



EAST WEST LINK

AMENDED DRAFT DESIGNATION AND RESOURCE CONSENT CONDITIONS

September 2017 (Closing submissions)

Revision		
Rev. N°	Date	Description
0	February 2017	Final draft for notification
1	12 April 2017	Annotated version for Applicant's Primary Evidence (Amendments shown in blue strike through and underline)
2	20 June 2017	Annotated version for Applicant's Rebuttal Evidence (Amendments shown in purple strike through and underline)
3	19 July 2017	Annotated version for Applicant's witness appearance (Amendments shown in green strike through and underline)
4	September 2017	Annotated version for NZ Transport Agency closing submissions (Amendments shown in red strike through and underline) Amendments to Southdown specific conditions as contained in Ms Hopkins' summary statement dated 31 August. (Amendments shown in dark green strike through and underline)

Table of contents

Index of Designation and Resource Consents.....	1
Designation Conditions.....	4
Guide to Reading the Designation Conditions	4
Designation Conditions – Definitions.....	4
Designation Conditions.....	8
General Designation Conditions (DC).....	8
Communication and Social (CS).....	18
Recreation and Open Space (ROS).....	23
Network Utilities and Infrastructure (NU).....	27
Mana Whenua Collaboration (MW).....	31
Historic Heritage (HH).....	34
Urban Design, Landscape and Visual (LV).....	38
Trees (TR).....	47
Traffic Noise (Operation) (ON).....	48
Construction Noise and Vibration (CNV).....	51
Construction Traffic (CT).....	58
Southdown Site (SD).....	62
Property Specific (PS).....	69
Resource Consent Conditions.....	70
Guide to Reading the Resource Consent Conditions.....	70
Resource Consent Conditions – Definitions.....	70
General Resource Consent Conditions (RC).....	73
Mana Whenua Collaboration (MW).....	78
Contaminated Land (CL).....	81
Earthworks, Vegetation Alteration and Removal (E).....	84
Coastal Activities (C).....	88
Dredging (D).....	95
Ecological Management (EM).....	100
Works in Watercourses (W).....	111
Groundwater and Settlement (G).....	113
Air Quality (AQ).....	116
Storage and Manufacture of Concrete (CB).....	118
Leachate (L).....	119
Stormwater and Impervious Surfaces (SW).....	120

Index of Designation and Resource Consents

The following table sets out the condition references for the designations and resource consents.

Ref	Notice of Requirement	General conditions		Reasons for suggested changes
NOR 1	Designation for construction, operation and maintenance of a State highway, being the East West Link between Onehunga and Ōtāhuhu, and associated works.	DC.1, DC.2 - DC.15B, DC.15C-E, 4612B , CS.1 - CS.6, ROS.1 - ROS.6Z, NU.1 – NU.9 NU.4-NU.7 , MW.1 - MW.5, MW.10, HH.1 – HH.6, HH.7, HH.8, HH.7 LV.1 - LV.5, LV.5A-H, LV.7, LV.8 7 , TR.1 – TR.3, ON.1 – ON.14, CNV.1 – CNV.7B, 6C , CT.1 - CT.9, CT.7 . SD.1 – SD.8		April 2017: Cross references updated. June 2017: Cross references updated. July 2017: Condition references updated. September 2017: Condition references updated.
NOR 2	Alteration to SH1 Designation 6718 for maintenance, operation, use and improvement of the State Highway network.	DC.1, DC.1A, DC.2 – DC.10, DC.12, DC.15A, DC.16 CS.1 – CS.6, ROS.3, ROS.4, NU.1A, NU.2-NU.6, NU.9, NU.4-NU.76, NU.8, NU.11 MW.1 - MW.5, MW.10, HH.1 – HH.4, HH.6A LV.1 – LV.5, LV.6-8, LV.7-LV.85, LV.6 – LV.8 TR.1 -TR.3 and TR.2 ON.1 – ON.14, CNV.1 – CNV.7B, 6A , CT.1 - CT.9, CT.7 .		April 2017: Cross references updated. June 2017: Cross references updated. July 2017: Condition references updated. September 2017: Condition references updated.
Ref	Resource consents	General conditions	Specific conditions	
RC1	Land use (s9) - NES Soil	RC.1 - RC.15 (excl. RC.8B), MW.1 - MW.5, MW.10,	CL.1 – CL.7, 9, 12	June 2017: Reference to condition setting out the duration of consent. Cross references updated. July 2017: Condition references updated. September 2017: Condition references updated.
RC2	Land use (s9(2)) – Land disturbance activities	RC.1 - RC.15 (excl. RC.8B), MW.1 - MW.5, MW.10,	E.1 – E.14 EM.1 – EM.12, EM.13	June 2017: Reference to condition setting out the duration of consent. Cross references updated. September 2017: Condition references updated.
RC3	Land use (s9(2)) – Land disturbance activities	RC.1 - RC.15 (excl. RC.8B), MW.1 - MW.5, MW.10,	E.1 – E.14 EM.1 – EM.12, EM.13	June 2017: Reference to condition setting out the duration of consent. Cross references updated. September 2017: Condition references updated.

Ref	Notice of Requirement	General conditions	
RC4	Land Use (s9(3)) - Vegetation alteration, removal	RC.1 - RC.15 (excl. RC.8B), MW.1 - MW.5 MW.10 ,	E.1 – E.14 EM.1 – EM.12 EM.13-14C
RC5	Coastal Permit (s12, s14 and s15) – Construction activities in the CMA and temporary occupation and associated discharge of contaminants	RC.1 - RC.15 (excl. RC.8B), MW.1 – MW.5 MW.10	C.1 – C.14 D.1 – D.19 EM.1 – EM.12 EM.13-14C
RC6	Coastal Permit (s12, s14 and s15) – Construction activities in the CMA and temporary occupation and associated discharge of contaminants	RC.1 - RC.15 (excl. RC.8B), MW.1 – MW.5 MW.10	C.1 – C.14, EM.1-EM.7 (Excl. EM.1A)
RC7	Water Permit (s13 and s14) - Works in watercourses and associated diversion activities	RC.1 - RC.15 (excl. RC.8B), MW.1 - MW.5 MW.10 ,	WW.1 – WW.10
RC8	Water Permit (s14) - Drilling of holes	RC.1 - RC.15 (excl. RC.8B), MW.1 - MW.5 MW.10 ,	N/A
RC9	Water Permit (s14) - Groundwater diversion and take	RC.1 - RC.15 (excl. RC.8B), MW.1 - MW.5 MW.10 ,	G.1 – G.7
RC10	Discharge Permit (s15) - Discharge of contaminants into air or into or onto land or water	RC.1 - RC.15 (excl. RC.8B), MW.1 - MW.5 MW.10 ,	AQ.1-AQ.4
RC11	Discharge Permit (s15) - Discharge of contaminants into air or into or onto land or water	RC.1 - RC.15, MW.1 - MW.5 MW.10 ,	CL.1 – CL. 79 AQ.1 – AQ.4
RC12	Discharge Permit (s15) - Air Discharges	RC.1 - RC.15 (excl. RC.8B), MW.1 - MW.5 MW.10 ,	CB.1 - CB.7
RC13	Activities on new land to be created (s9 and s89)	RC.8B	-
RC14	Coastal Permit (s12) – Occupation and associated use	RC.8B	C.15
RC15	Coastal Permit (s12) – Occupation and associated use	RC.8B	C.15

Reasons for suggested changes
<p>June 2017: Reference to condition setting out the duration of consent. Cross references updated.</p> <p>July 2017: Condition references updated.</p> <p>September 2017: Condition references updated.</p>
<p>June 2017: Reference to condition setting out the duration of consent. Cross references updated.</p> <p>July 2017: Condition references updated.</p>
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<p>June 2017: Reference to condition setting out the duration of consent.</p>
<p>June 2017: Reference to condition setting out the duration of consent.</p>
<p>June 2017: Reference to condition setting out the duration of consent.</p>

Ref	Notice of Requirement	General conditions	
RC16	Water Permit (s13 and s14) - Works in watercourses and associated diversion activities	RC.1 - RC.15 (excl. RC.8B), MW.1 - MW.5 MW.10,	WW.1 - WW.10
RC17	Water Permit (s14) - Groundwater diversion and take	RC.8B	G.1 - G.7
RC18	Water Permit (s14) - Permanent damming of surface water	RC.8B	-
RC19	Discharge Permit (s15) - Discharge of contaminants into or onto land or water	RC.8B	L.1 and L.2
RC20	Discharge permit (s15) – Discharge of stormwater	RC.8B	SW.1 – SW.17
RC21	Land Use (s9(2)) – Impervious surfaces	RC.8B	SW.1 – SW.17
M-RC1	Miami Stream: Land use (s9(3)) – land disturbance, and associated discharges	RC.1 - RC.15 (excl. RC.8B), MW.1 - MW.5 MW.10,	E.1 – E.14 EM.1 – EM.12 EM.13-14G
M-RC2	Miami Stream: Land use (s9(3)) – stormwater	RC.8B	-

Reasons for suggested changes
<p>June 2017: Reference to condition setting out the duration of consent. Cross references updated.</p> <p>September 2017: Condition references updated.</p>
<p>June 2017: Reference to condition setting out the duration of consent.</p>
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<p>June 2017: Reference to condition setting out the duration of consent.</p>

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AMETI	Auckland Manukau Eastern Transport Initiative
Anns Creek East Construction Restriction Area	The area of land shown on the drawing titled <i>Anns Creek East Construction Restriction Area</i>, dated April 2017.
Application	The Notices of Requirement dated December 2016 and supporting information dated November and December 2016.
Auckland Urban Design Panel	A panel consisting of appointed specialists facilitated by Auckland Council and providing independent design review of significant projects.
AUP	Auckland Unitary Plan Operative in Part (Updated 23 May 2017).
BPO or Best Practicable Option	Has the same meaning as in section 2 of the Resource Management Act 1991.
Enabling Works	Includes the following and similar activities: <ul style="list-style-type: none"> • Demolition and removal of buildings and structures; • Relocation of underground and overhead services; and • The establishment of site entrances and fencing.
Commencement of Construction	The time when Construction Works (excluding Site Investigations and Enabling Works) commence.
Completion of Construction	When construction of the Project (or part of the Project) is complete and is available for use.
Construction Works	One or more of the various activities undertaken in relation to construction of the Project under this designation.
Control Measures	A measure or action taken to eliminate or minimise risk so far as is reasonably practicable.
Council	Auckland Council
Dangerous Goods Vehicles	A vehicle used for the transport of dangerous goods and required to display a placard under Section 7 of Land Transport Rule: Dangerous Goods 2005 (Rule 45001/1).
East West Link or EWL	East West Link Project being the construction, operation and maintenance of a new State highway and associated works between State Highway 2- (SH20) in Onehunga, and State Highway 1 (SH1) in Mt Wellington (the East West Link Main Alignment), and associated works on SH1 between Mt Wellington and the Ōtāhuhu Interchange at Princes Street.
Enabling Works	Includes the following and similar activities: <ul style="list-style-type: none"> • Demolition and removal of buildings and structures; • Relocation of underground and overhead services; and • The establishment of site entrances and fencing.

