the designation, which shall also be documented and recorded; (v) Methods for identifying and assessing any known or potential built heritage sites within the designation including details of their condition and measures to mitigate any adverse effects in accordance with the HNZPTA guideline AGS 1A; (vi) Roles, responsibilities and contact details of Project personnel, the Waka Kotahi Southern IIG representatives (or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to the Drury Access Ramp), and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Project works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vii) Provision for access for the Waka Kotahi Southern IIG (or Drury Access Ramp Mana Whenua Forum Representatives if the works relate to the Drury Access Ramp) to carry out tikanga and cultural protocols; (viii) Methods for protecting or minimising adverse effects on heritage and archaeological sites within the designation during Project works as faras practicable, (for example fencing around heritage and archaeological sites to protect them from damage during construction); (ix) Protocols to manage accidental discovery of archaeological material as provided for under both the AUP and HNZPTA, including notification of the site owner and or administrator;

	(x) Measures for secure on-site storage and archiving of any archaeological materials; (xi) Training requirements for contractors and subcontractors on processes and procedures for heritage and archaeological sites within the designation, and legal obligations relating to finds and accidental discoveries (under both the AUP and HNZPTA); and (xii) Methods for appropriate public dissemination of knowledge gained from heritage investigations. (d) At the completion of the Historic heritage investigation component of the Project Works the Requiring Authority will provide confirmation from the Project Archaeologist to the Manager that all works have been completed in accordance with the requirements of the HHMP.
Construction noise and vibration conditions (CNV)	
Construction noise and vibration management plan	
CNV.1	(a) A Construction Noise and Vibration Management Plan (CNVMP) shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for information. (b) A CNVMP shall be implemented during the Stage of Work to which it relates. (c) The purpose of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions CNV.2 and CN.3 to the extent practicable. To achieve this purpose, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the Waka Kotahi State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following: (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the Project; (iv) identification of receivers where noise and vibration standards apply; (v) management and mitigation options, and identification of the Best Practicable Option; (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints; (viii) contact details of the Project Liaison Person;

(ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;

(x) identification of areas where compliance with the noise [Condition CNV.2] and/or vibration standards [Condition CNV.3] Category A or Category B will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites;

(xi) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition CNV.2] and/or vibration standards [Condition CNV.3] Category A or Category B will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls [Condition CNV.1(c)(x)];

(xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration;

(xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that CNVMP, Schedules and the best practicable option for management of effects are being implemented; and

(xiv) requirements for review and update of the CNVMP.

(d) The CNVMP shall address the specific measures for 168 Flanagan Road recommended in the report of Marshall Day Acoustics dated 15 October 2021.

Noise Criteria

CNV.2

Construction noise from the Project shall be measured and assessed in accordance with the NZS 6803:1999 and shall, as far as practicable, comply with the following criteria:

Table CNV.1 Construction noise criteria

Day of week	Time	dB $L_{Aeq(15min)}$	dB L_{Amax}
Buildings containing activities sensitive to noise			
Weekdays	0630 – 0730	60	75
	0730 – 1800	75	90
	1800 – 2000	70	85
	2000 – 0630	45	75
Saturdays	0630 – 0730	45	75
	0730 – 1800	75	90
	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
Other occupied buildings			
All days	0730 - 1800	75	n/a
	1800 - 0730	80	n/a

Vibration Criteria

CNV.3

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

Table CNV.2 Construction vibration criteria

Receiver	Details	Category A	Category B
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv
	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2* Table B2
	At all other times Vibration continuous	5mm/s ppv	BS 5228-2* 50% of Table B2 values

**BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'*

(b) Where compliance with the vibration standards set out in Table CNV.2 is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition CNV.4 shall apply.

(c) If measured or predicted vibration from construction activities exceeds the Category A criteria, construction vibration shall be assessed and managed during those activities.

(d) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated.

CNV.4

(a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared, in consultation with the owners and occupiers of sites subject to the Schedule to the CNVMP, when:

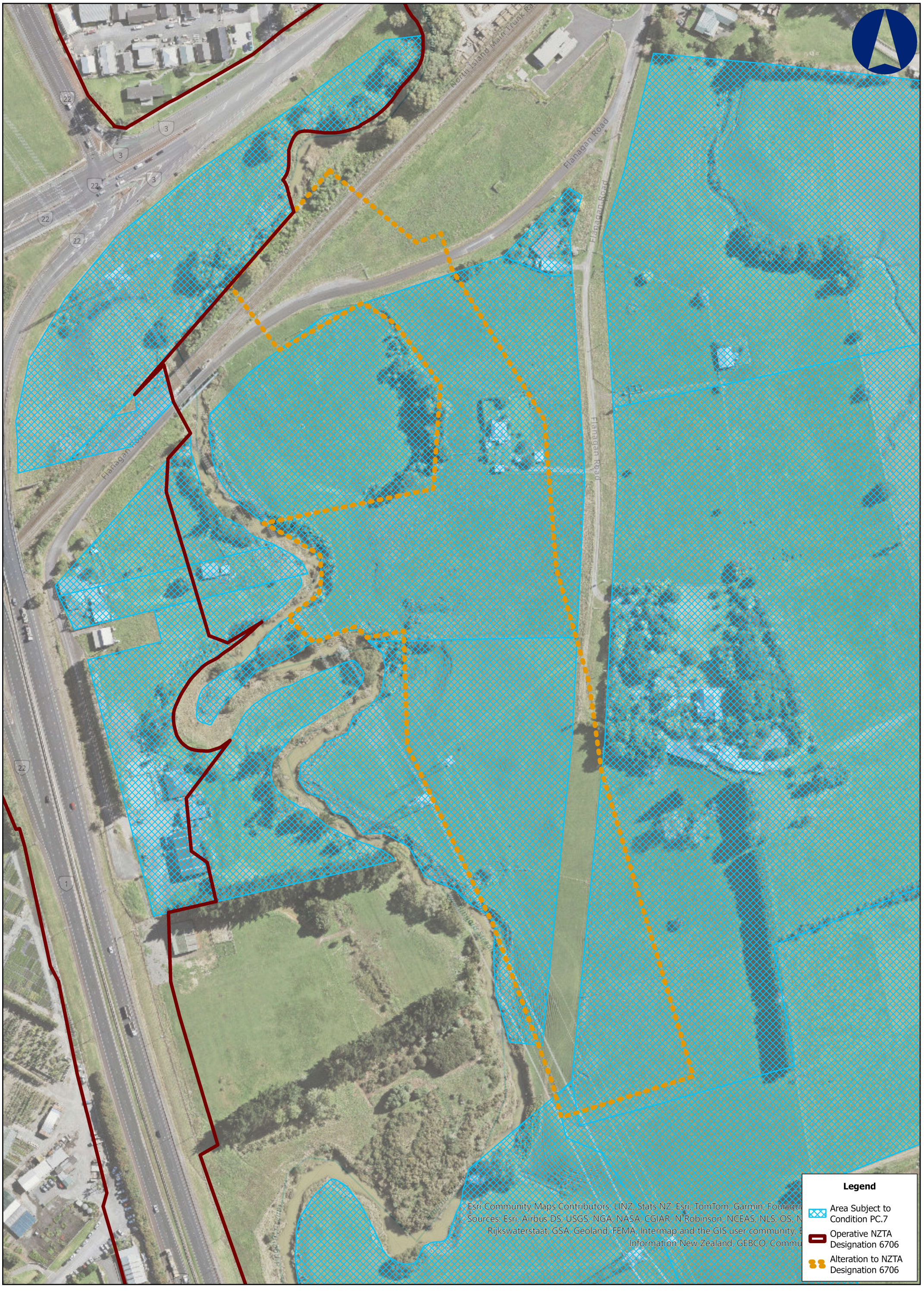
	(i) construction noise is either predicted or measured to exceed the noise standards in Condition CNV.2; (ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition CNV.3. (b) The purpose of the Schedule is to set out the Best Practicable Option for the management of noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as: (i) construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions CNV.2 and CNV.3; (iv) the proposed mitigation; (v) the proposed communication with neighbours; and (vi) location, times and types of monitoring. (c) The Schedule shall be submitted to the Manager for information at least 5 working days, except in unforeseen circumstances, in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP.
Construction traffic conditions (CT)	
Construction traffic management plan	
CT.1	(a) A Construction Traffic Management Plan (CTMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. The CTMP shall be prepared in consultation with Auckland Transport (including Auckland Transport Metro) and KiwiRail. The outcome of consultation undertaken between the Requiring Authority and Auckland Transport shall be documented including any Auckland Transport comments not incorporated within the final CTMP submitted to the Manager. (b) The purpose of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. (c) To achieve this purpose, the CTMP shall include: (i) methods to manage the effects of temporary traffic management activities on traffic capacity and movements, in consultation with Auckland Transport ; (ii) measures to manage the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) methods for engaging with Parks, Sports and Recreation and Land Advisory, to be developed in consultation with Parks, Sports and Recreation and Land Advisory;

	(v) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (vi) methods to manage any road closures that will be required and the nature and duration of any traffic management measures such as the identification of detour routes, temporary restrictions, or diversions and other methods for the safe management and maintenance of traffic flows, including general traffic, buses (including along Park Estate Road and Bremner Road), pedestrians and cyclists, on existing roads. Such access shall be safe, clearly identifiable and seek to minimise significant detours; (vii) methods to maintain pedestrian and/or vehicle access to private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be; (viii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; (ix) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services); (x) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with Waka Kotahi's Code of Practice for Temporary Traffic Management; (xi) Methods to manage the availability of on-street and off-street parking if the designated site is unable to accommodate all contractor parking. This shall include an assessment of available parking (if any) for contractors on street and identify measures to meet and/or reduce contractor parking demand for on-street parking to meet this demand; (xii) Methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services; (xiii) Methods to maintain the functional operational and recreational access to any Auckland Council Park land during construction where practicable. (d) Any CTMP prepared for a Stage of Work shall be prepared in consultation with Auckland Transport and submitted to the Manager for information 10 working days prior to the Start of Construction for a Stage of Work. **ADVICE NOTE**: *Where construction activities may affect the local road network, separate approval will be required from Auckland Transport (as the road controlling authority). The approval will likely include a Corridor Access Request and accompanying Traffic Management Plan.*
CT.2	Consultation with Auckland Transport shall be undertaken at the earliest opportunity with regard to the preferred option for the SH1 Bremner Road Overbridge and Jesmond Bridge replacement works to ensure: (a) That passenger transport services can be efficiently provided on the road network; and

	(b) That there is sufficient capacity and viable alternative routes in the transport network to accommodate cumulative construction traffic demands in the wider area.
Urban design and landscaping conditions (LV)	
Urban Design and Landscape Framework	
LV.1 (this condition applies to Stage 1B2 and Drury Access Ramp stages of the Project)	Landscape planting plans within Stage 1B2 and Drury Access Ramp shall be prepared generally in accordance with the principles and preliminary plans contained in the Project ULDF Rev G dated June 2022 and in consultation with the Waka Kotahi Southern IIG or Drury Access Ramp Mana Whenua Forum Representatives. The landscape planting plans shall take into consideration planting specified in management plans required by conditions of resource consent number BUN60415513 or LUC60422075.
LV.2	All Project planting shall be fully implemented by the completion of the first planting season following the completion of Project works in a Specific Area.
LV.3	Any Project planting that fails to establish, or that decline or die within 5 years, must be replaced to the satisfaction of the Manager. The replacement trees must be of similar grade and size to that originally planted.
LV.4 (this condition applies to Stage 1B2 of the Project)	Project planting shall include at least 20 indigenous trees at a spacing of 3.0 m that have a minimum height of 2.5 m at planting and a minimum height of 5.0 m at maturity on the east side of the motorway corridor from chainage 12600 to 12750.
Advice Note: *Any works provided for by the designation within public open space land (Auckland Council Parks land) are subject to landowner approval processes, whereby the requiring authority will need to get approval for any such works from Auckland Council as the landowner.*	
Arboriculture conditions (AB)	
AB.1	All works within the protected root zone of trees to be retained shall be supervised. Works within the protected root zone shall be undertaken as set out in the Arboricultural Assessments prepared by Peers Brown Miller Limited, dated September 2020 and dated 21 October 2022. Works within the protected root zone of trees impacted by the Drury Access Ramp works shall be undertaken in accordance with the report ref. 523844-W00001-REP-EN-0002 [Rev C], dated July 2023.
AB.2	There shall be no storage (or temporary storage) of materials, machinery, and equipment within the protected root zone of any protected tree.