June 2017: Definition added as AMETI referred to in conditions.
April 17: Definition added to clarify extent of area referred to in Condition DC.11A.
September 2017: Definition introduced to assist with reading of Conditions DC.11A.
June 2017: Definition added as AUP referred to in conditions.
June 2017: Definition added to assist in reading the conditions.
September 2017: Relocated so that the list is in alphabetical order.
September 2017: Definition introduced to assist with reading of the Southdown Site conditions.
September 2017: Definition added to assist with the reading of Condition LV.5C.
June 2017: Amendment to expand the Project definition.
April 17: Minor correction to punctuation.

EWL Land Bridge	The cover of the EWL Trench which provides a local road connection from the southern and northern sides of East West Link at Onehunga Harbour Road.
EWL Main Alignment	The four land arterial road between the existing State Highway 20 (SH20) Neilson Street Interchange in Onehunga and State Highway 1 (SH1) at Mt Wellington.
EWL Trench	The lowered portion of the East West Link Main Alignment between the SH20 Neilson Street offramp and the SH20 Manukau Harbour Crossing Bridge.
Heritage New Zealand Pouhere Taonga Act 2014	The Act to promote the identification, protection, preservation, and conservation of the historical and cultural heritage of New Zealand.
HSNO	Hazardous substances and new organisms
HNZPT	Heritage New Zealand Pouhere Taonga
Manager	The Manager – Resource Consents, Team Manager, Major Infrastructure Projects of the Auckland Council, or authorised delegate.
Mana Whenua Group	The group established under Condition MW.1.
Network Utility, Network Utility Operator or Network Utility Operators	Has the same meaning as set out in section 166 of the RMA.
NoR	Notice of Requirement
Operation/Operational	When construction of the Project is complete and the State highway is open to traffic.
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
PPF	Protected Premises and Facilities.
Project	The construction, maintenance and operation of the East West Link Project and associated works.
Requiring Authority	The New Zealand Transport Agency.
RMA	Resource Management Act 1991.
Road Controlling Authority	Has the same meaning as under section 2 of the Land Transport Act 1998.
Site Investigations	Includes geotechnical investigations (outside the Auckland Unitary Plan (Operative in Part) Historic Heritage Overlay Extent of Place), identifying service locations, surveys, monitoring activities, surveys and other similar activities.
Southdown Site	The facilities located at Lot 1 DP 178192 and Lot 2 DP 178192 comprising the Southdown Power Station, 11kV switchroom and high voltage equipment, energy storage technology, Transpower control and relay room and Transpower 220kV substation, and the Southdown Solar Research and Development Centre.
Southdown Rail Supply Substation	The transformer, switchgear and associated cabling servicing the Auckland rail network and shown on the plan

June 2017: Definition added for clarification as EWL Land Bridge is referred to in conditions.
June 2017: Definition added for clarification as EWL Main Alignment is referred to in conditions.
June 2017: Definition added for clarification as EWL Trench is referred to in conditions. July 2017: Minor change.
April 2017: Definition added at the request of HNZPT during post lodgement discussions.
September 2017: Definition introduced to assist with reading of Conditions DC.14B.
July 2017: Change to reflect the relevant Auckland Council manager.
September 2017: Definition introduced to assist with reading of the NU conditions.
June 2017: Amendment to use the overlay title from the AUP.
June 2017: Definition added in response to the evidence of Mr Grala (Mercury). This definition assists in reading of the NU conditions.
June 2017:

	<p>titled "Transpower New Zealand - East-West Connection Southdown Substation", dated 9 May 2017.</p>	<p>Definition added in response to the evidence of Mr Horne (Transpower). This definition assists in reading of the NU conditions.</p>
Suitably q Qualified p Person	<p>A person:</p> <ul style="list-style-type: none"> • With a recognised qualification in the subject matter of the condition; or • With recognised experience in the subject matter of the condition; or • Is a member of relevant professional body for the subject matter of the condition. 	<p>July 2017: Minor change.</p>
<u>Unacceptable Risk</u>	<p><u>The Unacceptable Risk Level is to be determined using the Victorian Interim Risk Criteria offsite tolerability and acceptability values for location specific individual fatality risk of gas release related risks.</u></p> <p><u>In accordance with those values, an Unacceptable Risk Level means an offsite risk that is higher than 1 in 100,000 per year for gas release related risks, and for the aggregated site risks, the region noted by the societal risk (F-N) curves of tolerability and acceptability.</u></p>	<p>September 2017: Definition introduced to assist with reading of the Southdown Site conditions.</p>
Working Day	<p>Has the same meaning as under section 2 of the Resource Management Act 1991.</p>	

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Designation Conditions

Ref	Applies to:	Condition
General Designation Conditions (DC)		
DC.1	NoR 1 NoR 2	<p>Except as modified by the conditions below, and subject to final design, the Project shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement dated December 2016, and in particular, the following supporting documents:</p> <p>(a) Part D: Description of the Project in Volume 1: Assessment of Effects on the Environment Report dated December 2016;</p> <p>(b) The following plan sets in Volume 2: Drawing Set:</p> <ul style="list-style-type: none"> i) Plan Set 3: Road Alignment ii) Plan Set 4: Landscape iii) Plan Set 6: Plan and Long Section iv) Plan Set 7: Typical Cross Section v) Plan Set 8: Structural vi) Plan Set 12: Utilities Relocation <p>(c) The Key Design Principles and Sector Outcomes of the Project's Urban and Landscape Design Framework dated November 2016 and Addendum dated December 2016.</p> <p>(d) The Draft Construction Traffic Management Plan Framework.</p>
DC.1A	NoR 2	<p>These conditions only apply to Construction Works and land described in the Notice of Requirement to Alter Designation 6718 (NoR 2) dated December 2016 and include Construction Works on land within the existing designation for SH1 between approximately Clemow Drive and the location where Trenwith Street passes under SH1.</p>
DC.2	NoR 1 NoR 2	<p>Except where explicitly provided for, the construction related conditions of this designation do not apply to works associated with on-going operation and maintenance of the State highway following construction, such as changes to street furniture or signage over time. The provisions of Ssection 176A of the RMA apply to on-going operation, maintenance or other works within the designation.</p>
DC.3	NoR 1 NoR 2	<p>The Project website shall include these conditions and the plans and reports referred to in these conditions prior to and throughout Construction Works, and a hard copy shall be available at the Project site office(s).</p>

Reasons for suggested changes
<p>April 2017: Text amended to address Paragraph 126 of the Auckland Council Key Issues Report.</p>

Ref	Applies to:	Condition
DC.4	NoR 1 NoR 2	Where there is inconsistency between: (a) The documents listed in Condition DC.1 above and the requirements of these conditions, these conditions shall prevail; (b) The information and plans lodged with the NoR and further information provided post lodgement, the most recent information and plans shall prevail; and (c) The draft management plans and/or management plan frameworks lodged with the NoR and the management plans required by the conditions of this designation and submitted through the Outline Plan process, the requirements of the management plans as set out in the relevant conditions shall prevail.
DC.5	NoR 1 NoR 2	As soon as practicable following Completion of Construction, the Requiring Authority shall: (a) Review the extent of the area designated for the Project; (b) <u>In consultation with the relevant landowners, identify any areas of designated land that are no longer necessary for the on-going operation, maintenance or mitigation of effects of the Project. For the avoidance of doubt, this shall include the designated land on the Onehunga Wharf to the south of the EWL Trench and shared path; and</u> (c) <u>Identify any areas of designated land that apply to local roads to be vested in Auckland Council; and</u> (e)(d) Give notice to the <u>Council Manager</u> in accordance with section 182 of the RMA for the removal of those parts of the designation identified in (b) <u>and (c)</u> above.
DC.6	NoR 1 NoR 2	The designation shall lapse if not given effect to within 15 years from the date on which it is included in the Auckland Unitary Plan under section 175 of the RMA.
<i>Outline Plan(s) - General</i>		
DC.7	NoR 1 NoR 2	An Outline Plan or Plans shall be prepared in accordance with section 176A of the RMA.
DC.8	NoR 1 NoR 2	Any Outline Plan or Plans may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) or to reflect the staged implementation of the Project.
DC.9	NoR 1 NoR 2	The Outline Plan or Plans shall include the following plans for the relevant stage(s) of the Project: (a) Construction Noise and Vibration Management Plan (CNVMP) prepared in accordance with Condition CNV.1; (b) Construction Traffic Management Plan (CTMP) in accordance with Condition CT.1;

Reasons for suggested changes
<p>April 2017: Change to respond to submission by Auckland Transport (Submission 126354).</p> <p>June 2017: DC.5(b) amended to provide for landowner involvement in response to evidence by Mr Grala for Mercury.</p> <p>July 2017: Amendment to reflect Board discussion on the long term ownership of the Onehunga Wharf.</p>

Ref	Applies to:	Condition
		(c) Heritage Management Plan (HMP) in accordance with Condition HH.3; and (d) Urban and Landscape Design Master Plan (ULDMP) in accordance with Condition LV.1.
DC.10	NoR 1 NoR 2	The CNVMP, CTMP, HMP and ULDMP may be amended following submission of the Outline Plan(s) if necessary to reflect any changes in design, construction methods or management of effects. Any amendments 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 plan.
DC.11	NoR 1	As part of the Outline Plan(s) prepared under section 176A of the RMA, the Requiring Authority shall demonstrate how the following outcomes will be achieved for the relevant stage of the Project for which the Outline Plan has been submitted: (a) A local road connection <u>via a land bridge</u> linking Orpheus Drive and Onehunga Harbour Road including two traffic lanes (one in each direction), pedestrian access on both sides including a 3m (minimum) shared pedestrian and cycle path on one side; (b) A shared pedestrian and cycle path connection between Orpheus Drive and the proposed new Old Māngere Bridge, <u>providing a linkage to and from Taumanu Reserve to Onehunga Wharf, with design details as set out in Condition LV.5D;</u> (c) <u>Provision for access achieving all movements for all road legal vehicles between the local road and Onehunga Wharf;</u> (ed) <u>A high quality pedestrian and cycle connection providing a linkage along Onehunga Mall to and from Onehunga Town Centre;</u> (e) (e) Replacement of on-street carparks removed outside The Landing with the same number of carparks in reasonable proximity; (f) Provision for safe right turn movement <u>westbound</u> from Neilson Street into Onehunga Mall; and (g) (g) Operation of clearways, in the morning and evening peaks, to provide on-street parking on Captain Springs Road (south of Neilson Street) in off-peak times; (h) (h) Provision for safe turning of large vehicles and <u>a separate public parking area</u> at the southern end of Hugo Johnston Drive; and (i) <u>Provision for a safe u-turning facility for westbound vehicles (including 18m semi-trailers) on Sylvia Park Road in the vicinity of Great South Road;</u> (j) <u>Provision for a safe u-turning facility for eastbound vehicles (including 18m semi-trailers) on Sylvia Park Road in the vicinity of Pacific Rise;</u> (ik) <u>Separation of pedestrian and cycle facilities from general traffic on the EWL Main Alignment;</u>

Reasons for suggested changes
<p>April 2017: Amendments to Clause (b) to respond to community submissions on connectivity between Onehunga town centre and Taumanu Reserve and to reflect the social impact evidence of Ms Linzey. New Clause (c) to reflect the social impact evidence of Ms Linzey and the walking and cycling evidence of Mr Murray. New Clause (h) to respond to submission by Auckland Transport (Submission 126354). Consequential renumbering of clauses.</p> <p>June 2017: Amendment to DC.11(b) to reflect the outcomes of expert conferencing for the Neilson Street Area. New DC.11(c) added in response to the evidence of Mr Arbuthnot on behalf of Ports of Auckland. Amendment to Condition DC.11(h) in response to the evidence of Mr McIndoe on behalf of Auckland Council. New DC.11(i) added in response to the evidence of Mr Winter on behalf of Auckland Transport. Amendment to DC.11(j) added in response to the evidence of Mr Winter on behalf of Auckland Transport. New Condition DC.11(k) added in response to the evidence of Mr McGarr for Jaafar Holdings Limited and Mt Wellington Highway Limited. New Condition DC.11(l) added in response to the evidence of Mr Winter on behalf of Auckland Transport.</p> <p>July 2017: Cross reference in Clause (j) corrected. Clause (k) deleted as this matter is now addressed in separate Condition DC.16 in response to legal submission from Jaafar Holdings Limited.</p> <p>September 2017: Clause (a) amended to clarify that it relates to the land bridge connection. New Clause (i) and (j) added to provide for design of u-turn facilities on Sylvia Park Road. This matter was raised by the Board during various witness appearances including Mr Nancekivell and Mr Murray for the Transport Agency.</p>

Ref	Applies to:	Condition	Reasons for suggested changes
		<p>(j) Provision for pedestrians and cycleists access from the EWL Main Alignment into Sylvia Park Town Centre, in coordination with the requirement for not precluding the multi-modal link road in Condition DC.12A11n(ii);</p> <p>(k) Provision for right of way access from 430 Mt Wellington Highway (Lot 1 DP 188694) across:</p> <p>(i) The State highway designated area under the overpasses which pass over that site to allow access from Auckland Transport proposed AMETI corridor to that site; and</p> <p>(ii) The 5m wide State highway designation along the Mt Wellington Highway road frontage;</p> <p>(km) High quality pedestrian and cycle facilities across the Princes Street Interchange, providing appropriate protection between pedestrian/-cycle facilities and general traffic and consideration of how the Interchange cycle facilities can integrate with the local road network, particularly Luke Street, Todd Place and Avenue Road.</p>	
DC.11A	NoR 1	<p>(a) Commencing at least 3 months prior to preparation of the Outline Plan under section 176 of the RMA, the Requiring Authority shall facilitate a collaborative design process to develop the design details for the EWL Land Bridge.</p> <p>(b) The purpose of the design process is to achieve the design outcomes for the EWL Land Bridge as set out in Condition LV.5C.</p> <p>(c) The Requiring Authority shall invite the following parties to participate in the collaborative design process:</p> <ul style="list-style-type: none"> (i) Auckland Transport; (ii) Council; (iii) Panuku Development Auckland; (iv) Mana Whenua Group; (v) HNZPT; (vi) Maungakiekie-Tāmaki Local Board; (vii) The Onehunga Enhancement Society; and (viii) Owners of land immediately adjacent to the Land Bridge. <p>(d) The Requiring Authority shall appoint a Suitably Qualified Person to assist with development of the methodology and programme for the collaborative design process, and to facilitate joint meetings with the parties above.</p> <p>(e) The design process shall include technical advice from Suitably Qualified Persons to provide direction and oversight of the engineering considerations, including geology, structures, geometrics, fire life safety, and surface and groundwater management.</p> <p>(f) The design process shall be iterative, with input from engineering, urban design and other directly relevant environmental disciplines.</p>	<p>September 2017:</p> <p>New condition included to reflect the outcome of joint witness conferencing for the landbridge held 23 August.</p>

Ref	Applies to:	Condition	Reasons for suggested changes
		<p>(g) <u>The Requiring Authority shall appoint a panel of independent experts to review the design. The membership of the panel shall be agreed with Auckland Council. The Requiring Authority shall seek comment from the panel on the design outcomes set out in Condition LV.5C prior to finalisation of the design details.</u></p> <p>(h) <u>The collaborative design process, and the outcomes of it, shall be set out in the Outline Plan.</u></p>	
DC.11B	NoR 1	<p>(a) <u>The Requiring Authority shall review and develop the design details for the Galway Street link in consultation with Council and Auckland Transport, and shall include consideration of layout options to connect Onehunga Harbour Road to Galway Street directly, or via a link road. The detailed design shall achieve the following outcomes:</u></p> <p>(i) <u>Efficient intersection performance to minimise queuing between intersections on local roads and on the EWL;</u></p> <p>(ii) <u>High amenity for cycling and walking, particularly on the main routes via Onehunga Harbour Road and Onehunga Mall;</u></p> <p>(iii) <u>Efficient and reliable bus access between SH20 and Onehunga Town Centre;</u></p> <p>(iv) <u>Safe property access;</u></p> <p>(v) <u>Appropriate allowance for potential increase in traffic flows associated with planned and consented local development (e.g. at Onehunga Town Centre or at Onehunga Wharf);</u></p> <p>(vi) <u>Measures to achieve compliance with Condition DC.12A (i) relating to a future Mass Rapid Transit connection to the Auckland International Airport.</u></p> <p>(b) <u>The Requiring Authority shall include the design details within the Outline Plan prepared under section 176A of the RMA. The Outline Plan shall detail the input and comments from Council and Auckland Transport, describe how this has been incorporated into the design and, where any input has not been incorporated, set out the reason why.</u></p>	<p>September 2017:</p> <p>This new condition has been included to reflect the agreement reached during Traffic and Transport expert conferencing regarding the design of the Galway Street Link. The rebuttal evidence of Mr Nancekivell for the Transport Agency presented an alternative design option that could achieve the outcomes discussed at the expert conference. This condition provides an outcomes based condition for the detailed design of the Link.</p>
DC.11A	NoR 1	<p>As part of the Outline Plan prepared under section 176A of the RMA for the area within the Anns Creek Construction Restriction Area, the Requiring Authority shall include details of how the design has:</p> <p>(a) Aligned permanent transport infrastructure (road, pedestrian and cycle facilities) to the northern-most extent of the Restriction Area as far as practicable;</p> <p>(b) Avoided the placement of temporary and permanent piers;</p> <p>(c) Avoided earthworks and vegetation removal that directly impacts on lava shrubland and lava outcrops, and minimise any vegetation alteration; and</p> <p>(d) Minimised the footprint of temporary works required for construction of permanent works.</p> <p>For the avoidance of doubt, activities which may be undertaken within the Anns Creek East Construction Restriction Area include weed removal, pest</p>	<p>April 2017:</p> <p>Change to reflect new Condition EM.1A (Anns Creek East Construction Restriction Area) which has been added to the resource consents.</p> <p>July 2017:</p> <p>This condition has been relocated to become Condition DC.15.</p>

Ref	Applies to:	Condition
		plant and animal management, geological heritage restoration, restoration planting, interpretative signage relating to cultural, ecological and geological heritage, protective fencing, and associated earthworks to undertake these activities.
DC.12	NoR 1 NoR 2	<p>Where local roads will be affected by Construction Works, the Requiring Authority shall consult with Auckland Transport during the preparation of the Outline Plan(s) <u>in relation to:</u></p> <ul style="list-style-type: none"> (i) <u>Local roads, including walking and cycling and public transport facilities, and other interfaces between the State highway and local roading networks; and</u> (ii) Interfaces with <u>The proposed Auckland Transport projects identified in Condition DC.12AB.</u> <p>The Outline Plan(s) shall detail describe how the input and comments from Auckland Transport, describe how this has been incorporated into the design and, where any input has not been incorporated, set out the reason why. The Requiring Authority shall consider any comments received from Auckland Transport, and shall include a summary of those comments and the responses in the Outline Plan(s).</p>
DC.12A	NoR 1	<p>As part of the Outline Plan(s) prepared under section 176A of the RMA, the Requiring Authority shall demonstrate how the following proposed transport projects are not precluded, and where practicable, are accommodated by the Project:</p> <ul style="list-style-type: none"> i) <u>A future Mass Rapid Transit connection to the Auckland International Airport, and in particular ensuring as a minimum the preferred alignment identified in the South-West Multi-Modal Airport Rapid Transit Draft Indicative Business Case is provided for by the Project;</u> ii) <u>A future multi-modal link road to the Sylvia Park Town Centre as part of the AMETI programme, in particular ensuring that the location of piers does not preclude the alignment and any of the proposed modes; and</u> iii) <u>Future potential improvements to rail at the Westfield Junction including provision for grade-separation and a new north-facing connection between the North Island Main Trunk and the North Auckland Line, and additional lines for freight.</u>
<i>Outline Plan(s) – Special Conditions: Heliport</i>		
DC.13A	NoR 1	<p><u>The Requiring Authority shall adopt all reasonable and practicable measures to relocate, at the Requiring Authority's expense, the existing Auckland Heliport Limited Partnership (AHLP) Heliport facility at 59 Miami Parade (Part Lot 2 DP98342, NA53C/561), including constructing a replacement building and all other existing associated facilities, to the site shown as "Heliport Relocation Area" on the plan titled "Heliport Relocation Area - East West Link" dated 10 July 2017 ("the Solution").</u></p>

Reasons for suggested changes
<p>April 2017: Change to respond to submission by Auckland Transport (Submission 126354).</p> <p>June 2017: Amendments to DC.12(i) to address the matters raised in evidence of Mr Winter on behalf of Auckland Transport. Amendments to DC.12(ii) to address the matters raised in evidence of Mr Winter on behalf of Auckland Transport. Amendments to the last paragraph of DC.12 to address the matters raised in evidence of Mr Winter on behalf of Auckland Transport.</p> <p>July 2017: Cross reference corrected in clause (ii).</p>
<p>June 2017: New Condition added in response to the evidence of Mr Winter on behalf of Auckland Transport.</p>
<p>September 2017: New condition added following discussions with Auckland Heliport Limited Partnership. Wording agreed between parties. Addressed in memo to the Board dated dated 18 July 2017.</p>