Attachments

~~No attachments.~~ Figure 1: Land holdings subject to Condition PC.7



0 25 50 100 150 Meters

Date: 4/07/2024 Project: P523844 Coordinate System: MOUNT EDEN 2000

Data Sources:
Auckland Council Designation Layers: https://services1.arcgis.com/n4yPwebTjJCmXB6W/ArcGIS/rest/services/Designation/FeatureServer
LINZ Property Titles: https://data.linz.govt.nz/layer/50804-nz-property-titles/
LINZ NZ Addresses: https://data.linz.govt.nz/layer/105689-nz-addresses/
Data License: Creative Commons 4.0

Figure 1: Land holdings subject to Condition PC.7

Attachment B: Resource consent conditions under the Resource Management Act 1991

Application number(s):	BUN60423831 (Council Reference) LUC60422075 (s9 land use consent) DIS60423833 (s15 discharge consent – contamination) DIS60423834 (s15 discharge consent – stormwater) WAT60423835 (s14 water permit)
Applicant:	NZ Transport Agency Waka Kotahi
Site address:	A 745m long southbound access ramp from SH1 connecting to a future road network in the general proximity of Creek Road South located within 103, 108, 120, 124 and 132 Flanagan Road, Drury
Legal description:	Lot 1 DP 160625 - 103 Flanagan Road, Drury Part Lot 1 DP 62094 & Lot 1 DP 80559-108 Flanagan Road, Drury Lot 1 DP 165262 - 120 Flanagan Road, Drury Lot 5 DP 57466 – 124 Flanagan Road, Drury Part Allot 33 Parish of Opaheke - 132 Flanagan Road, Drury
Proposal:	The construction of an additional off-ramp from the southbound lane of SH1 at the Drury Interchange to provide a direct connection to future planned development at the Drury Centre Precinct. The proposed off-ramp will be located at the eastern extent of Drury Interchange, starting from the existing southbound off-ramp to Great South Road (State Highway 22 ('SH22')) and terminating within the Drury Centre Precinct.

Advice Note: These resource consent conditions must be read in conjunction with the main decision report, which sets out the reasons for consent and statutory assessments.

Index of Resource Consents BUN60423831

Ref	Resource Consents	Detail	Expiry Date	General conditions	Specific conditions
RC.1	Land use (s9) – NESCS LUC60422075	Disturbance of potentially contaminated land	5 years (GC.5)	GC.1, GC.2, GC.5	PC.1, – PC.5 CC.1 – CC.6 MW.1 CL.1 – CL.7
RC.2	Land use (s9) LUC60422075	Earthworks greater than 10,000m^2 (project wide)	5 years (GC.4)	GC.1, GC.2 GC.4	PC.1 – PC.5 CC.1 – CC.6 MW.1 EW.1 – EW.10 CL.1 – CL.7 EC.1 –EC.4
RC.3	Land use (s9) LUC60422075	Development of new and redevelopment of existing impervious area/ high use road and the diversion and discharge of stormwater runoff	35 years (GC.3)	GC.1, GC.2, GC.3	PC.1 – PC.5 CC.1 – CC.6 MW.1 SW.1 – SW.11 EW.1 – EW.10
RC.4	Land use (s9) LUC60422075	Vegetation alteration and removal within a riparian margin	5 years (GC.4)	GC.1, GC.2, GC.8	PC.1 – PC.5 MW.1 EC.1 – EC.4
RC.5	Groundwater permit (s14) WAT60423835	Diversion of groundwater caused by any excavation	35 years (GC.7)	GC.1, GC.3, GC.5, GC.7 GC. 11	PC.1 – PC.5, CC.6 – CC.7, MW.1 GW.1-GW.7
RC.6	Discharge of contaminants (s15) DIS60423833	Contaminated land discharges	35 years (GC.6)	GC.1, GC.2, GC.6 CL.2, CL.3, CL.4GC.1, GC.2, GC.10	PC.1 – PC.5 CC.1 – CC.6 MW.1 CL.1 – CL.7
RC.7	Diversion of stormwater (s15) DIS60423834	Diversion of stormwater runoff from additional impervious areas greater than 5,000m^2 of a state highway	35 years (GC.3)	GC.1, GC.2, GC.3	PC.1 – PC.5 SW.1 – SW.11

Definitions and Explanation of Terms

The table below defines the acronyms and terms used in the conditions.

Abbreviation/term	Meaning/definition
AEE	The Assessment of Effects on the Environment for Drury Access Ramp.
Application	The notices of requirement and applications for resource consents and supporting information for Drury Access Ramp.
AUP	Auckland Unitary Plan Operative in Part
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
Certification	Certification is confirmation from the Council that a management plan meets the requirements of the conditions of the consents or designation that relate to it.
CHTMP	Chemical Treatment Management Plan
Clean Granular Fill Material	Material largely free of silts, muds, dust as well as toxicants.
Completion of Construction	When construction of the Project (or the relevant part of the Project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project under these designations/resource consents, excluding Enabling Works.
Council	Auckland Council
CSMP	Contaminated Site Management Plan
ESCP	Erosion and Sediment Control Plan
GD01	Auckland Council's Guideline Document 2017/001 Stormwater Management Devices in the Auckland Region.
GD05	Auckland Council's Guideline Document 2016/005 Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region.
Manager	The Manager – Resource Consents, of Auckland Council, or authorised delegate.
NESCS	Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011

Drury Access Ramp Mana Whenua Forum	Drury Access Ramp Mana Whenua Forum is used throughout the Project as a way to encapsulate the Mana Whenua representative(s) consistently engaged across the Drury Access Ramp Project, Drury Centre Precinct FTA application and Plan Change 48. *Note: The Drury Access Ramp Mana Whenua Forum is distinguished from the Waka Kotahi Southern Iwi Integration Group (SIIG), which has been engagement forum used throughout the Waka Kotahi P2B Project, some Mana Whenua representative(s) will be the same across both forums.*
Project	The construction, operation and maintenance of Drury Access Ramp and associated works.
Project Liaison Person	The person or persons appointed by the Requiring Authority / Consent Holder to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the construction work.
Requiring Authority	Waka Kotahi NZ Transport Agency
RMA	Resource Management Act 1991
Specific Area	Specific Area relates to a particular site within the Project works area.
SQEP	A suitably qualified environmental practitioner for the purpose of the assessment of contaminated land (Guidance on what is expected of the SQEP is provided in the *NESCS User's Guide 2012*).
SSESCP	Site Specific Erosion and Sediment Control Plan
Stage of Work	Any physical works that require the development of an Outline Plan.
Start of Construction	The time when Construction Works (excluding Enabling Works) or works referred to in a specific condition or Stage, start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence in the relevant field of expertise.
Waka Kotahi	Waka Kotahi NZ Transport Agency

Conditions

Guide to reading the conditions

The conditions are identified as follows:

Set of proposed conditions	Numbering format
General conditions	GC
Pre-constructions conditions	PC
Mana whenua	MW
General construction conditions	CC
Contaminated land	CL
Earthworks and land disturbance	EW
Stormwater	SW
Groundwater	GW
Ecology	EC

General conditions (GC)

Ref	Condition
Standard conditions	
GC.1	a) Except as provided for in the conditions and subject to the final design, the Project shall be undertaken in general accordance with the following plans and information submitted with the Application dated 10 August 2023: (i) *Drury Access Ramp Project Assessment of Effects on the Environment*, dated 10 August 2023, specifically Section 2.1 the Project Works Description and Section 2.2 *Construction Methodology*. (ii) The General Arrangement Drawings in **Appendix B** of the *Drury Access Ramp Project* Assessment of Effects on the Environment dated 10 August 2023. (iii) Responses to Further Information Requests for the Drury Access Ramp Project applications, issued to the applicant on 28 September 2023 and compiled in document dated 5 July 2024. b) Where there may be an inconsistency between the documents listed in clause (a) above and the specific requirements of these conditions, these conditions shall prevail. c) Where there is an inconsistency between the documents listed in clause (a), provided by the applicant as part of the resource consent and notices of requirement, the most recent plans and information prevail.

Ref	Condition
GC.2	The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.
Consent lapse and expiry	
GC.3	Resource consent (DIS60423834) for stormwater diversion shall expire 12 November 2056 following the date consent is granted unless it has lapsed, been surrendered, or been cancelled at an earlier date.
GC.4	Resource consent (LUC60422075) for bulk earthworks shall expire 5 years following the date it has been granted unless it has lapsed, been surrendered, or been cancelled at an earlier date.
GC.5	Resource consent (LUC60422075) for disturbing potentially contaminated land shall expire 5 years following the date it has been granted unless it has lapsed, been surrendered, or been cancelled at an earlier date.
GC.6	Resource consent (DIS60423833) for discharge of contaminants into air, water and land during disturbance of the site shall expire 5 years following the date it has been granted unless it has lapsed, been surrendered, or been cancelled at an earlier date.
GC.7	Resource consent (WAT60423835) for groundwater diversion shall expire on 12 November 2056 years following the date consent is granted unless it has lapsed, been surrendered, or been cancelled at an earlier date pursuant to the RMA.