Ref	Applies to:	Condition
DC.13B	NoR 1	<p>Unless otherwise agreed between the Requiring Authority and AHLP, the Requiring Authority shall not commence Construction Works on the designated land at 59 Miami Parade unless:</p> <p>(a) <u>Either Condition DC.13D(a) or (b); and</u></p> <p>(b) <u>In circumstances where they have been applied, Conditions DC.13E and DC.13F –</u> <u>_____ have been satisfied.</u></p>
DC.13C	NoR 1	<p>For the purpose of Condition DC.13A (unless otherwise agreed between the Requiring Authority and AHLP) implementation of the Solution shall include (but is not limited to) the Requiring Authority (at the Requiring Authority's expense):</p> <p>(a) <u>Acquiring all necessary interests in land to facilitate the Solution;</u></p> <p>(b) <u>Obtaining such statutory authorisations or variations to existing resource consents or other authorisations (including under the RMA) as are required to facilitate the Solution;</u></p> <p>(c) <u>Undertaking the physical and site establishment works required to relocate the Heliport to the new site; and</u></p> <p>(d) <u>Implementing such design, staging and / or engineering solutions as may be required to, as far as practicable, minimise disruption to the Heliport's operations as a result of constructing the EWL and relocating the Heliport.</u></p>
DC.13D	NoR 1	<p>Condition DC.13A will be satisfied if:</p> <p>(a) <u>The Solution is implemented; or</u></p> <p>(b) <u>Following consultation with AHLP, the Requiring Authority advises in writing (including reasons), that all reasonable and practicable measures have been taken to achieve the requirements of Condition DC.13A but that:</u></p> <p>(i) <u>The Solution cannot be achieved; and</u></p> <p>(ii) <u>No other reasonable and practicable measures to achieve the Solution, or/ within the boundary of the designation, to refine the EWL Main Alignment, to avoid where practicable or otherwise reduce adverse effects on the Heliport, are available to the Requiring Authority; and</u></p> <p>(iii) <u>Based on the reasons provided by the Requiring Authority, and consultation undertaken with the Requiring Authority and AHLP, a Suitably Qualified Person, jointly appointed by the Requiring Authority and AHLP, confirms that they agree with the Requiring Authority that all reasonable and practicable measures have been taken.</u></p>
DC.13E	NoR 1	<p><u>In the event that the Suitably Qualified Person appointed under Condition 13.D(b)(iii) does not agree with the Requiring Authority, they shall record (as soon as practicable) in writing the reasons for their position and may make</u></p>

Reasons for suggested changes
<p>September 2017:</p> <p>New condition added following discussions with Auckland Heliport Limited Partnership. Wording agreed between parties. Addressed in memo to the Board dated 18 July 2017.</p>
<p>September 2017:</p> <p>New condition added following discussions with Auckland Heliport Limited Partnership. Wording agreed between parties. Addressed in memo to the Board dated 18 July 2017.</p>
<p>September 2017:</p> <p>New condition added following discussions with Auckland Heliport Limited Partnership. Wording agreed between parties. Addressed in memo to the Board dated 18 July 2017.</p>
<p>September 2017:</p> <p>New condition added following discussions with Auckland Heliport Limited Partnership. Wording agreed between parties. Addressed in memo to the Board dated 18 July 2017.</p>

Ref	Applies to:	Condition	Reasons for suggested changes
		<u>recommendations to the Requiring Authority as to reasonable and practicable measures that may be available to achieve the Solution.</u>	
DC.13F	<u>NoR 1</u>	<p>The Requiring Authority shall consider the recommendations in Condition DC.13E above, and shall:</p> <p>(a) <u>Confirm that that it will implement the measures recommended; or</u></p> <p>(b) <u>Following consultation with AHLP, advise in writing that the recommendations cannot be achieved (including reasons), in which case the Requiring Authority shall not be required to comply with Condition DC.13A.</u></p>	<p>September 2017:</p> <p>New condition added following discussions with Auckland Heliport Limited Partnership. Wording agreed between parties. Addressed in memo to the Board dated 18 July 2017.</p>
DC.13G	<u>NoR 1</u>	<p>If relocation of the Heliport within the designated land is confirmed as <u>practicable, and any required authorisations are granted, the detail of the relocated Heliport site shall be included, for information only, within the Outline Plan prepared in accordance with Condition DC.7.</u></p>	<p>September 2017:</p> <p>New condition added following discussions with Auckland Heliport Limited Partnership. Wording agreed between parties. Addressed in memo to the Board dated 18 July 2017.</p>
<u>Outline Plan(s) – Special Conditions: ChemWaste</u>			
DC.14A	<u>NoR 1</u>	<p>As part of the Outline Plan prepared under section 176A of the RMA for the area adjacent to the ChemWaste site at 39 Miami Parade (Lot 1 DP 135209), <u>the Requiring Authority shall include:</u></p> <p>(a) <u>Written confirmation that the Requiring Authority has applied its best endeavours, including through detailed design undertaken in consultation with the occupier of 39 Miami Parade, to reduce and minimise the extent of the designated area along the western half of the southern boundary (between chainages 2825 and 2865 as shown on Road Alignment Plan, Sheet 5, AEE-AL-05); an explanation of what those best endeavours comprise and the consultation undertaken, and any revised designation boundary resulting from application of those best endeavours. If practicable, the designation boundary shall be altered prior to Commencement of Works to reduce the area of designated land at 39 Miami Parade, or following Completion of Construction in accordance with Condition DC.14B below and Condition DC.5.</u></p> <p>(b) <u>Subject to Condition DC.14B and C below, provision for a fire protection wall will be of up to three metres height (above finished ground level at the site of 39 Miami Parade), constructed of concrete, and designed to provide a 240/240/240-minute fire resistance rating along the full width of the northern boundary of the designated area on the southern portion of 39 Miami Parade as determined under (a) above (fire protection wall), and extending 4m into the ChemWaste site at the western and eastern ends.</u></p>	<p>September 2017: New condition added following further discussion with Envirowaste and as per Memorandum 11 September 2017.</p>
DC.14B	<u>NoR 1</u>	<p>The Outline Plan for the area adjacent to the ChemWaste Site may, instead of the fire protection wall, and following consultation with the occupier of the ChemWaste Site, provide for an alternative method which is no less effective than the fire protection wall in ensuring that the requirements of the Health and Safety at Work (Hazardous Substances) Regulation 2017 are met in relation to the interface between the ChemWaste Site and any protected or public place (as defined under those regulations) established under the</p>	<p>September 2017: New condition added following further discussion with Envirowaste</p> <p>Note: HSNO included in the designation definitions.</p>

Ref	Applies to:	Condition
		<u>Project, including through ensuring that there is no greater reduction in the ability to utilise the ChemWaste Site for the storage and handling of Class 3, 4 and 6 Hazardous Substances, than for the fire protection wall.</u>
DC.14C	NoR 1	<u>Any Outline Plan providing for an alternative method meeting the requirements of Condition DC14B shall be submitted along with details of the consultation undertaken with the occupier, and any comments received from the occupier regarding that alternative.</u>
DC.14D	NoR 1	<u>Following completion of the permanent EWL works at 39 Miami Parade, any areas of land that have been occupied during Construction Works and are no longer necessary for the on-going operation, maintenance or mitigation of effects of the Project shall be reinstated to a similar ground condition as existed prior to Commencement of Construction, to enable ongoing use of the land for business activities similar to those which occurred prior to Commencement of Construction (i.e. storage and vehicle manoeuvring). The requirements in Condition DC.5 (b) shall also apply to any areas of land at 39 Miami Parade which are no longer necessary for the on-going operation, maintenance or mitigation of effects of the Project.</u>
<i>Outline Plan(s) – Other Special Conditions</i>		
DC.12B DC.14A	NoR 1	<p>As part of the Outline Plan prepared under Section 176A of the RMA for the area adjacent to the Southdown Site, the Requiring Authority shall include:</p> <ul style="list-style-type: none"> (a) An assessment of the risks associated with construction and operation of the Project in relation to electricity infrastructure activities authorised at the Southdown Site. The risk assessment shall be undertaken in collaboration with Mercury, KiwiRail, Auckland Transport, Transpower and First Gas; (b) Details of the design features or other steps taken to manage risk associated with operations at the Southdown Site to an acceptable level on people using the EWL; (c) Details of the design features or other steps taken to manage risk associated with construction and operation of the EWL to an acceptable level on people at the Southdown Site; (d) Details of the design in relation to Gas Engine Turbine 105 (GE105), which shall include a minimum 7m separation distance between GE105 and any new structure associated with EWL, unless otherwise agreed between the site landowner and the Requiring Authority; (e) Details of the design in relation to any other assets to be retained or relocated within the designated land at the Southdown Site; and (f) Confirmation from a suitably qualified person that the design details in (b) to (e) above, are appropriate.
DC.14B	NoR1	The viaduct over the Southdown Site shall be constructed so that the northern edge of the structure is no further north than the road alignment shown on the drawings listed in Condition DC.1 and referred to in Condition DC.4, unless otherwise agreed between the landowner and the Requiring Authority.

Reasons for suggested changes
September 2017: New condition added following further discussion with Envirowaste
September 2017: New condition added following further discussion with Envirowaste
<p>June 2017: New condition added in response to the evidence of Mr Grala on behalf of Mercury.</p> <p>July 2017: Minor correction to Clause (e). Minor correction to reference a defined term in Clause (g). Clauses (a) to (c) are under review pending the outcomes of expert conferencing.</p> <p>September 2017: These conditions have been deleted from the general designation conditions. A separate set of Southdown Specific conditions have been included in the conditions and labelled SD.</p>
<p>July 2017: Clause (a) added to respond to concerns from Mercury Limited that the road related structures on the Southdown Site could move further north within the designation.</p> <p>September 2017:</p>

Ref	Applies to:	Condition
DC.14C	NoR1	The Requiring Authority shall not commence any Enabling Works or Construction Works on the Southdown Site until: (a) Agreement has been reached with the landowner on the details set out in DC.14A (e) and (f) above, and the details of any directly associated works to be undertaken on the balance of the Southdown Site outside of the designated land; (b) Any required resource consents or other statutory approvals have been granted for any directly associated works to be undertaken on the balance of the Southdown Site outside of the designated land; and (c) Any variations to existing resource consents for operational activities at the Southdown Site, which are required as a direct result of the Construction Works to be undertaken in the designated land, have been granted.
	NoR1	Advice Note: For the avoidance of doubt, the landowner referred to in Conditions DC.14A – 14.B is the owner of that part of the Southdown Site which is outside of the designated land.
<u>DC.15A</u>	NoR 1	<u>The Requiring Authority shall consult with the landowner(s) during the preparation of the Outline Plan(s) in relation to the design of the Anns Creek viaduct access points to and from 39 and 59 Miami Parade, Pikes Point.</u> <u>The Outline Plan(s) shall describe how the input and comments from the landowner(s) has been incorporated in the design.</u>
<u>DC.14A</u> <u>DC.15B</u>	NoR 1	<u>As part of the Outline Plan prepared under section 176A of the RMA for the area within the Anns Creek Construction Restriction Area, the Requiring Authority shall include details of how the design has:</u> <u>(a) Aligned permanent transport infrastructure (road, pedestrian and cycle facilities) to the northern-most extent of the Restriction Area as far as practicable;</u> <u>(b) Avoided the placement of temporary and permanent piers;</u> <u>(c) Avoided earthworks and vegetation removal that directly impacts on lava shrubland and lava outcrops, and minimise any vegetation alteration; and</u> <u>(d) Minimised the footprint of temporary works required for construction of permanent works.</u> <u>For the avoidance of doubt, only the following activities which may be undertaken within the Anns Creek East Construction Restriction Area: include weed removal, pest plant and animal management, geological heritage restoration, restoration planting, interpretative signage relating to</u>

Reasons for suggested changes
These conditions have been deleted from the general designation conditions. A separate set of Southdown Specific conditions have been included in the conditions and labelled SD.
July 2017: New condition to respond to concerns of Mercury Limited.
September 2017: These conditions have been deleted from the general designation conditions. A separate set of Southdown Specific conditions have been included in the conditions and labelled SD.
July 2017: New advice note to clarify which landowner is being referred to in the conditions as the Transport Agency will likely become the owner of land within the designation.
September 2017: These conditions have been deleted from the general designation conditions. A separate set of Southdown Specific conditions have been included in the conditions and labelled SD.
September 2017: New condition included at the request for Ports of Auckland Limited. Wording agreed by the parties.
April 2017: Change to reflect new Condition EM.1A (Anns Creek East Construction Restriction Area) which has been added to the resource consents.

Ref	Applies to:	Condition
		cultural, ecological and geological heritage, protective fencing, and associated earthworks to undertake those activities.
DC.15C	NoR 1	<p>(a) The Requiring Authority shall consult with the owner of the land at 781 Great South Road (Lots 1 and 2 DP 328383) and 791-793 Great South Road (Section 1 SO 69440) during the detailed design phase in relation to the post-construction use of land immediately south east of the EWL viaduct and adjacent to Great South Road (791-793 Great South Road) ("the residual land").</p> <p>(b) If the Requiring Authority confirms that the residual land will not be required for on-going operation, maintenance or mitigation of effects of the Project, the Requiring Authority shall make reasonable provision for heavy vehicle access, for the types of vehicles normally in use at 781 Great South Road, under the EWL viaduct, between 781 Great South Road and the residual land.</p> <p>(c) The access shall be located and designed to provide suitable vertical clearance under the EWL viaduct and to minimise, to the extent practicable, further encroachment into Anns Creek East.</p> <p>(d) The Outline Plan prepared in accordance with Condition DC.7 shall include information to demonstrate how the requirements of this condition have been achieved.</p>
DC.15D6	NoR 1	<p>(a) The Requiring Authority shall consult with the owner of the land at 430 Mt Wellington Highway (Lot 1 DP 188694) during preparation of the Outline Plan in relation to the location and design of vehicular access to and from the site to Mt Wellington Highway and the proposed Auckland Transport AMETI corridor.</p> <p>(b) As part of the Outline Plan prepared under section 176A of the RMA, the Requiring Authority shall demonstrate how the following outcomes will be achieved:</p> <p>(i) Vehicular access from the land under the proposed EWL to SH1 ramps, to the boundary of the proposed Auckland Transport AMETI corridor; and</p> <p>(ii) Vehicular access from the land to Mt Wellington Highway.</p> <p>(c) The Outline Plan shall detail the input and comments from the land owner, describe how this has been incorporated into the design and, where any input has not been incorporated, set out the reason why.</p>
DC.15E	NoR 1	As part of the Outline Plan prepared under Section 176A of the RMA, the Requiring Authority shall demonstrate how the requirements of Conditions SD.1, SD.2A, SD.2B and SD.3 have been achieved.
Communication and Social (CS)		
<i>Liaison person</i>		
CS.1	NoR 1	A Project Liaison Person shall be appointed by the Requiring Authority for the duration of the construction phase of the Project to be the main and readily

Reasons for suggested changes
<p>September 2017:</p> <p>New condition included in response to the cross examination of Ms Hopkins by TR Group Limited.</p>
<p>July 2017:</p> <p>Condition added following discussion with Jaafar Holdings regarding access to the site at 430 Mt Wellington Highway.</p>
<p>September 2017:</p> <p>New condition to reference the Southdown specific conditions.</p>

Ref	Applies to:	Condition
	NoR 2	<p>accessible point of contact for persons affected by Construction Works. The Requiring Authority shall take appropriate steps to advise all affected parties of the liaison person's contact details. This person must be reasonably available for on-going consultation on matters of concern to affected persons arising from Construction Works. If the liaison person will not be available for any reason, an alternative contact shall be provided, to ensure that a Project contact person is available by telephone 24 hours per day/seven days per week during the construction phase of the Project.</p> <p>The Requiring Authority shall inform the Manager of the Project Liaison Person's contact details 20 working days prior to the Commencement of Construction and/or Enabling Works for the Project.</p>
<i>Communications Plan</i>		
CS.2	NoR 1 NoR 2	<p>Prior to the Commencement of Construction and/or Enabling Works, the Requiring Authority shall prepare and implement a Communications Plan.</p> <p>The purpose of the plan is to set out procedures detailing how the public, stakeholders, businesses and residents will be communicated with throughout the pre-construction and construction phases of the Project.</p> <p>As a minimum, the Communications Plan shall include:</p> <ul style="list-style-type: none"> (a) Details of the Project Liaison Person (Condition CS.1). The contact details shall be on the Project website and prominently displayed at the entrance to the site(s) so that they are clearly visible to the public at all times; (b) A list of stakeholders, organisations, businesses and residents who will be communicated with; (c) Methods to consult on and 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, and methods to deal with concerns raised about such hours; (d) Methods to record concerns raised about hours of construction activities and methods to avoid particular times of day which have been identified as being particularly sensitive for neighbours; (e) <u>Methods to provide early notification to businesses of construction activities.</u> (f) <u>Methods to consult with businesses to identify and implement:</u> <ul style="list-style-type: none"> (i) <u>Measures to maximise opportunities for pedestrian and service access to businesses that will be maintained during construction;</u> (ii) <u>Measures to mitigate potential severance and loss of business visibility issues by way-finding and supporting signage for pedestrian detours required during construction;</u> (iii) <u>Other measures to assist businesses to maintain customer accessibility, including but not limited to customer information on temporary parking or parking options for access;</u>

Reasons for suggested changes
<p>April 2017: New Clause to respond to submission by Auckland Council (Submission 126336).</p> <p>July 2017: New Clause (f)(ii) to provide for community open days or similar during construction.</p> <p>September 2017: New Clause (e) added in response to representations by the Onehunga Business Association. New Clause (f) added in response to representations by the Onehunga Business Association. New Clause (h) to provide for social media (e.g. facebook). Additional text added to Clause (i) to clarify the purpose of the Project website.</p>

Ref	Applies to:	Condition
		<p>(iv) <u>Other measures to assist businesses to provide for service delivery requirements; and</u></p> <p>(v) <u>The process (if any) for re-establishment and promotion of normal business operation following construction.</u></p> <p>(g) Any stakeholder/<u>business</u> specific communication plans required;</p> <p>(h) Details of communications activities proposed including:</p> <p>(i) Publication of newsletters, or similar, and proposed delivery areas;</p> <p>(ii) <u>Information days, open days or other mechanisms to facilitate community engagement;</u></p> <p>(iii) Newspaper advertising;</p> <p>(iv) Notification and consultation with business owners and operators and individual property owners and occupiers with premises/dwellings within 100 metres of active construction;</p> <p>(v) <u>Identify processes, mechanisms and / or specific methods to facilitate two-way communication with those with impairments or for those for whom English is a second language;</u></p> <p>(vi) <u>The use of social media tools.</u></p> <p>(i) Details of the Project website <u>for providing information to the public;</u></p> <p>(j) Linkages and cross-references to communication methods set out in other conditions and management plans where relevant (e.g. consultation; and</p> <p>(k) Details of when the Plan will be reviewed and amended.</p> <p>The Communications Plan shall be provided to the Manager for information 20 working days prior to Commencement of Construction and following any material amendments of the Plan.</p>
<i>Community Liaison Groups</i>		
CS.3	NoR 1 NoR 2	<p>(a) The Requiring Authority shall establish and co-ordinate a Community Liaison Group (CLG) in each of the following areas at least 3 months prior to the Commencement of Construction in each of those areas:</p> <p>i) Onehunga and Penrose including the Onehunga Harbour Road residential area <u>and Māngere Bridge</u>; and</p> <p>ii) State Highway 1 including the Ōtāhuhu and Panama Road residential areas.</p> <p>(b) The purpose of the CLG is to provide a means for:</p> <p>i) Sharing information on design <u>(including the ULDMPs prepared under Condition LV.1), eConstruction wWorks and programme;</u></p> <p>ii) Reporting and responding to concerns and issues raised in relation to <u>Ce</u>onstruction Works; and</p> <p>iii) Monitoring the effects on the community arising from Construction Works in these areas.</p>

Reasons for suggested changes
<p>April 2017:</p> <p>Change to Clauses (a)(i) and new Clause (d)(x) respond to submission by the Ministry of Education (Submission 126360).</p> <p>New Clause (d)(vi) added to respond to submission by the Bike Auckland (Submission 126253).</p> <p>Change to Clause (d) introductory text to clarify that a member of each organisation will be invited to attend the CLG.</p> <p>September 2017:</p> <p>Amendment to Clause (b)(i) in response to the cross examination of Ms Hopkins.</p> <p>Amendment to Clause (d) in response to a request from TOES for the inclusion of local historical societies. Inquiries indicate that the Otāhuhu Historical Society is active but no similar group can be located for Onehunga. Therefore, generic wording is used in the condition rather than naming specific groups.</p>

Ref	Applies to:	Condition
		<p>(c) The Requiring Authority shall assist the CLG to hold regular meetings (at least once every three months) throughout the construction period in these areas. The CLG shall continue until six months after Completion of Construction so that on-going monitoring information can continue to be shared, discussed and responded to. The frequency and duration of the meetings can be reduced where the majority of the members of the group agree.</p> <p>(d) In addition to the Project Liaison Person and representative(s) of the Requiring Authority and its principal construction contractor, membership of the CLG shall be open to all interested parties within the Project area including, but not limited to representatives of the following groups:</p> <ul style="list-style-type: none"> i) Council, Auckland Transport and other Council Controlled Organisation; ii) Department of Conservation; iii) Mana Whenua; iv) Business groups; v) Community/environmental/historical groups; vi) Transport user groups; viivii) Local Boards; viiiviii) Local residents and business owners/operators; and ixix) Representatives from those organisations identified in the Communications Plan (as required by Condition CS.2); and x) Ministry of Education. <p>(e) The Requiring Authority shall prepare an agenda for each meeting and prepare minutes recording actions. A copy of the minutes shall be provided to the meeting invitees within a reasonable time following the meeting.</p> <p>(f) The Requiring Authority shall be responsible for all reasonable costs associated with resourcing of the CLGs.</p>
<i>Business Forums</i>		
CS.4	NoR 1 NoR 2	<p>(a) The Requiring Authority shall establish and coordinate Business Forums in each of the following industrial/commercial areas, or a combined Business Forum in two or more of those areas, at least 3 months prior to Commencement of Construction in those areas:</p> <ul style="list-style-type: none"> i) Onehunga (including businesses on Neilson Street (east), Onehunga Mall, Onehunga Harbour Road, Galway Street and Gloucester Park Road); ii) Onehunga Industrial (including businesses on Neilson Street (west), Captain Springs Road, Miami Parade and Hugo Johnston Drive); iii) Sylvia Park Road (including Pacific Rise, Great South Road and Vestey Drive); and