Pre-construction conditions (PC)

Ref	Condition
Pre-construction site meeting	
PC.1	a) At least five working days prior to the Start of Construction, a preconstruction meeting shall be arranged with the Manager as follows: i) The meeting shall be located on the Project site unless otherwise agreed; ii) The meeting shall include representation from the contractor who will undertake the works; b) The meeting shall include the Project's archaeologist. c) The following information shall be made available at the pre-construction meeting: i) Conditions of consent; ii) Timeframes for key stages of the works authorised under this consent; iii) Contact details of the site contractor and other key contractors; iv) All relevant management plans as per the requirements of the resource consents; v) Drury Access Ramp Mana Whenua Forum representatives shall be invited to attend the pre-construction meeting; and

Ref	Condition
	vi) A copy of any archaeological authority if obtained for the Project works.
PC.2	Prior to the Start of Construction, appropriate provision shall be made for a cultural induction of the contractor's staff. The Drury Access Ramp Mana Whenua Forum or its nominated representative(s) (cultural monitors) shall be invited to participate.
Management plans (resource consent)	
PC.3	a) The management plans listed in (b) shall be prepared in consultation with the Drury Access Ramp Mana Whenua Forum representatives and submitted to the Manager at least 20 working days prior to the anticipated Start of Construction (unless otherwise specified) for certification. The certification process shall be confined to confirming that the Management Plan adequately gives effect to the relevant condition(s). b) The following plans shall be submitted for certification: *i) Contaminated Site Management Plan (CSMP);* ii) *Site Specific* Erosion and Sediment Control Plan (SSESCP); *iii) Chemical Treatment Management Plan (CHTMP);* *iv) Vegetation Removal and Replanting Plan (VRRP); and* v) *Lizard Management Plan (LMP)* c) The management plans shall summarise comments received from the nominated Mana Whenua representative(s) along with a summary of where comments have: *i) Been incorporated; and* ii) *Where not incorporated* the reasons why. d) If the Manager(s') response is that they are not able to certify the Management Plan the consent holder shall request that the Manager(s) provide reasons and recommendations for changes to the management plan in writing. The consent holder shall consider any of the reasons and recommendation of the Manager(s) and resubmit an amended Management Plan to be certified. e) Any certified management plan may be amended, if necessary, to reflect any changes in design, construction methods or management of effects without the need for certification, where: *i)* the amendment/s have no new adverse effect on the environment, or is a change *that results in an improved environmental outcome; or* *ii) the amendment is an administrative change, including nominating personnel;* f) Amendments to management plans shall be certified in writing by the Manager prior to the commencement of any works to which the amended management plan(s) relate.
PC.4	Management plans may be submitted for certification in parts or in stages to address specific activities or to reflect the staged implementation of the Project.

Ref	Condition
PC.5	a) Project works shall not commence within the area to which a management plan applies until the required management plan(s) has been certified, or where required to be provided to the Council for information, that copy has been provided. b) If 20 working days (unless otherwise specified) have passed since the management plan has been provided to the Manager, or 10 working days have passed since an amended management plan has been provided to the Manager, and either: i) An alternative timeframe has not been agreed prior to submission of the management plan; or ii) The Manager has not certified the management plan; **c)** The Project shall then be undertaken in accordance with the most recent version of the management plans.

General construction conditions (CC)

Ref	Condition
General	
CC.1	Subject to compliance with the Consent Holder's health and safety requirements and provision of reasonable notice, the servants or agents of Council shall be permitted to have access to relevant parts of the construction sites controlled by the Consent Holder at all reasonable times for the purpose of carrying out inspections, surveys, investigations, tests, measurements and/or to take samples.
CC.2	A copy of the plans and these designation and resource consent conditions shall be kept either electronically or in hard copy on-site at all times that Enabling Works and Construction Works are being undertaken.
CC.3	All earthmoving machinery, pumps, generators and ancillary equipment must be operated in a manner that ensures spillages of fuel, oil and similar contaminants are prevented, particularly during refuelling and machinery services and maintenance.
CC.4	The land modification works proposed must be undertaken in a manner which ensures that the land within the site and the land on adjoining properties remain stable at all times. In this regard the consent holder must employ a suitably qualified civil / geotechnical engineer to investigate, direct and supervise - land modification works, particularly in close proximity to neighbouring properties, to ensure that an appropriate design and construction methodology is carried out to maintain the short and long term stability of the site and surrounds.
Construction Environmental Management Plan	
CC.5	a) A Construction Environmental Management Plan (CEMP) shall be prepared in consultation with the Drury Access Ramp Mana Whenua Forum and submitted to the Manager for information at least 20 working days prior to the Start of Construction. b) The purpose of the CEMP is to set out the management procedures and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable.

Ref	Condition
	c) To achieve the purpose, the CEMP shall include: i) the roles and responsibilities of staff and contractors; ii) details of the site or Project manager and the Project Liaison Person, including their contact details (phone and email address); iii) the Construction Works programmes and the staging approach, and the proposed hours of work; iv) the proposed site layouts (including construction yards), locations of refuelling activities and construction lighting; v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; vi) methods for providing for the health and safety of the general public; vii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; viii) procedures for incident management; ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; x) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; xi) procedures for responding to complaints about Construction Works; xii) methods for amending and updating the CEMP as required; and xiii) methodology and staging for demolition of existing fences and construction of replacement fences, adjacent to residential sites. d) The CEMP shall summarise comments received from Mana Whenua along with a summary of where comments have: i) Been incorporated; and ii) Where not incorporated, the reasons why. e) Any CEMP prepared for a Stage of Work shall be submitted to the Manager for information at least ten working days before the Start of Construction for a Stage of Work. f) The CEMP shall be prepared having regard to the Waka Kotahi Guideline for Preparing Environmental and Social Management Plans (April 2014), or any subsequent version.
CC.6	If the CEMP required by condition CC.5 is amended or updated, the revised CEMP shall be submitted to the Manager for information within five (5) working days of the update being made.

Mana whenua (MW)

Ref	Condition
Cultural Monitoring Plan	
MW.1	(a) A Cultural Monitoring Plan shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. The Cultural Monitoring

	Plan shall be prepared by a person identified in collaboration with the Drury Access Ramp Mana Whenua Forum Representatives engaged throughout the Drury Access Ramp Project. (b) The purpose of the Cultural Monitoring Plan is to set out the agreed cultural monitoring requirements and measures to be implemented during construction activities, to acknowledge the historic and living cultural values of the area to the Drury Access Ramp Mana Whenua Forum Representatives and to minimise potential adverse effects on these values. (c) The Cultural Monitoring Plan shall include: (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to the Drury Access Ramp Mana Whenua Forum Representatives; (ii) Requirements and protocols for cultural inductions for contractors and subcontractors; (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) Identification of personnel nominated by the Drury Access Ramp Mana Whenua Forum Representatives to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel nominated by the Drury Access Ramp Mana Whenua Forum Representatives to assist with management of any issues identified during cultural monitoring. (d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified in collaboration with the Drury Access Ramp Mana Whenua Forum Representatives. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan and include the requirements of condition MW.1(c)(i) to (v). (e) A copy of the Cultural Monitoring Plan shall be provided to the Council for information.

Contaminated land (CL)

Ref	Condition
Contaminated Site Management Plan	
CL.1	a) The Contaminated Site Management Plan (CSMP) submitted with the Application shall be updated by the Principal Contractor's suitably qualified and experienced practitioner (SQEP) prior to the commencement of earthworks in the vicinity of known or potentially contaminated soils. The CSMP shall be updated with the results of any further soil contamination sampling.

Ref	Condition
	b) The purpose of the CSMP is to detail the procedures to be implemented during the Project to control the disturbance and movement of identified contaminated, or potentially contaminated soils. These procedures shall cover management of health and safety and potential environmental risk from contaminated land associated with the Project. c) To achieve the purpose, the updated CSMP shall include: i) Summary of proposed works, areas of known or potentially contaminated soils and material and summary of related hazards; ii) Contact information and summary of roles and responsibilities of the parties involved in the land disturbance activities, including the SQEP; iii) Methods for soil testing at potentially contaminated sites; iv) Potential and known hazards arising from contamination (if present); v) Specific management methods developed for construction earthworks in potentially contaminated soils including; vi) On site soil management practices including measures for managing temporary stockpile, with appropriate erosion and sediment controls and covering; vii) Covered off-site soil transport and disposal; viii) Personal protection and monitoring; ix) Management of dust and odour including details of where measures are covered in other plans. x) Response actions which will apply where contaminants are identified that were not anticipated in the CSMP submitted with the Application; and xi) Management of groundwater table or surface run-off water encountered within the excavation. xii) Testing and validation requirements for the management and disposal of contaminated soil and materials; xiii) Post-construction controls (if required); and xiv) Stockpiling of material containing separate phase hydrocarbons or odorous petroleum hydrocarbons shall not take place. *Advice Note: If foundation piling works intercepts the NIMT and HAIL G5 (within Karaka Reserve), it is recommended to undertake a DSI to understand the risk profile and to inform reuse / disposal of soil surplus to requirement for the construction.*
General contamination conditions	
CL.2	Discharges of dust shall not cause offensive or objectionable effects at any location beyond the boundary of the works area, in the opinion of the Manager when assessed in accordance with the Good Practice Guide for Assessing and Managing Dust (Ministry for the Environment, 2016).
CL.3	Dust management during the works shall be undertaken in general accordance with the recommendations of the Good Practice Guide for Assessing and Managing Dust (Ministry for the Environment, 2016) and minimise dust generation as far as practicable. This shall include having sufficient water to dampen exposed soil and unsealed areas, and/or other dust suppressing measures, available as necessary.
CL.4	Excavated material that is not re-used on site shall be disposed of at an appropriate facility licensed to accept the levels of identified contamination.
CL.5	Soils imported to the site shall comply with the definition of ‘Cleanfill material’, as set out in the AUP.