Reasons for suggested changes
<p>July 2017: Amendments include parties to be consulted and further detail of matters to be addressed by the Business Forums.</p> <p>September 2017: Amendment to Clause (c)(i) to respond to a concern raised by the Onehunga Business Association during the appearance of Ms Kinzett.</p> <p>Clause (b) amended in response to the presentation from the New Zealand Heavy Haulage Association.</p>

Ref	Applies to:	Condition	Reasons for suggested changes
		<p>iv) SH1 (including Vestey Drive, Monahan Road and Clemow Drive).</p> <p>(b) <u>In addition to the Project Liaison Person and representative(s) of the Requiring Authority and its principal construction contractor, membership of the Business Forum(s) shall be open to all interested parties within the Project area including, but not limited to representatives of the following groups:</u></p> <ul style="list-style-type: none"> i) <u>Business owners;</u> ii) <u>Land owners;</u> iii) <u>Business groups including the Onehunga Business Association;</u> iv) <u>Road carriers / freight operators in the area and NZ Heavy Haulage Association; and</u> v) <u>Auckland Transport;</u> <p>(c) The purpose of the Business Forums is to provide a forum for:</p> <ul style="list-style-type: none"> i) <u>Sharing Timely provision of</u> information on the <u>eC</u>onstruction <u>w</u>orks and programme and planned business and community activities; ii) Reporting and responding to concerns and issues raised in relation to Construction Works; and iii) Monitoring the effects on the business community arising from Construction Works in these areas. <p>(d) The Requiring Authority shall assist the Business Forum(s) to hold regular meetings (at least once every three months) throughout the construction period in these areas. The Business Forum(s) shall continue until six months after Completion of Construction so that on-going monitoring information can continue to be shared, discussed and responded to. The frequency and duration of the forums can be reduced where the majority of the members of the group agree.</p> <p>(e) In addition to the general purpose set out in (b) above, the matters to be considered by the Business Forums may include, but are not limited to, the following matters:</p> <ul style="list-style-type: none"> i) The timing of construction activities <u>including consideration of specific operational requirements for businesses;</u> ii) Temporary traffic management including closures, detours, parking restrictions and signage; and iii) Alternative access <u>to and from businesses</u> during construction. <p>(f) The Requiring Authority shall prepare an agenda for each meeting and prepare minutes recording actions. A copy of the minutes shall be provided to the meeting invitees within a reasonable time following the meeting.</p> <p>(g) The Requiring Authority shall be responsible for all reasonable costs associated with the resourcing of the Business Forum.</p>	

Ref	Applies to:	Condition
		(a) Relocation of the activities at least 20 working days prior to Commencement of Construction on Onehunga Harbour Road adjacent to the existing Aotea Sea Scouts Hall; (b) Relocation of the activities until Completion of Construction affecting Onehunga Harbour Road adjacent to the Aotea Sea Scouts Hall. The offer of temporary relocation shall be developed in consultation with the Aotea Sea Scouts.
<i>Waikaraka Park (temporary facilities during construction)</i>		
ROS.2	NoR 1	(a) To address the loss of on leash dog walking and passive open space during Construction Works, the Requiring Authority shall, subject to agreement of the landowner, provide an alternative area of up to 6,000m ² for those activities and temporary parking for a minimum of 4 cars on the northern portion of the Waikaraka Park <u>South</u> future development site at 60 Captain Springs, Onehunga. (b) The recreation space shall be available for use prior to the permanent closure of any part of the Manukau Foreshore Walkway located between Onehunga Harbour Road and Hugo Johnston Drive. The recreation space shall consist of a space suitable for on leash dog walking or <u>and</u> informal sports. (c) The temporary parking <u>in (a)</u> shall be available for use by the public on Saturdays, Sundays and Public Holidays for the period of construction requiring the removal of on road parking in Captain Springs Road. The temporary parking will be formed from metal or similar material reflecting its temporary use. (d) The recreation space shall be maintained by the Requiring Authority until such time as either: i) The coastal walkway located along the coastal edge of the proposed reclamation is open to the public; or ii) The shared path on the road embankment is open to the public. (e) The temporary parking shall be maintained until such time as the extension to Captain Springs Road is open to traffic.
<i>Open Space Reinstatement Plans</i>		
ROS.3	NoR 1 NoR 2	Prior to any works that affect Auckland Council parks and open space, the Requiring Authority shall prepare a register of assets and a photographic record of the pre-construction state of the parks and open space. This shall be provided to the Manager prior to construction commencing.
ROS.4	NoR 1 NoR 2	(a) The Requiring Authority shall prepare a Reinstatement Plan in consultation with the landowner for the following parks and reserves (or parts thereof) directly impacted by Construction Works: i) Gloucester Park North and South; ii) Waikaraka Park; and

Reasons for suggested changes
<p>July 2017: Amendment to provide additional clarity.</p>

Ref	Applies to:	Condition
		iii) Bedingfield Memorial Park (b) Where other areas of open space are affected by Construction Works, the reinstatement of those areas shall be based on a like-for-like reinstatement based on the record prepared under ROS.3. (c) The purpose of the Reinstatement Plans is to provide details of the reinstatement works in open space areas directly affected by construction works. (d) The Reinstatement Plans shall: <ol style="list-style-type: none"> i) Be prepared in accordance with the ULDMP for the area prepared under Condition LV.1; ii) Include details for the reinstatement of land used for Construction Works including: <ul style="list-style-type: none"> • Removal of structures, plant and materials associated with construction (unless otherwise agreed with the landowner); • Replacement or reinstatement of boundary fences to the same or similar type to that removed (as recorded through Condition ROS.3); • Reinstatement of grassed areas to a similar condition as existed prior to construction; • Replacement of trees and other planting removed for Construction Works on a one-for-one basis (or as otherwise agreed with the landowner); • Details of way finding and interpretation signage within and adjacent to the open space. iii) Include record of consultation and agreement with the landowner; and iv) Take account of any Council management plans prepared for the park, reserve or area of open space. (e) The Reinstatement Plan shall be provided to the Manager and implemented within 3 months of Completion of Construction, or at a later date as agreed with the landowner.
<i>Gloucester Park Reinstatement Plan</i>		
ROS.5	NoR 1	In addition to the matters set out in Condition ROS.4, the Gloucester Park Reinstatement Plan shall include: <ol style="list-style-type: none"> (a) Details of proposed ecological enhancement to extend the existing saltmarsh area in Gloucester Park South; (b) Details of interpretive features for identifying geological heritage features; and (c) Details of fencing required to manage the safe interface of SH20 and Gloucester Park North for the current use of the park <u>as a sportsfield;</u> <u>(d) Details of the artwork referred to in Condition LV.5B; and</u>

Reasons for suggested changes
<p>June 2017: Amendments in response to the evidence of Ms Hannan for Auckland Council.</p> <p>July 2017: Amendment to provide clarity on current use of Gloucester Park North in Clause (c) and opportunities for parking and connections in Clause (e).</p>

Ref	Applies to:	Condition
		<u>(e) Pedestrian and service vehicle connection points to Onehunga Harbour Road as referred to in Condition LV.5C(c) and (d).</u>
<i>Waikaraka Cemetery and Waikaraka Park South Park Reinstatement Plan</i>		
ROS.6	NoR 1	In addition to the matters set out in Condition ROS.4, the Waikaraka Cemetery and Waikaraka Park South Park Reinstatement Plan shall include: <ul style="list-style-type: none"> (a) Details of proposed landscaping along the southern boundary of Waikaraka Cemetery as referred to in Condition LV.5F. The landscaping is to be developed in consultation with HNZPT and Auckland Council Heritage Unit; and (b) Details of proposed grass surfacing of Waikaraka Park South to a standard which reasonably accommodates Council's future implementation of the Waikaraka Park South Development Plan; and (b) Details of proposed car parking temporary construction phase carparking to be retained, and details of proposed works to integrate this carparking with the Waikaraka Park South Development Plan; (c) Accessibility from Waikaraka Cemetery and Waikaraka Park South accessible to the recreational walkway on the foreshore and (if practicable) direct access between the Cemetery and Waikaraka Park South.
ROS.6A	NoR 1	<u>For a period of up to 2 years following occupation of Construction Yard 3, the Requiring Authority shall make a financial payment to Council to reimburse any capital costs incurred by Council for works undertaken in the Maungakiekie-Tamaki Local Board area to improve the weekly hours of playing capacity of sportsfields, where such works are undertaken to offset the delay in implementation of the planned sports fields in Waikaraka Park South (arising from use of this site for Construction Yard 3). The value of any financial support shall be agreed between the Requiring Authority and Council, and shall be limited to the confirmed budgeted amount of approximately \$1.54M (\$2017 NZD) indicated in the Draft Sports Field Capacity Development Programme (endorsed by the Maungakiekie-Tamaki Local Board in 2012). For clarity, the financial support will cover any capital works expenditure but does not impose any responsibility on the Requiring Authority for consenting or approval of such works (this remains the responsibility of Council). The purpose of this requirement is to ensure that Council can both improve weekly hours of playing capacity for local sportsfields in the medium term and retain their budgeted funds for the development of Waikaraka Park South, so that this work can be implemented following the Requiring Authority's use of this site.</u>
<i>Coastal Access Parking Plan</i>		
ROS.7	NoR 1	The Requiring Authority shall assist Auckland Transport and Auckland Council to prepare and promote a Coastal Access Parking Plan to identify appropriate parking locations for universal access and recreational access as close as is practicable to the coastal edge of the Manukau Harbour and Māngere Inlet between Taumanu Reserve and Hugo Johnston Drive. The

Reasons for suggested changes
June 2017: <i>Amendments in response to the evidence of Ms Hannan for Auckland Council.</i>
June 2017: <i>Amendments in response to the evidence of Ms Hannan for Auckland Council.</i>
July 2017: <i>Amendment to Clause (d) to reference the approval of the landowner.</i>
September 2017: <i>New condition to address the loss of sportfield capacity. This matter was covered in the rebuttal statement and hearing summary (Social Impact) of Ms Linzey.</i>
June 2017: <i>New Condition added in response to the evidence of Mr McIndoe on behalf of Auckland Council.</i>
July 2017:

Ref	Applies to:	Condition
		<p><u>Plan shall include parking at Taumanu, Onehunga Harbour Road, Captain Springs Road and Hugo Johnston Drive.</u></p> <p><u>The Plan shall be completed and made available to the public as soon as practicable following Completion of Construction.</u></p>
Network Utilities and Infrastructure (NU)		
<i>Design – Permanent Access to Infrastructure Facilities Network Utilities</i>		
NU.1A	NoR 1 NoR 2	<p><u>The Requiring Authority shall design permanent batters, retaining walls, crash barriers, fencing, acoustic barriers, and other such physical measures to be constructed as part of the Project in a manner which does not prevent practical access for ongoing access to Transpower structures and other significant infrastructure existing Network Utilities during construction and operation of the works authorised by the designation.</u></p>
NU.1B	NoR 1 NoR 2	<p><u>If, prior to the Commencement of Construction, Transpower has developed a proposal to underground any transmission line through the designated land of a sufficient detail of design that resource consents and/or a notice of requirement could be sought by Transpower, the Requiring Authority shall take all reasonable measures to accommodate that work in the design and construction of the EWL.</u></p> <p><u>The measures taken to accommodate any proposed undergrounding of transmission lines shall be set out in the Outline Plan or Plans prepared in accordance with Condition DC.7.</u></p>
<i>Design – New Network Utilities Opportunities</i>		
NU.2	NoR 1 NoR 2	<p><u>The Requiring Authority shall consult with Network Utility Operators infrastructure providers during the detailed design phase to identify opportunities to enable, or to not preclude, the development of new network utility infrastructure and telecommunications facilities within the Project, where practicable to do so.</u></p> <p><u>The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan or Plans prepared in accordance with Condition DC.7.</u></p>
<i>Network Utilities Management Plan</i>		
NU.13	NoR 1 NoR 2	<p><u>(a) The Requiring Authority shall prepare and implement a Network Utilities Management Plan (NUMP). The NUMP shall be prepared in consultation with the relevant Network Utility Operators infrastructure infrastructure providers who have existing assets network and lifeline utilities that are directly affected by the Project.</u></p>

Reasons for suggested changes
<p>Amendment to identify the geographic extent to be covered and the parking areas that should be included in the Coastal Access Parking Plan.</p>
<p>June 2017: Heading amended to reflect addition conditions added in response to the evidence of Mr Grala on behalf of Mercury.</p> <p>September 2017: Reference to infrastructure removed and replaced with Network Utilities. Southdown site now addressed in separate conditions.</p>
<p>June 2017: New headings and conditions added which relate to specific matters to be taken into account in design of permanent works. Consequential renumbering of conditions.</p> <p>September 2017: Reference to infrastructure removed and replaced with Network Utilities.</p>
<p>June 2017:</p> <p>New condition added in response to evidence by Mr Horne on behalf of Transpower NZ Limited (Submission 126378). Slight text amendments made to the suggested Transpower version have been discussed and agreed with Transpower.</p> <p>September 2017: Reference to infrastructure removed and replaced with Network Utilities.</p>
<p>September 2017:</p> <p>New condition to not preclude the undergrounding of transmission lines. This condition has been agreed with Transpower NZ Limited.</p>
<p>June 2017:</p> <p>Condition added in response to evidence from Spark (Submission 126279), with slight amendments to the wording suggested by Spark. This proposed designation condition has been discussed and agreed with Spark.</p> <p>September 2017: Reference to infrastructure removed and replaced with Network Utilities.</p>
<p>April 2017:</p> <p>New Clauses (d) and (e) added to respond to submission by the Transpower NZ Limited (Submission 126378) and Auckland Council: Watercare (Submission 126336).</p> <p>Minor corrections to punctuation.</p>

Ref	Applies to:	Condition
		<p>(b) The purpose of the <u>N</u>UMP is to ensure that the design and construction of the Project takes account of, and includes, measures to address the safety, integrity, protection and (where necessary) the relocation of existing network and lifeline utilities.</p> <p>(c) The <u>N</u>UMP shall include methods and measures to:</p> <p>(a)(i) Ensure that <u>critical infrastructure network utilities</u> can be accessed for maintenance at all reasonable times, or emergency works at all times, during and after construction activities;</p> <p>(b)(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 <u>high voltage transmission lines through the Project area and electricity transmission infrastructure located at the Southdown Site</u>; and</p> <p>(c)(iii) Ensure that no activity is undertaken during construction that would result in ground vibrations, ground instability and/or ground settlement likely to cause material damage to network utilities and electricity infrastructure located at the Southdown Site.</p> <p>(d) <u>Demonstrate compliance with relevant standards and Codes of Practice including:</u></p> <p>i) <u>NZEC 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; and</u></p> <p>ii) <u>AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines.</u></p> <p>(e) <u>The NUMP shall also include the specific matters set out in Conditions NU.5 – NU.9.</u></p> <p>(e)(f) <u>At least 40 working days prior to commencement of Construction Works affecting a network utility, the Requiring Authority shall provide a draft of the NUMP to the relevant infrastructure provider Network Utility Operator for review and comment. The NUMP shall describe how the input from the infrastructure provider Network Utility Operator in relation to its assets has been incorporated. The Requiring Authority shall consider any comments received from the infrastructure provider Network Utility Operator when finalising the NUMP.</u></p> <p>(d)(g) <u>Any amendments to the NUMP related to assets of a an infrastructure provider's Network Utility Operator shall be prepared in consultation with that asset owner infrastructure provider.</u></p>
NU.2-4	NoR 1 NoR 2	A copy of the <u>N</u> UMP shall be provided to the Manager for information at least 20 working days prior to the commencement of any Enabling Works or Commencement of Construction where those enabling or Construction Works impact on network utilities.
NU.3-5	NoR 1 NoR 2	<p>(a) In addition to the matters set out in Condition NU.1, The <u>N</u>UMP shall include procedures, methods and measures to manage effects of the construction works on the following transmission lines:</p> <p>i) Māngere-Mt Roskill <u>A</u> 110 kV Line;</p> <p>ii) Penrose – Mt Roskill A 110 kV Line; and</p>

Reasons for suggested changes
<p>June 2017:</p> <p>New wording added in (b) response to evidence on behalf of Mercury.</p> <p>New clause NU.3(c) added to avoid repetition of the same text in the following conditions, and minor consequential text edits made to Conditions NU.3 – NU.5.</p> <p>September 2017: Reference to infrastructure removed and replaced with Network Utilities. Reference to the Southdown Site removed as the site is now addressed in separate conditions.</p>
<p>April 17:</p> <p>Changes to Clauses (a) and (b) to respond to submission by Transpower NZ Limited (Submission 126378).</p> <p>Consequential renumbering.</p>

Ref	Applies to:	Condition
		<p>iii) Henderson – Ōtāhuhu A 220 kV Line.</p> <p>(b) The NUMP shall include:</p> <p>i) Details of any dispensations and associated procedures, methods and measures agreed with Transpower for construction works that cannot meet <i>New Zealand Electrical Code of Practice for Electrical Safe Distances 2001</i> (NZECP 34:2001) or any subsequent revision of the code;</p> <p>ii) For all other works, procedures, methods and measures to demonstrate how construction works will meet the safe distances within the NZECP 34:2001 or any subsequent revision of the code and including <u>specific</u> measures and methods relating to:</p> <ul style="list-style-type: none"> • Excavation and construction near towers or disturbance of the land around any Transpower transmission support structures under Clause 2.2.3; • Building to conductor clearances <u>under Section 3;</u> • Ground to conductors clearances and the <u>Depositing of material under or near overhead electric lines under Clause 4.3.1;</u> • Mobile plant to conductor clearances or load to Transpower transmission lines under Clause 5.2; and • People to conductor clearances; <u>and</u> • <u>Warning notices during use of mobile plant in proximity of overhead lines under Clause 5.</u> <p>iii) <u>Details of measures to control induction and transferred voltages and Earth Potential Rise where use of conductive material for road infrastructure or relocated network utilities is within 12 metres of the outer foundations of any transmission tower or proposed tower or monopole;</u></p> <p>iii)iv) <u>Details of areas within which additional management measures are required, such as fencing off, entry and exit hurdles and the minimum height for any hurdles; and</u></p> <p>iv)v) <u>Details of contractor training for those working near transmission lines and other assets; and</u></p> <p><u>vi) Provision for Transpower involvement in contractor briefings for works involving the following:</u></p> <ul style="list-style-type: none"> • <u>Works within 12m of any Transpower overhead transmission line support structure;</u> • <u>Works within the maximum extent of line swing (at maximum operating temperature) of any Transpower overhead transmission line; and</u> • <u>Works within 20m of or encroaching into the Southdown Rail Supply Substation.</u>

Reasons for suggested changes
<p>June 2017:</p> <p>Text in Clause NU.5(a) deleted to avoid repetition of the same text added to NU.3(c).</p> <p>Clause (b)(vi) added in response to evidence by Mr Horne on behalf of Transpower NZ Limited (Submission 126378).</p>

Ref	Applies to:	Condition
NU.4-6	NoR 1 NoR 2	<p>(a) In addition to the matters set out in Condition NU.1, the NUMP shall include procedures, methods and measures to manage effects of the construction works on the following Watercare assets:</p> <ul style="list-style-type: none"> (i) Hunua 1 at Sylvia Park Road/Great South Road intersection; (ii) Sylvia Park watermain; (iii) Hunua 3 transmission watermain; (iv) Hunua 4 transmission watermain; (v) Eastern Interceptor Westfield Siphon; <p>(b) The NUMP shall:</p> <ul style="list-style-type: none"> (i) Demonstrate how construction works will meet safety procedures required by Watercare for works within the vicinity of its assets; and (ii) Describe the areas within which additional management measures are required; and (iii) Describe the process for obtaining approval from Watercare before works commence within close proximity to Watercare assets under the Water Supply and Wastewater Network Bylaw 2015.
NU.5-7	NoR 1	<p>(a) In addition to the matters set out in Condition NU.1, the NUMP shall include procedures, methods and measures to manage effects of the construction works on the First Gas East Tamaki to Taupaki Gas Pipeline.</p> <p>(b) The NUMP shall demonstrate how construction works will meet First Gas operating standards and codes including:</p> <ul style="list-style-type: none"> • AS2885: Pipelines – Gas and Liquid Petroleum (Part 1 for design and Part 3 for operation and maintenance); and • New Zealand Health and Safety in Employment (Pipelines) Regulations 1999.
NU.8	NoR 1 NoR2	<p>The NUMP shall include procedures, methods and measures to manage effects of the construction works on Spark assets, and in particular, shall include provisions so that:</p> <p>(a) The relocated AOHB Otāhuhu cellular site at Princes Street is fully operational prior to decommissioning of the existing AOHB Otāhuhu cellular site; and</p> <p>(b) The relocated and/or reconfigured AHAM Hamlins Hill cellular site at Great South Road is fully operational before the existing AHAM Hamlins Hill site Radio Frequency coverage is impacted by the construction of the EWL Project.</p>
NU.9	NoR 1	The UMP shall include procedures, methods and measures to manage effects of the Construction Works on the Southdown Site, in particular, electricity infrastructure including the Southdown Power Station, 11kV switchroom and high voltage equipment, energy storage technology, Transpower control and relay room and Transpower substation, and the Southdown Solar Research and Development Centre.