Ref	Condition
CL.6	All sampling and testing of contamination on the site shall be overseen by a SQEP. All sampling shall be undertaken in general accordance with the Contaminated Land Management Guidelines No.5: Site Investigation and Analysis of Soils (Ministry for the Environment, revised 2011).
Completion Report	
CL.7	Within three months of the completion of earthworks on the site, a works completion report shall be submitted to the Manager. The works completion report shall be prepared by a SQEP and contain sufficient detail to address the following matters: a) A summary of the works undertaken, including the location and dimensions of the excavations carried out and the volume of soil excavated and removed from the site; b) Details and results of any testing undertaken and interpretation of the results in the context of the NESCS, and the AUP; c) Records/evidence of the appropriate disposal for any material removed from the site; d) Records of any unexpected contamination encountered during the works and response actions, if applicable; e) Conditions of the final site ground surface and details of any validation sampling undertaken on materials re-used on site or imported to site; f) Reports of any complaints, health and safety incidents related to contamination, and/or contingency events during the earthworks; and g) A statement certifying that all works have been carried out in accordance with the requirements of the consent and CSMP

Earthworks and land disturbance (EW)

Ref	Condition
Erosion and Sediment Control Plans	
EW.1	a) A Site Specific Erosion and Sediment Control Plan (SSESCP) shall be prepared prior to the Start of Construction of the Project. b) The purpose of the SSESCPs is to set out measures to be implemented during construction to manage and reduce as far as practicable erosion and the discharge of sediment beyond the footprint of the Project. c) The SSESCP shall be submitted to the Manager for certification at least 5 working days prior to the Start of Construction of the Project. d) To achieve the purpose, the SSESCP for the Project shall include: i) Detailed erosion and sediment control measures for all works associated within channels and stream works; ii) Details of specific erosion and sediment controls to be utilised, (location, dimensions (including shape and volume), position of inlets/outs); iii) Supporting calculations including design drawings; iv) Catchment boundaries and contour information; v) Design details for managing the treatment, disposal and/or discharge of contaminants (e.g. concrete wash water); vi) Pumping management activities;

Ref	Condition
	vii) Timing and duration of construction and operation of control works (in relation to the staging and sequencing of earthworks if applicable); viii) Details of construction methods; ix) Details relating to the management of exposed areas and stabilisation of erosion control devices (e.g. grassing, mulching); x) Erosion and sedimentation controls (including use of a fully biodegradable erosion control blankets in the vicinity of any waterways) specific to an estuarine environment to minimise runoff, turbidity and debris/dust into the Hingaia Stream. xi) The identification of staff who will monitor compliance with conditions; and xii) Monitoring and maintenance requirements. e) All work are to be carried out in accordance with Council's Guideline Document 2016/005 Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region GD05 (and any amendments to this document) at the end of each working day, and/or if rain is forecast.
EW.2	a) A Chemical Treatment Management Plan (CHTMP) will be prepared for the Project and submitted to Council (for certification) prior to the Start of Construction of the Project in accordance with Council's Guideline Document 2016/005 Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region GD05 (and any amendments to this document). b) The purpose of the CHTMP is to provide specific chemical treatment details for the site's decanting earth bunds or other impound devices. c) The CHTMP shall be submitted to the Manager for certification at least five working days prior to the Start of Construction. d) To achieve the purpose, the CHTMP shall include as a minimum: i) Specific design details of the chemical treatment system based on a rainfall activated methodology for the site's decanting earth bunds; ii) Details of optimum dosage (including assumptions and consideration of the use of organic flocculants); iii) Results of initial chemical and organic treatment trials and bench testing; iv) Monitoring, maintenance (including post-storm) and contingency management (including a record sheet); v) A spill contingency plan; and vi) Details of the person or bodies that will hold responsibility for the operation and maintenance of the chemical treatment system and the organisational structure which will support this system.
General earthworks	
EW.3	Upon abandonment or completion of earthworks on the Project site all areas of bare earth shall be permanently stabilised against erosion in accordance with GD05 or any amendments to this document.
EW.4	Prior to bulk earthworks commencing on the Project identified by a SSESCP (as described by condition EW.1), a signed certificate shall be submitted to the Manager to certify that the erosion and sediment controls have been constructed in accordance with the SSESCP.

Ref	Condition
EW.5	Sediment laden water passing through decanting earth bunds or other impound devices shall be chemically treated throughout the duration of earthworks in accordance with the certified CHTMP.
EW.6	There shall be no deposition of earth, mud, dirt or other debris on any road or footpath outside of the Project site resulting from earthworks activity. In the event that such deposition does occur, it shall be removed as soon as practicable. In no instance shall roads or footpaths be washed down with water without appropriate erosion and sediment control measures in place to prevent contamination of the stormwater drainage system, watercourses or receiving waters.
EW.7	The operational effectiveness and efficiency of all erosion and sediment control measures specifically required as a condition of this resource consent or by the SSESCP and the CHTMP, shall be installed, operated, and maintained throughout the duration of earthworks activity works in accordance with Council's Guideline Document 2016/005 Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region GD05 (and any amendments to this document),, or until the site is permanently stabilised against erosion. Notice must be provided to the Manager prior to the removal of any erosion and sediment control measures identified in the SSESCP.
EW.8	The site shall be progressively stabilised against erosion at all stages of the earthworks activity in accordance with the relevant SSESCP, including temporary stabilisation of those areas of earthworks not actively worked for more than a 14-day period, and shall be sequenced to minimise the discharge of contaminants to surface water. **Advice Note:** *Stabilisation measures may include"* *a. The use of waterproof covers, geotextiles, or mulching* *b. Top-soiling and grassing of otherwise bare areas of earth* *c. Aggregate or vegetative cover that has obtained a density of more than 80% of a normal pasture sward* *It is recommended that you discuss any potential measure with the Council's monitoring officer who may be able to provide further guidance on the most appropriate approach to take. Alternatively, please refer to Auckland Council Guideline Document 005, Erosion and Sediment Control for Land Disturbing Activities in the Auckland Region, June 2016, Incorporating Amendment 1 (GD05).*
Seasonal Restrictions	
EW.9	No earthworks on the Project site shall be undertaken between 1 May and 30 September in any year, without the written certification of the Manager prior to works commencing. All winter works will be re-assessed monthly or as required to ensure that adverse effects are not occurring in the receiving environment and approval may be revoked by Council upon written notice to the consent holder.
EW.10	Stabilisation / revegetation is to be completed by 30 April in any year in accordance with measures detailed in GD05 or any amendments to this document.

Ecology (EC)

Ref	Condition
Riparian Planting and Replacement Plan	
EC.1	Replacement planting associated with the removal of riparian vegetation along the margins of the Hingaia Stream must be carried out as follows: a) A detailed Vegetation Removal and Replacement Plan (VRRP) planting plan for the native riparian replacement plantings for any works areas cleared in the riparian yard of Hingaia Stream must be prepared in liaison with a suitably qualified person and submitted to the Manager for certification at least 20 working days prior to the vegetation removal works. The plan shall be prepared in general accordance with the principles of the approved Stage 1B1 of P2DS Project's Urban and Landscape Design Framework Rev G, dated June 2022. b) The planting plan(s) shall include but not be limited to: *i) Details of plant species, plant numbers, density and distribution;* *ii) A minimum of 30% of the new plantings be climax species; and* *iii) Details of ongoing pest and weed management.* c) All new plantings shall be maintained in accordance with the NZTA P39 Standard Specification for Riparian Landscape Treatments. d) Where practicable, plants must be eco-sourced from the Manukau Ecological District. e) Any Myrtaceae species (mānuka, kānuka) being delivered to the site must be from a plant pass certified supplier with a Myrtle Rust Specific Module standard..
EC.2	All planting associated with the proposed Drury Access Ramp and identified in the VRRP must be fully implemented by the completion of the first planting season following the completion of the works.
EC.3	All vegetation alteration and/or clearance must occur outside the main native bird nesting season (early September until the end of February inclusive) to minimise any disturbance risk that vegetation removal would have on nesting birds. If vegetation clearance is unavoidable during the main native bird nesting season, an approved and experienced ecologist or ornithologist must visually observe and inspect all trees and shrubs proposed for removal within 24 hours before felling to identify any active nests. **Advice Note** *Almost all native bird species are absolutely protected under the Wildlife Act 1953. It is an offence to deliberately disturb or destroy them, their eggs or nests. By restricting vegetation clearance to outside of the main native bird breeding season the risk of disturbing nesting forest birds is significantly reduced (but not entirely eliminated), therefore vegetation should still be checked for obvious signs of nesting activity prior to clearance works being undertaken.*
Lizard Management Plan	

Ref	Condition
EC.4	(a) A Lizard Management Plan (LMP) shall be prepared and submitted to the Manager for certification at least 10 working days prior to the commencement of any vegetation works. (b) The LMP Plan shall be designed to achieve the following two objectives: *a)* *The population of each species of native lizard present on the site at which vegetation clearance is to occur must be maintained or enhanced, either on the same site or at an appropriate alternative site; and* *b)* *The habitat(s) that lizards are transferred to (either on site or at an alternative site, as the case may be) will support viable native lizard populations for all species present pre-development.* *c)* *To achieve the objectives of the LMP the management plan shall address the following (as appropriate):* *d)* *Credentials and contact details of the ecologist/herpetologist who will implement the plan.* *e)* *Timing of the implementation of the LMP.* *f)* *A description of methodology for capture and relocation of lizards rescued including but not limited to: salvage protocols, relocation protocols (including method used to identify suitable relocation site(s)), diurnal capture protocols, supervised habitat clearance/transfer protocols, and opportunistic relocation protocols.* *g)* *A description of the relocation site; including discussion of:* (A) Provision for additional refugia, if required e.g. depositing salvaged logs, wood or debris for newly released skinks that have been rescued; (B) Any protection mechanisms (if required) to ensure the relocation site is maintained (e.g.) covenants, consent notices etc; (C) Any weed and pest management to ensure the relocation site is maintained as appropriate habitat. h) *Triggers for monitoring, monitoring methods and reporting, as necessary.*

Stormwater (SW)

Ref	Condition
Pre-commencement meetings	
SW.1	a) At least five working days prior to the start of works for stormwater devices onsite, a stormwater pre-commencement meeting shall be arranged with the Manager that: i) Is located on the Project site; ii) Includes timeframes for key stages authorised under this consent; iii) Includes the certified plans and drawings as set out in condition SW.4; iv) Includes the Manager or authorised delegate; v) Includes representation from the site stormwater engineer or contractors who will undertake the works and any other relevant parties; and vi) Representatives of the Drury Access Ramp Mana Whenua Forum shall be invited to attend the pre-construction meeting.
Stormwater Management Works	

<table>
<tr><th>Ref</th><th>Condition</th></tr>
<tr><td>SW.2</td><td>Stormwater management works in Table [1] shall be completed prior to continuous operation of further impervious surfaces in that catchment:

Table [1]

<table>
<tr><th>Treatment Device/ID</th><th>Motorway section (chainage CH))</th><th>Catchment ID</th><th>Total Impervious surface (ha) to be treated (new + existing) (approx.)</th><th>Immediate receiving environment</th><th>Design requirement</th></tr>
<tr><td>Treatment Swale</td><td>CH490 to 870m</td><td>-</td><td>0.4</td><td>Hingaia Stream</td><td rowspan="2">Water quality treatment of stormwater runoff from all road surfaces to GD01 standards as a minimum.</td></tr>
<tr><td>Biofiltration Raingardens</td><td>CH832-southwards</td><td>-</td><td>0.3</td><td>Hingaia Stream</td></tr>
<tr><td>New outfall at Hingaia Stream</td><td></td><td></td><td></td><td>Hingaia Stream</td><td>Erosion and scour protection at the new outfall in the 1% AEP event.</td></tr>
</table>
Advice note:

**Permanent stormwater treatment devices in Table [1] shall be designed in accordance with Council’s Guideline Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01).

Note: The proposed impervious surfaces will in part discharge runoff to existing stormwater devices within the Stage 1B1 P2DS Project Area. This runoff was accounted for under the Stage 1B1 application.</td></tr>
<tr><td>SW.3</td><td>In the event that any modifications to the stormwater management system in Table [1] are required, that will not otherwise result in an application pursuant to section 127 RMA, the following information shall be provided:

(a) Plans and drawings outlining the details of the modification;
Supporting information that details how the modification does not affect the capacity or treatment performance of the stormwater management system authorised by this consent; and
Confirmation that feedback from the Drury Access Ramp Mana Whenua Forum has been:
(i) Incorporated; and
(ii) Where not incorporated, the reasons why
All information shall be submitted to the Manager for certification, at least 10 working days prior to implementation.

Advice note:</td></tr>
</table>

Ref	Condition
	All proposed changes must be discussed with the Manager, prior to implementation. Any changes to the proposal which will affect the capacity or treatment performance of the stormwater management system will require an application to Council pursuant to Section 127 of the RMA. An example of a minor modification can be a change to the location of a pipe or slight changes to the site layout. If there is a change of device type (even proprietary), the consent will have to be varied (s127 under the RMA).
SW.4	a) Detailed design, including drawings, specifications, design report and calculations for the stormwater management devices shall be submitted to the Manager for certification at least 20 working days prior to construction of the proposed stormwater management devices. The following information shall be included and not be limited to: i) Design drawings and calculations for all stormwater structures including, culverts, outfalls, erosion protection measures, bypass devices, proprietary treatment devices, vegetated swales, wetlands, access provisions, and overland flow paths; ii) Catchment plans detailing the impervious and pervious areas contributing to each stormwater management device; and iii) Any feedback provided by the Drury Access Ramp Mana Whenua Forum. b) The purpose of the certification is to confirm that the final design addresses the following: i) Roading, kerbs and channels constructed across overland flow paths shall maximise the capture of water by road cesspits. Driveway crossings shall be constructed to minimise the overflow of water from the road into private properties; ii) For stormwater flows in excess of the capacity of the primary drainage systems, overland flow paths shall be provided and maintained to allow surplus stormwater from critical storms (up to the 100-year Annual Recurrence Interval event), to discharge with the minimum of nuisance and damage; and iii) Treatment and installation of the stormwater management measures in the artificial watercourses at the outfall locations for Hingaia Stream Outfall has been undertaken in accordance with the drawings specified by condition SW.4(a)(i). **Advice notes:** *Where stormwater management devices may be located within or affect the local road network, separate approval will be required from Auckland Transport (as the road controlling authority). This may entail an Engineering Plan Approval. If the system is to be vested to a local authority in the future and the device/system does not meet council standards it may not be accepted. This is a risk borne by the consent holder.*
SW. 5	a) For the vegetated swales shall be prepared in accordance with GD01 (or any amendments to this document), and submitted to the Manager for certification at least 20 working days prior to the construction of the proposed vegetated swales and wetland(s). b) The planting plan(s) for all vegetated swales shall include but not be limited to: i) Details of plant species, plant numbers, density and distribution; and ii) Details of ongoing pest and weed management.
SW.6	Planting shall be undertaken in accordance with the certified planting plan.

Ref	Condition
SW.7	As-built certification and plans of the stormwater management works, which are certified (signed) as a true record of the stormwater management system, shall be provided to the Manager at least 20 working days prior to devices being made operational.
SW.8	a) The as-built plans shall display the entirety of the stormwater management system and shall include: i) The surveyed location (to the nearest 0.1m) and level (to the nearest 0.01m) of the discharge structures, with co-ordinates expressed in terms of NZGD2000 Mount Eden Circuit and NZVD2016; ii) Plans and cross sections of all stormwater management devices, including confirmation of the water quality volume, storage volumes, and levels / sizes of all outflow control structures and discharge outlets;. iii) Documentation of any discrepancies between the design plans and the as-built plans; and iv) Confirmation the treatment and installation of stormwater management material at the artificial watercourses at the outfall locations for the Hingaia Stream Outfall has been undertaken in accordance with condition SW.4(a)(i), condition SW.4(b)(iii) and condition SW.5.
Stormwater Operation and Maintenance Plan	
SW.9	a) A Stormwater Operation and Maintenance Plan (SOMP) shall be prepared upon completion of the construction of the permanent stormwater management system. The SOMP shall be reviewed and approved by the Network Operator prior to submitting to Council for certification (if required). b) The purpose of the SOMP is to maintain water quality and quantity control functions of the stormwater management devices to achieve the standards to which the devices were designed and constructed. c) The SOMP shall include: i) Details of the person or organisation that will hold responsibility for long-term maintenance of the stormwater management system; ii) A programme for regular inspection and maintenance of the stormwater management system, including outfalls and vegetation associated with the stormwater management devices; iii) A programme for the collection and disposal of debris and sediment collected by the stormwater management devices; iv) Methods to maintain all overland flow paths and secondary overland flow paths free from obstruction within the Waka Kotahi designations; v) General inspection checklists for all aspects of the stormwater management system, including visual checks; and vi) Procedures for post high intensity storm event, inspections and maintenance.
SW.10	The stormwater management system shall be managed in accordance with the SOMP.
SW.11	At least 20 working days prior to implementation, any amendments or alterations to the details within the SOMP must be submitted to the Manager in writing for information.

Groundwater (GW)

The table below defines the acronyms and terms used in the conditions.

<table>
<tr><th>Abbreviation/ term</th><th>Meaning/definition</th></tr>
<tr><td>Damage</td><td>Means physical harm that impairs the value, usefulness, or normal function of a building, structure or services. In relation to buildings, includes Aesthetic, Serviceability, Stability, but does not include Negligible Damage as described in the table below.
<table>
<tr><th>Category of Damage</th><th>Normal Degree of Severity</th><th>Description of Typical Damage

(Building Damage Classification after Burland (1995), and Mair et al (1996))</th><th>General Category

(after Burland – 1995)</th></tr>
<tr><td>0</td><td>Negligible</td><td>Hairline cracks.</td><td rowspan="3">Aesthetic Damage</td></tr>
<tr><td>1</td><td>Very Slight</td><td>Fine cracks easily treated during normal redecoration. Perhaps isolated slight fracture in building. Cracks in exterior visible upon close inspection. Typical crack widths up to 1mm.</td></tr>
<tr><td>2</td><td>Slight</td><td>Cracks easily filled. Redecoration probably required. Several slight fractures inside building. Exterior cracks visible, some repainting may be required for weather-tightness. Doors and windows may stick slightly. Typically crack widths up to 5mm.</td></tr>
<tr><td>3</td><td>Moderate</td><td>Cracks may require cutting out and patching. Recurrent cracks can be masked by suitable linings. Brick pointing and possible replacement of a small amount of exterior brickwork may be required. Doors and windows sticking. Utility services may be interrupted. Weather tightness often impaired. Typical crack widths are 5mm to 15mm or several greater than 3mm.</td><td>Serviceability Damage</td></tr>
</table>
</td></tr>
</table>

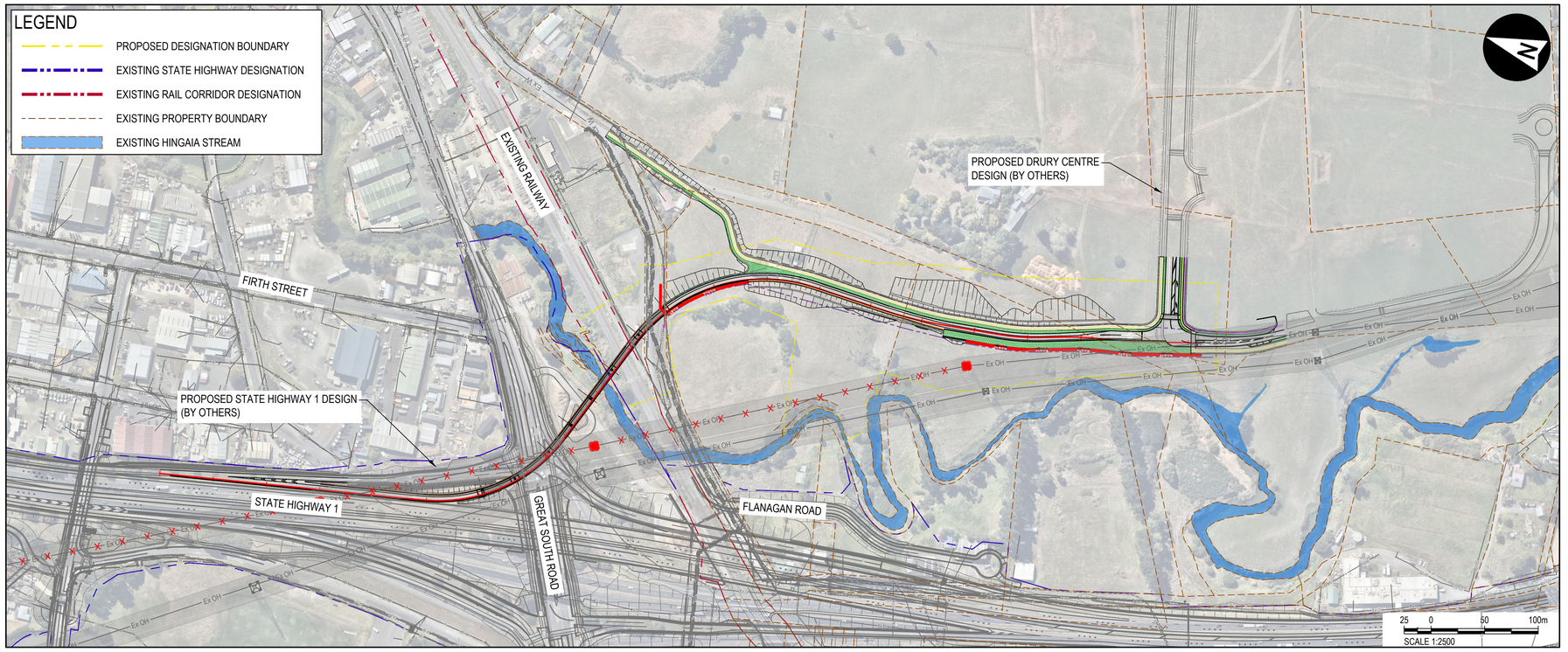
	4	Severe	Extensive repair involving removal and replacement of walls especially over door and windows required. Window and door frames distorted. Floor slopes noticeably. Walls lean or bulge noticeably. Some loss of bearing in beams. Utility services disrupted. Typical crack widths are 15mm to 25mm but also depend on the number of cracks.	
	5	Very Severe	Major repair required involving partial or complete reconstruction. Beams lose bearing, walls lean badly and require shoring. Windows broken by distortion. Danger of instability. Typical crack widths are greater than 25mm but depend on the number of cracks.	**Stability Damage**

Ref	Condition
Groundwater conditions	
GW.1	All excavation, dewatering systems, retaining structures and works associated with the diversion or taking of groundwater, must be designed, constructed and maintained so as to avoid Damage to land, buildings, structures and services on the site or adjacent properties, unless otherwise agreed in writing with the asset owner.
GW.2	Prior to the commencement of construction phase groundwater diversion, a condition survey of potentially affected water supply (watermains), stormwater and wastewater services must be undertaken in consultation with the relevant service provider. **Advice notes:** *This condition does not apply to any service where written evidence is provided to the Manager that the owner of that service has confirmed they do not require a condition survey.*
GW.3	Between six (6) and twelve (12) months after construction phase groundwater dewatering, a detailed condition survey of all previously surveyed services, must be undertaken by a suitably qualified and engineering professional and a written report must be prepared and submitted to the Manager, within one month of completion of the survey.

Ref	Condition
	The condition survey report must make specific comment on those matters identified in the pre-construction phase dewatering condition survey. It must also identify any new Damage that has occurred since the pre-construction phase dewatering condition survey was undertaken and provide an assessment of the likely cause of any such Damage. **Advice notes:** *This condition does not apply to any service where written evidence is provided to the Council confirming that the owner of that service does not require a condition survey to be undertaken.*
GW.4	Additional condition surveys of any building, structure, or service must be undertaken, if requested by the Manager, for the purpose of investigating any Damage potentially caused by ground movement resulting from construction phase dewatering. A written report of the results of the survey must be prepared and/or reviewed by a suitably qualified and engineering professional and the report must be submitted to the Council. The requirement for any such additional condition survey will cease six (6) months after the completion of construction phase dewatering unless the external visual inspections indicate that movement is still occurring. In such circumstances the period where additional condition surveys may be required (including ongoing visual inspections) will be extended until the inspections show that movement has stabilised and the risk of Damage to buildings, structures and Services as a result of the dewatering is no longer present.
GW.5	Where any monitoring, inspection or condition survey in this consent requires access to property/ies owned by a third party, and access is declined or subject to what the consent holder considers to be unreasonable terms, the consent holder must provide a report to the Manager prepared by a suitably qualified and engineering professional identifying an alternative monitoring programme. The report must describe how the monitoring will provide sufficient early detection of deformation to enable measures to be implemented to prevent Damage to buildings, structures or services. Written certification from the Manager must be obtained before an alternative monitoring option is implemented.
GW.6	If the consent holder becomes aware of any Damage to buildings, structures or services potentially caused wholly, or in part, by the exercise of this consent, the consent holder must: (a) Notify the Manager and the asset owner within two (2) working days of the consent holder becoming aware of the Damage. (b) Provide a report prepared by a suitably qualified and engineering professional (engaged by the consent holder at their cost) that describes the Damage; identifies the cause of the Damage; identifies methods to remedy and/or mitigate the Damage that has been caused; identifies the potential for further Damage to occur, and describes actions that will be taken to avoid further Damage. (c) Provide a copy of the report prepared under (b) above, to the Manager and the asset owner within ten (10) working days of notification under (a) above. **Advice notes**:

KIWI PROPERTY DRURY OFF RAMP DESIGN AND CONSENTING MULTIPLE DISCIPLINES

LOCALITY PLAN



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Plot Date: 2023-03-01 2:29 PM Filename: ADS_A1C_FRAME_COVER_SHEET.DWG

REV	DATE	REVISION DETAILS	REV	DRAWN	DESIGNED	VERIFIED	APPROVED	SIZE	CONSTRUCTION STATUS	STATUS	CODE	DOCUMENT STATE	DOCUMENT CODE	REFERENCE No.	REV
A	203-08-09	ISSUED FOR RESOURCE CONSENT	A	R.FORBES	M.LAING	M.LAING	W.NEL	A1	NOT FOR CONSTRUCTION	STARTED	W1	WORK IN PROGRESS	523844-W00001-DRG-MC-0001	DRG-MC-0001	A

DRAWING LIST

DRAWING No.	DRAWING TITLE
523844-W00001-DRG-MC-0001	COVER PAGE
523844-W00001-DRG-MC-0002	DRAWING INDEX
523844-W00001-DRG-MC-0100	KEYPLAN
BRIDGES	
523844-W00001-DRG-BG-0101	PROPOSED BRIDGE AND LONGSECTION - SHEET 1
GEOTECHNICAL	
523844-W00001-DRG-GG-0101	GROUND INVESTIGATION LAYOUT PLAN - SHEET 1
523844-W00001-DRG-GG-0102	GROUND INVESTIGATION LAYOUT PLAN - SHEET 2
523844-W00001-DRG-GG-0103	GROUND INVESTIGATION LAYOUT PLAN - SHEET 3
523844-W00001-DRG-GG-0104	GROUND INVESTIGATION LAYOUT PLAN - SHEET 4
CIVILS	
523844-W00001-DRG-LC-0101	DESIGNATION LAYOUT PLAN - SHEET 1
523844-W00001-DRG-LC-0102	DESIGNATION LAYOUT PLAN - SHEET 2
523844-W00001-DRG-LC-0103	DESIGNATION LAYOUT PLAN - SHEET 3
523844-W00001-DRG-LC-0104	DESIGNATION LAYOUT PLAN - SHEET 4
ROADS	
523844-W00001-DRG-RO-0101	GENERAL ARRANGEMENT LAYOUT PLAN - SHEET 1
523844-W00001-DRG-RO-0102	GENERAL ARRANGEMENT LAYOUT PLAN - SHEET 2
523844-W00001-DRG-RO-0103	GENERAL ARRANGEMENT LAYOUT PLAN - SHEET 3
523844-W00001-DRG-RO-0104	GENERAL ARRANGEMENT LAYOUT PLAN - SHEET 4
523844-W00001-DRG-RO-0201	PLAN AND LONGITUDINAL SECTION - SHEET 1
523844-W00001-DRG-RO-0301	TYPICAL CROSS SECTIONS - SHEET 1
STORMWATER	
523844-W00001-DRG-WD-0101	PROPOSED STORMWATER LAYOUT PLAN - SHEET 1
523844-W00001-DRG-WD-0102	PROPOSED STORMWATER LAYOUT PLAN - SHEET 2
523844-W00001-DRG-WD-0103	PROPOSED STORMWATER LAYOUT PLAN - SHEET 3

Plot Date: 2023-08-09 3:19 PM Filename: 523844-W00001-DRG-MC-0002.DWG

REV	DATE	REVISION DETAILS	REV	DRAWN	DESIGNED	VERIFIED	APPROVED
A	2023-08-09	ISSUED FOR RESOURCE CONSENT	A	R.FORBES	M.LAING	M.LAING	W.NEL

All written dimensions take precedence over scaled dimensions.

PREPARED BY

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CLIENT

Kiwi Property
WAKA KOTAHI NZ TRANSPORT AGENCY

CLIENT DOCUMENT NUMBER | REV

Coordinate system

Height datum

PRINT ALL COPIES IN COLOUR

CONSTRUCTION STATUS: NOT FOR CONSTRUCTION

DRAWN BY: S.GOURLEY

DESIGNED BY: M.LAING

STATUS: STARTED | CODE: W1

DOCUMENT STATE: WORK IN PROGRESS

PROJECT: KIWI PROPERTY DRURY OFF RAMP RESOURCE CONSENT

TITLE: MULTIPLE DISCIPLINE DRAWING INDEX

DOCUMENT CODE: 523844-W00001-DRG-MC-0002

SCALE	SIZE	REFERENCE No.	REV
NOT TO SCALE	A1	DRG-MC-0002	A

LEGEND

- PROPOSED DESIGNATION BOUNDARY
- EXISTING STATE HIGHWAY DESIGNATION
- EXISTING RAIL CORRIDOR DESIGNATION
- EXISTING PROPERTY BOUNDARY
- EXISTING HINGAIA STREAM

510611-W00100-DRG-XX-0104
SHEET 4

510611-W00100-DRG-XX-0103
SHEET 3

510611-W00100-DRG-XX-0102
SHEET 2

510611-W00100-DRG-XX-0101
SHEET 1

EXISTING RAILWAY

FIRTH STREET

STATE HIGHWAY 1

GREAT SOUTH ROAD

Plot Date: 2023-08-09 3:18 PM Filename: 523844-W00001-DRG-MC-0100.DWG

15 0 30 60m
SCALE 1:1500

All written dimensions take precedence over scaled dimensions.

REV	DATE	REVISION DETAILS	REV	DRAWN	DESIGNED	VERIFIED	APPROVED
A	2023-08-09	ISSUED FOR RESOURCE CONSENT	A	S.GOURLEY	M.LAING	M.LAING	W.NEL

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Kiwi Property
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CLIENT DOCUMENT NUMBER | REV

Coordinate system
Height datum

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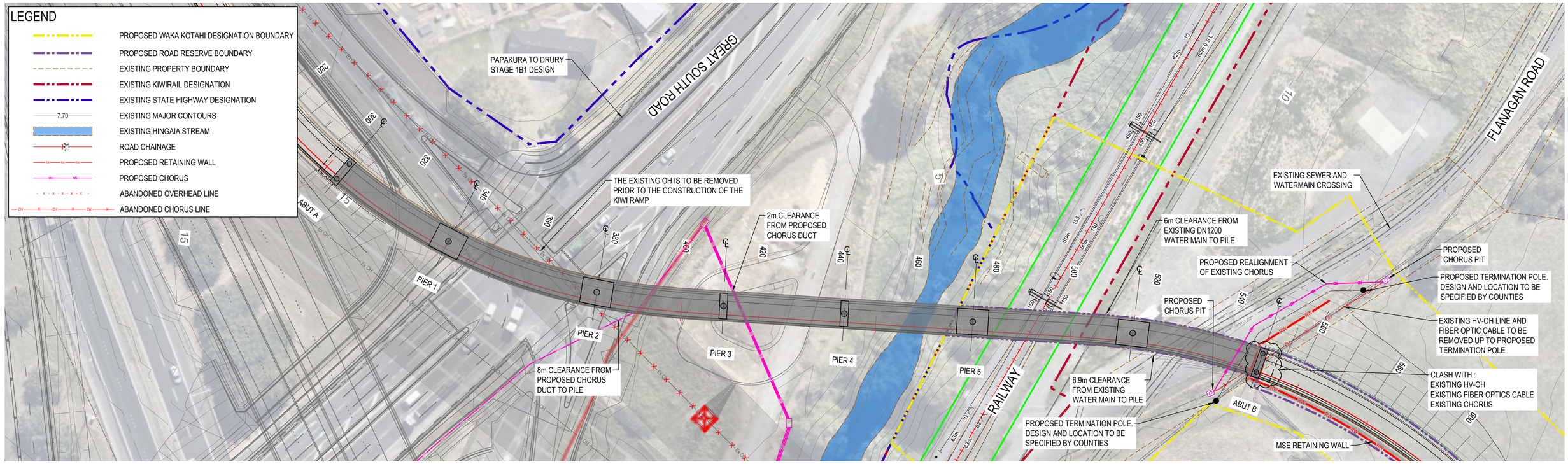
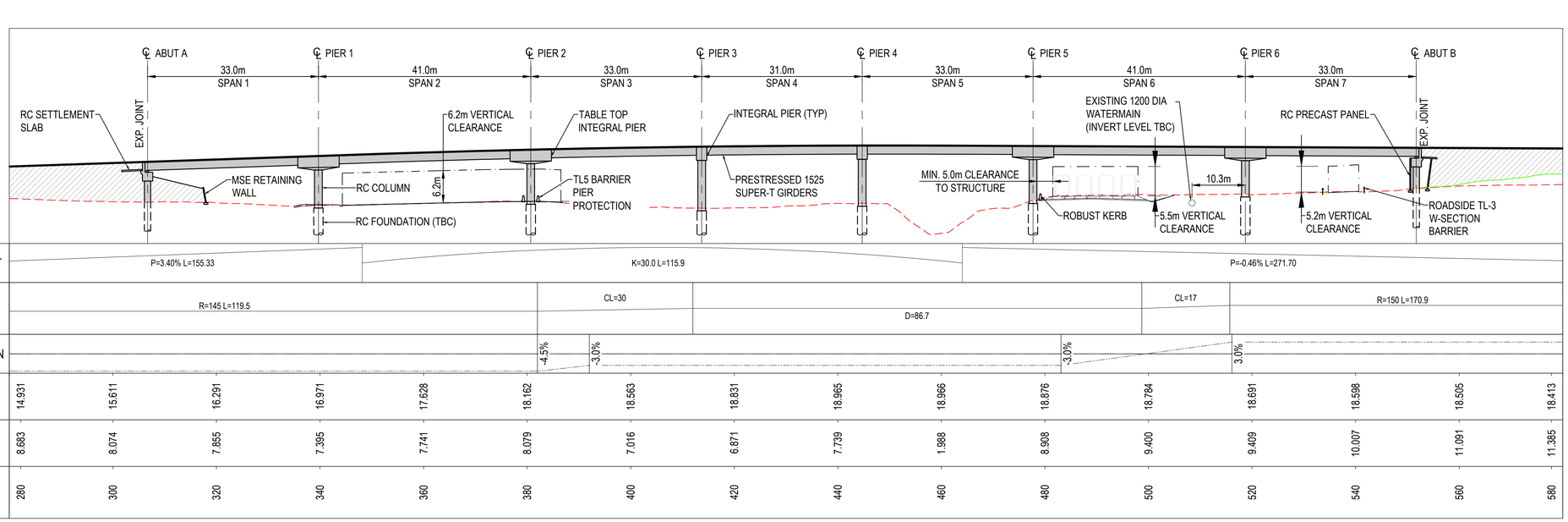
CONSTRUCTION STATUS: NOT FOR CONSTRUCTION
DRAWN BY: S.GOURLEY
DESIGNED BY: M.LAING
STATUS: STARTED | CODE: W1
DOCUMENT STATE: WORK IN PROGRESS

PROJECT: KIWI PROPERTY DRURY OFF RAMP RESOURCE CONSENT
TITLE: MULTIPLE DISCIPLINE KEYPLAN
DOCUMENT CODE: 523844-W00001-DRG-MC-0100

SCALE	SIZE	REFERENCE No.	REV
1:1500	A1	DRG-MC-0100	A





LONGITUDINAL SECTION ALONG DESIGN CONTROL LINE MCK0
1:500H 1:500V

Plot Date: 2023-08-09 11:11 AM Filename: 523844-W00001-DRG-BG-0101.DWG

REV	DATE	REVISION DETAILS	REV	DRAWN	DESIGNED	VERIFIED	APPROVED
A	2023-08-09	ISSUED FOR RESOURCE CONSENT	A	S.GOURLEY	O.DE LAUTOUR	R.NUTTON	W.NEL

SCALE 1:500 (5 0 10 20m)

All written dimensions take precedence over scaled dimensions.

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CLIENT: Kiwi Property; WAKA KOTAHI NZ TRANSPORT AGENCY

CLIENT DOCUMENT NUMBER | REV

Coordinate system

Height datum

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CONSTRUCTION STATUS: NOT FOR CONSTRUCTION

DRAWN BY: S.GOURLEY

DESIGNED BY: O.DE LAUTOUR

STATUS: STARTED | CODE: W1

DOCUMENT STATE: WORK IN PROGRESS

PROJECT: KIWI PROPERTY DRURY OFF RAMP RESOURCE CONSENT

TITLE: BRIDGES PROPOSED BRIDGE AND LONGSECTION SHEET 1

DOCUMENT CODE: 523844-W00001-DRG-BG-0101

SCALE	SIZE	REFERENCE No.	REV
1:500	A1	DRG-BG-0101	A

LEGEND

- PROPOSED WAKA KOTAHI DESIGNATION BOUNDARY
- PROPOSED ROAD RESERVE BOUNDARY
- PROPOSED KIWIRAIL BOUNDARY
- PROPOSED STATE HIGHWAY BOUNDARY
- PROPOSED KIWIRAIL TRACK
- PROPOSED SHARED USED PATH
- PROPOSED CYCLE LANE
- PROPOSED PEDESTRIAN PATH
- EXISTING PROPERTY BOUNDARY
- EXISTING HINGAIA STREAM

FIRTH STREET

GREAT SOUTH ROAD

JOINS SHEET 2

EXTENT OF WORKS

PAPAKURA TO DRURY
STAGE 1B1 DESIGN

STATE HIGHWAY 1

Plot Date: 2023-08-09 3:13 PM Filename: 523844-W00001-DRG-LC-0101.DWG

REV	DATE	REVISION DETAILS	REV	DRAWN	DESIGNED	VERIFIED	APPROVED
A	2023-08-09	ISSUED FOR RESOURCE CONSENT	A	S.GOURLEY	M.LAING	M.LAING	W.NEL

SCALE 1:500

All written dimensions take precedence over scaled dimensions.

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WAKA KOTAHI NZ TRANSPORT AGENCY

CLIENT DOCUMENT NUMBER | REV

Coordinate system

Height datum

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CONSTRUCTION STATUS: NOT FOR CONSTRUCTION

DRAWN BY: S.GOURLEY

DESIGNED BY: M.LAING

STATUS: STARTED | CODE: W1

DOCUMENT STATE: WORK IN PROGRESS

PROJECT: KIWI PROPERTY DRURY OFF RAMP RESOURCE CONSENT

TITLE: CIVILS DESIGNATION LAYOUT PLAN SHEET 1

DOCUMENT CODE: 523844-W00001-DRG-LC-0101

SCALE	SIZE	REFERENCE No.	REV
1:500	A1	DRG-LC-0101	A

LEGEND

- PROPOSED WAKA KOTAHI DESIGNATION BOUNDARY
- PROPOSED ROAD RESERVE BOUNDARY
- PROPOSED KIWIRAIL BOUNDARY
- PROPOSED STATE HIGHWAY BOUNDARY
- PROPOSED KIWIRAIL TRACK
- PROPOSED SHARED USED PATH
- PROPOSED CYCLE LANE
- PROPOSED PEDESTRIAN PATH
- EXISTING PROPERTY BOUNDARY
- EXISTING HINGAIA STREAM

EXTENT OF WORKS

JOINS SHEET 4

JOINS SHEET 3

JOINS SHEET 1

GREAT SOUTH ROAD

FLANAGAN ROAD

RAILWAY

PAPAKURA TO DRURY
STAGE 1B1 DESIGN

Plot Date: 2023-08-09 11:23 AM Filename: 523844-W00001-DRG-LC-0102.DWG

REV	DATE	REVISION DETAILS	REV	DRAWN	DESIGNED	VERIFIED	APPROVED
A	2023-08-09	ISSUED FOR RESOURCE CONSENT	A	S.GOURLEY	M.LAING	M.LAING	W.NEL

SCALE 1:500

All written dimensions take precedence over scaled dimensions.

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CLIENT

Kiwi Property
WAKA KOTAHI NZ TRANSPORT AGENCY

CLIENT DOCUMENT NUMBER | REV

Coordinate system

Height datum

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CONSTRUCTION STATUS: NOT FOR CONSTRUCTION

DRAWN BY: S.GOURLEY

DESIGNED BY: M.LAING

STATUS: STARTED | CODE: W1

DOCUMENT STATE: WORK IN PROGRESS

PROJECT: KIWI PROPERTY DRURY OFF RAMP RESOURCE CONSENT

TITLE: CIVILS DESIGNATION LAYOUT PLAN SHEET 2

DOCUMENT CODE: 523844-W00001-DRG-LC-0102

SCALE	SIZE	REFERENCE No.	REV
1:500	A1	DRG-LC-0102	A

LEGEND

- PROPOSED WAKA KOTAHI DESIGNATION BOUNDARY
- PROPOSED ROAD RESERVE BOUNDARY
- PROPOSED KIWIRAIL BOUNDARY
- PROPOSED STATE HIGHWAY BOUNDARY
- PROPOSED KIWIRAIL TRACK
- PROPOSED SHARED USED PATH
- PROPOSED CYCLE LANE
- PROPOSED PEDESTRIAN PATH
- EXISTING PROPERTY BOUNDARY
- EXISTING HINGAIA STREAM

EXTENT OF WORKS

JOINS SHEET 2

EXTENT OF WORKS

HINGAIA STREAM

760 760 800 820 840 860 880 900 920 940 960 980 1000 1020 1040 1061725 1080

RW

Plot Date: 2023-08-09 11:24 AM Filename: 523844-W00001-DRG-LC-0103.DWG

REV	DATE	REVISION DETAILS	REV	DRAWN	DESIGNED	VERIFIED	APPROVED
A	2023-08-09	ISSUED FOR RESOURCE CONSENT	A	S.GOURLEY	M.LAING	M.LAING	W.NEL

5 0 10 20m
SCALE 1:500

All written dimensions take precedence over scaled dimensions.

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CLIENT
Kiwi Property
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CLIENT DOCUMENT NUMBER | REV

Coordinate system

Height datum

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CONSTRUCTION STATUS
NOT FOR CONSTRUCTION

DRAWN BY
S.GOURLEY

DESIGNED BY
M.LAING

STATUS: STARTED | CODE: W1

DOCUMENT STATE
WORK IN PROGRESS

PROJECT
KIWI PROPERTY DRURY OFF RAMP RESOURCE CONSENT

TITLE
CIVILS
DESIGNATION LAYOUT PLAN
SHEET 3

DOCUMENT CODE
523844-W00001-DRG-LC-0103

SCALE	SIZE	REFERENCE No.	REV
1:500	A1	DRG-LC-0103	A

LEGEND

- PROPOSED WAKA KOTAHI DESIGNATION BOUNDARY
- PROPOSED ROAD RESERVE BOUNDARY
- PROPOSED KIWIRAIL BOUNDARY
- PROPOSED STATE HIGHWAY BOUNDARY
- PROPOSED KIWIRAIL TRACK
- PROPOSED SHARED USED PATH
- PROPOSED CYCLE LANE
- PROPOSED PEDESTRIAN PATH
- EXISTING PROPERTY BOUNDARY
- EXISTING HINGAIA STREAM

SHARED USE PATH CONNECTIONS TO BE INSTALLED IN ACCORDANCE WITH KIWI FAST TRACK CONSENT APPLICATION

EXTENT OF WORKS

JOINS SHEET 2

RAILWAY

TRAC

BWA

RW

Plot Date: 2023-08-09 11:24 AM Filename: 523844-W00001-DRG-LC-0104.DWG

REV	DATE	REVISION DETAILS	REV	DRAWN	DESIGNED	VERIFIED	APPROVED
A	2023-08-09	ISSUED FOR RESOURCE CONSENT	A	S.GOURLEY	M.LAING	M.LAING	W.NEL

SCALE 1:500 (5 0 10 20m)

All written dimensions take precedence over scaled dimensions.

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CLIENT DOCUMENT NUMBER | REV

Coordinate system

Height datum

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CONSTRUCTION STATUS: NOT FOR CONSTRUCTION

DRAWN BY: S.GOURLEY

DESIGNED BY: M.LAING

STATUS: STARTED | CODE: W1

DOCUMENT STATE: WORK IN PROGRESS

PROJECT: KIWI PROPERTY DRURY OFF RAMP RESOURCE CONSENT

TITLE: CIVILS DESIGNATION LAYOUT PLAN SHEET 4

DOCUMENT CODE: 523844-W00001-DRG-LC-0104

SCALE	SIZE	REFERENCE No.	REV
1:500	A1	DRG-LC-0104	A

LEGEND

- PROPOSED WAKA KOTAHI DESIGNATION BOUNDARY
- PROPOSED ROAD RESERVE BOUNDARY
- EXISTING KIWIRAIL DESIGNATION
- EXISTING WAKA KOTAHI DESIGNATION
- EXISTING PROPERTY BOUNDARY
- EXISTING HINGAIA STREAM
- ROAD CHAINAGE
- PROPOSED RETAINING WALL
- PROPOSED WAKA KOTAHI STORMWATER NETWORK
- ABANDONED OVERHEAD LINE
- PROPOSED SIDEWATER CHANNEL
- PROPOSED TREATMENT SWALE
- PROPOSED CUT OFF DRAIN
- PROPOSED SHARED USED PATH
- PROPOSED CYCLE LANE
- PROPOSED PEDESTRIAN PATH
- PROPOSED BERM
- PROPOSED WAKA KOTAHI STANDARD CATCHPIT
- PROPOSED MANHOLE
- PROPOSED HEADWALL
- PROPOSED WAKA KOTAHI SCRUFFY DOME
- PROPOSED WAKA KOTAHI CATCHPIT MANHOLE

FIRTH STREET

GREAT SOUTH ROAD

JOINS SHEET 2

EXTENT OF WORKS

MCK0

PAPAKURA TO DRURY
STAGE 1B1 DESIGN

TRANSPOWER OHL TO BE REMOVED
PRIOR TO CONSTRUCTION

ND
RO-0301

PIER 1

ABUT A

INDICATIVE LOCATION OF 50km/h
POSTED SPEED LIMIT SIGN

STATE HIGHWAY 1

Plot Date: 2023-08-09 11:38 AM Filename: 523844-W00001-DRG-RO-0101.DWG

5 0 10 20m
SCALE 1:500

All written dimensions take precedence over scaled dimensions.

REV	DATE	REVISION DETAILS	REV	DRAWN	DESIGNED	VERIFIED	APPROVED
A	2023-08-09	ISSUED FOR RESOURCE CONSENT	A	S.GOURLEY	RC.CONSTANT	M.LAING	W.NEL

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CLIENT DOCUMENT NUMBER | REV

Coordinate system

Height datum

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CONSTRUCTION STATUS: NOT FOR CONSTRUCTION

DRAWN BY: S.GOURLEY

DESIGNED BY: RC.CONSTANTINESCU

STATUS: STARTED | CODE: W1

DOCUMENT STATE: WORK IN PROGRESS

PROJECT: KIWI PROPERTY DRURY OFF RAMP RESOURCE CONSENT

TITLE: ROADS
GENERAL ARRANGEMENT LAYOUT PLAN
SHEET 1

DOCUMENT CODE: 523844-W00001-DRG-RO-0101

SCALE	SIZE	REFERENCE No.	REV
1:500	A1	DRG-RO-0101	A

PROPOSED CHORUS PIT

PROPOSED COUNTIES HV TERMINATION POLE

PROPOSED UNDERGROUNDING OF COUNTIES HV-OH AND FIBER OPTIC CABLE

EXTENT OF WORKS

NA RO-0301

JOINS SHEET 4

PROPOSED REALIGNMENT OF EXISTING CHORUS

EXTENT OF INTERIM WAKA KOTAHI JURISDICTION

NB RO-0301

EXISTING RAIL

ABUT B

PROPOSED COUNTIES HV TERMINATION POLE

PROPOSED CHORUS PIT

PIER 6

PIER 5

FLANAGAN ROAD

JOINS SHEET 3

GREAT SOUTH ROAD

JOINS SHEET 1

PIER 4

MCK0

PIER 3

PIER 2

PIER 1

TRANSPOWER OHL TO BE REMOVED PRIOR TO CONSTRUCTION

PAPAKURA TO DRURY STAGE 1B1 DESIGN

EXISTING TRANSPOWER OVERHEAD LINE

PROPOSED NIMT RAIL

FLANAGAN ROAD

RAILWAY

LEGEND

- PROPOSED WAKA KOTAHI DESIGNATION BOUNDARY
- PROPOSED ROAD RESERVE BOUNDARY
- EXISTING KIWIRAIL DESIGNATION
- EXISTING WAKA KOTAHI DESIGNATION
- EXISTING PROPERTY BOUNDARY
- EXISTING HINGAIA STREAM
- ROAD CHAINAGE
- PROPOSED RETAINING WALL
- PROPOSED WAKA KOTAHI STORMWATER NETWORK
- ABANDONED OVERHEAD LINE
- PROPOSED SIDEWATER CHANNEL
- PROPOSED TREATMENT SWALE
- PROPOSED CUT OFF DRAIN
- PROPOSED SHARED USED PATH
- PROPOSED CYCLE LANE
- PROPOSED PEDESTRIAN PATH
- PROPOSED BERM
- PROPOSED WAKA KOTAHI STANDARD CATCHPIT
- PROPOSED MANHOLE
- PROPOSED HEADWALL
- PROPOSED WAKA KOTAHI SCRUFFY DOME
- PROPOSED WAKA KOTAHI CATCHPIT MANHOLE

Plot Date: 2023-08-09 11:50 AM Filename: 523844-W00001-DRG-RO-0102.DWG

5 0 10 20m
SCALE 1:500

All written dimensions take precedence over scaled dimensions.

REV	DATE	REVISION DETAILS	REV	DRAWN	DESIGNED	VERIFIED	APPROVED
A	2023-08-09	ISSUED FOR RESOURCE CONSENT	A	S.GOURLEY	RC.CONSTANT	M.LAING	W.NEL

PREPARED BY

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CLIENT

Kiwi Property
WAKA KOTAHI NZ TRANSPORT AGENCY

CLIENT DOCUMENT NUMBER | REV

Coordinate system

Height datum

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CONSTRUCTION STATUS: NOT FOR CONSTRUCTION

DRAWN BY: S.GOURLEY

DESIGNED BY: RC.CONSTANTINESCU

STATUS: STARTED | CODE: W1

DOCUMENT STATE: WORK IN PROGRESS

PROJECT: KIWI PROPERTY DRURY OFF RAMP RESOURCE CONSENT

TITLE: ROADS GENERAL ARRANGEMENT LAYOUT PLAN SHEET 2

DOCUMENT CODE: 523844-W00001-DRG-RO-0102

SCALE	SIZE	REFERENCE No.	REV
1:500	A1	DRG-RO-0102	A

LEGEND

- PROPOSED WAKA KOTAHI DESIGNATION BOUNDARY
- PROPOSED ROAD RESERVE BOUNDARY
- EXISTING KIWIRAIL DESIGNATION
- EXISTING WAKA KOTAHI DESIGNATION
- EXISTING PROPERTY BOUNDARY
- EXISTING HINGAIA STREAM
- ROAD CHAINAGE
- PROPOSED RETAINING WALL
- PROPOSED WAKA KOTAHI STORMWATER NETWORK
- ABANDONED OVERHEAD LINE
- PROPOSED SIDEWATER CHANNEL
- PROPOSED TREATMENT SWALE
- PROPOSED CUT OFF DRAIN
- PROPOSED SHARED USED PATH
- PROPOSED CYCLE LANE
- PROPOSED PEDESTRIAN PATH
- PROPOSED BERM
- PROPOSED WAKA KOTAHI STANDARD CATCHPIT
- PROPOSED MANHOLE
- PROPOSED HEADWALL
- PROPOSED WAKA KOTAHI SCRUFFY DOME
- PROPOSED WAKA KOTAHI CATCHPIT MANHOLE

PROPOSED PITT ROAD

DRURY KIWI PROPERTY ROAD DESIGN (BY OTHERS)

EXTENT OF WORKS

WORKS OUTSIDE DESIGNATION BOUNDARY
REFER TO KIWI PROPERTY FTA CONSENT FOR DRURY CENTRE PRECINT.
DRAWING REFERENCE:
510611-0100-DRG-RR-0101-SHEET 1

NC
RO-0301

JOINS SHEET 2

EXTENT OF WORKS

PROPOSED CREEK ROAD

MCK0

7m WIDE CARRIAGEWAY TO ALLOW FOR FUTURE CONVERSION TO TWO-LANE TWO-WAY OPERATION.

RETAINING WALL POSITIONED TO ALLOW FOR FUTURE UPGRADE TO TWO WAY OPERATION AND ACTIVE MODE FACILITIES ON NORTHBOUND SIDE OF CARRIAGEWAY.

INDICATIVE EXTENT OF INTERIM WAKA KOTAHI JURISDICTION

TRANSPOWER OHL TO BE REMOVED PRIOR TO CONSTRUCTION

HINGAIA STREAM

Plot Date: 2023-08-09 11:36 AM Filename: 523844-W00001-DRG-RO-0103.DWG

REV	DATE	REVISION DETAILS	REV	DRAWN	DESIGNED	VERIFIED	APPROVED
A	2023-08-09	ISSUED FOR RESOURCE CONSENT	A	S.GOURLEY	RC.CONSTANT	M.LAING	W.NEL

5 0 10 20m
SCALE 1:500

All written dimensions take precedence over scaled dimensions.

PREPARED BY
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www.aurecongroup.com

CLIENT
Kiwi Property
WAKA KOTAHI NZ TRANSPORT AGENCY

CLIENT DOCUMENT NUMBER | REV

Coordinate system

Height datum

PRINT ALL COPIES IN COLOUR

CONSTRUCTION STATUS: NOT FOR CONSTRUCTION
DRAWN BY: S.GOURLEY
DESIGNED BY: RC.CONSTANTINESCU
STATUS: STARTED | CODE: W1
DOCUMENT STATE: WORK IN PROGRESS

PROJECT: KIWI PROPERTY DRURY OFF RAMP RESOURCE CONSENT
TITLE: ROADS GENERAL ARRANGEMENT LAYOUT PLAN SHEET 3
DOCUMENT CODE: 523844-W00001-DRG-RO-0103

SCALE	SIZE	REFERENCE No.	REV
1:500	A1	DRG-RO-0103	A