Reasons for suggested changes
<p>April 17: New condition added to respond to the submission by Auckland Council: Watercare (Submission 126336).</p> <p>June 2017: Text in Clause NU.6(a) deleted to avoid repetition of the same text added to NU.3(c).</p>
<p>April 17: New condition added to respond to the submission by First Gas (Submission 126342).</p> <p>June 2017: Text in Clause NU.7(a) deleted to avoid repetition of the same text added to NU.3(c).</p>
<p>June 2017: Condition added in response to evidence from Mr McCarrison on behalf of Spark (Submission 126279). The evidence of Mr McCarrison suggested a comprehensive condition to be included with the general designation condition DC.1. A shorter version is included here so that all the utility conditions are in one place.</p>
<p>June 2017: Condition added in response to evidence of Mr Grala on behalf of Mercury.</p> <p>September 2017: Condition deleted and replaced with separate Southdown Site (SD) conditions.</p>

Ref	Applies to:	Condition
NU.6.10	NoR 1	<p>The Requiring Authority shall work with Mercury, Transpower, Vector, KiwiRail and Auckland Transport to confirm the design and construction methodology for Construction Works on or and around the Southdown Rail Supply Substation.</p> <p>Construction Works that would compromise the ongoing operation of the transformer and other assets located within the Southdown Rail Supply Substation shall not occur until such time as measures are in place as agreed with those parties to mitigate any potential risks to the rail network and ensure continuity of electricity supply.</p> <p>Prior to any relocation of the Southdown Rail Supply Substation or the commencement of any other physical works affecting in the vicinity of the substation, the Requiring Authority shall identify and confirm with the above parties, appropriate measures to mitigate any potential risks to the rail network and ensure continuity of electricity supply.</p>
	NoR 1	<p>Advice Note:</p> <p><i>Further conditions relating to network utilities located at the Southdown Site are included in the SD conditions.</i></p>
<u>Network Utility Approvals</u>		
NU.7.11 <u>9</u>	NoR 1 NoR 2	<p>Prior to the Commencement of Construction, the Requiring Authority shall not require Auckland Transport, or Network Utility Operators or lifeline utility operators with existing infrastructure within the designated landroad reserve to seek written consent under section 176 of the RMA for on-going access to enable work associated with the routine construction, operation and maintenance of existing assets. To the extent that written approval is required, this condition shall constitute written approval.</p>
	NoR 1 NoR 2	<p>Advice Note:</p> <p><i>In addition to the RMA processes, there are other additional processes and approvals applying to any work or activity that affect network utilities. The Requiring Authority may require additional approvals from Network Utility Operators prior to any works commencing in proximity to network utilities.</i></p>
<p>Mana Whenua Collaboration (MW)</p> <p><i>[Note: Mana Whenua Collaboration Conditions MW1-MW.5 below will also be contained in the resource consent conditions once the wording is finalised. Conditions MW.6-MW.10 are specific to the Coastal Permits and have been relocated to the resource consents]</i></p>		
Mana Whenua Group		

Reasons for suggested changes
<p>April 17:</p> <p>New condition added to respond to submissions by KiwiRail (Submission 126380), Transpower NZ Limited (Submission 126378) and Auckland Transport (Submission 126354).</p> <p>June 2017:</p> <p>Amendment to first paragraph reflecting that First Gas are the operator of the high pressure gas network (taking it over from Vector).</p> <p>Minor edit in first sentence in response to evidence of Ms Beals on behalf of KiwiRail.</p> <p>Condition amended in response to evidence by Ms Beals for KiwiRail, Mr Winter for Auckland Transport, Mr Horne for Transpower and Mr Grala for Mercury. Definition of "Southdown Substation" is now included in the Definitions.</p> <p>September 2017:</p> <p>This condition has been relocated to the separate SD conditions.</p>
<p>September 2017:</p> <p>This advice note has been included to refer the reader to the separate SD conditions.</p>
<p>April 17:</p> <p>New condition added to respond to submissions by Auckland Council: Watercare (Submission 126336), and Auckland Transport (Submission 126354).</p> <p>June 2017:</p> <p>Amendment in response to evidence of Mr Winter on behalf of Auckland Transport (Submission 126354). The condition waives the requirement for other utility authorities to obtain written approval under Section 176 of the RMA for routine works, but other established procedures for network utility works in the existing road corridors will continue to apply, along with the necessary site health and safety requirements once construction of the Project begins.</p> <p>September 2017: Reference to lifeline utilities removed as Southdown dealt with via a separate SD conditions. Clarification that the condition relates to all designated land and not just the road reserve.</p>
<p>April 17:</p> <p>New advice note added to respond to submissions by Auckland Council: Watercare (Submission 126336).</p>

Ref	Applies to:	Condition
MW.1	NoR 1 NoR 2	<p>(a) Six months prior to the Commencement of Construction, the Requiring Authority shall invite mandated representatives of Mana Whenua to participate in a Mana Whenua Group (MWG).</p> <p>(b) The purpose of the MWG is to facilitate engagement between the Requiring Authority and Mana Whenua in respect of the activities authorised by this designation.</p> <p>(c) The group will include invited representatives from:</p> <ul style="list-style-type: none"> i) Ngāi Tai Ki Tāmaki; ii) Ngāti Maru; iii) Ngāti Paoa; iv) Ngāti Tamaoho; v) Ngāti Te Ata Waiohua; vi) Ngāti Whātua Ōrākei; vii) Te Ahiwaru; viii) Te Ākitai Waiohua; ix) Te Kawerau ā Maki; and x) Te Rūnanga o Ngāti Whātua <p>(d) The MWG will hold regular meetings (at least three monthly) throughout the construction period. The MWG shall continue until six months after Completion of Construction. The frequency and duration of the meetings can be reduced <u>or increased</u> where the majority of the members of the group agree.</p> <p>(e) The Requiring Authority shall record the main points arising from each meeting of the MWG, and shall provide a copy of that record to the meeting invitees within a reasonable time following the meeting.</p> <p>(f) The Requiring Authority shall be responsible for all reasonable costs associated with the resourcing of the MWG.</p>
MW.2	NoR 1 NoR 2	<p>Portage in the design of the viaduct <u>and interpretive signage</u>;</p> <ul style="list-style-type: none"> i) Aesthetic dDesign associated with the Kāretu Portage Path (<u>an elevated shared path from west of over</u> Great South Road and along Sylvia Park Road), including reflection of the historic Kāretu Portage in design of this feature; ii) Aesthetic design of sStructures in the vicinity of the waahi tapu at Mt Wellington Interchange; and iii) Aesthetic dDesign of the Ōtāhuhu Creek bridges and in particular the treatment beneath these structures to reflect and respond to the Ōtāhuhu portage. <p>(a) The Heritage Management Plan (as required by <u>designation</u> Condition HH.3) including details of Mana Whenua construction monitoring for sites identified as having significance to <u>the</u> Mana Whenua <u>Group</u> (including but not limited to Te Hōpua a Rangī, Anns Creek and foreshore, Mt Wellington Interchange area, Ōtāhuhu Creek);</p>

Reasons for suggested changes
<p>September 2017:</p> <p>Clause (d) amendment to provide for more frequent meetings if agreed by members of the Mana Whenua Group.</p>
<p>April 2017:</p> <p>Amendments following further discussion with the Mana Whenua Group. Text in (iv) slightly amended to match same text in LV.5(e).</p> <p>June 2017:</p> <p>Minor clarifications for consistency with other conditions.</p> <p>July 2017:</p> <p>Amendment to Clause (a)(i) to provide for Mana Whenua nomination of the artist to design the Te Hōpua a Rangī artwork.</p> <p>September 2017:</p> <p>Clause (a)(ii) added to provide for Mana Whenua involvement in design of the reclamation, coastal paths and boardwalk.</p>

Ref	Applies to:	Condition
		(b) Accidental Discovery Protocol (as required by designation Condition HH.2); (c) The ECOMP (as required by consent Condition EM.1) including the detail of ecological restoration planting along the northern shoreline of the Māngere Inlet, Anns Creek and Ōtāhuhu Creek; (d) The CEMP and Coastal Works CEMP (as required by consent Conditions RC.10 and C.4), including details on site inductions, training programme(s) and tikanga for construction works (particularly for works in sensitive areas such as Te Apunga o Tainui at Mt Wellington Interchange) to respond to matters of significance to Mana Whenua; and (e) Results of environmental monitoring prior to and during construction as required by conditions of the designation and related resource consents (e.g. water and leachate design performance quality monitoring under Condition C.1H and the scientific analysis of material of geological interest from the cut into the Te Hōpua a Rangī tuff ring under Condition HH.8), including information to support cultural monitoring requirements.
<i>Cultural Monitoring Plan (Construction)</i>		
MW.3	NoR 1 NoR.2	Prior to the Commencement of Construction, a Cultural Monitoring Plan or plans shall be prepared by a suitably qualified person and endorsed by the Mana Whenua Group.
MW.4	NoR 1 NoR.2	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 Mana Whenua and to minimise potential adverse effects on these values.
MW.5	NoR 1 NoR 2	The Cultural Monitoring Plan shall include (but not be limited to): (a) Requirements for formal dedication or cultural interpretation to be undertaken prior to works commencing in areas identified as having significance to Mana Whenua (including but not limited to Te Hōpua a Rangī, Anns Creek and foreshore, Mt Wellington Interchange area, Ōtāhuhu Creek); (b) Requirements and protocols for cultural inductions; (c) Identification of sites and areas where cultural monitoring is required during particular Construction Works; (d) Identification of any other specific activities requiring cultural monitoring (e.g. implementation of spill contingency measures or specific works in the CMA); (e) Identification of personnel nominated by Mana Whenua to undertake cultural monitoring, including any geographic definition of their responsibilities; (f) Details of personnel nominated by the Requiring Authority and Mana Whenua to assist with management of any issues identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition HH.2;

Reasons for suggested changes
<p>Clause (e) amend to provide for Mana Whenua to receive results of monitoring. This reflects further discussions with Mana Whenua through hui held 1 August and 6 September.</p>
<p>April 17: Added for clarification.</p>
<p>April 17: Amendment to respond to post-lodgement discussions with Mana Whenua and consistency with new Condition MW.6.</p>
<p>September 2017: Clause (g) and (h) added to reflect further discussions with Mana Whenua through hui held 1 August and 6 September.</p>

Ref	Applies to:	Condition
		(g) <u>Identification of any opportunities and intent from Mana Whenua to reuse excavated natural material from the EWL Trench at Te Hōpua a Rangī, and if so, proposed measures to achieve this; and</u> (h) <u>Details of any pre-construction monitoring that may assist Mana Whenua in their monitoring role (e.g. avifauna monitoring, baseline water quality monitoring)</u>
<i>[Note: Conditions MW.6 – 10 are specific to the Coastal Permits and have been relocated to the resource consent conditions]</i>		
Historic Heritage (HH)		
<i>Archaeology</i>		
HH.1	NoR 1 NoR 2	Where the Requiring Authority holds an Archaeological Authority <u>for pre-1900 archaeological sites</u> under the Heritage New Zealand Pouhere Taonga Act 2014, the designation conditions set out below shall not apply to the activities authoris <u>z</u> ed by the Archaeological Authority.
HH.2	NoR 1 NoR 2	For activities and areas of the Project not covered by an Archaeological Authority, the Requiring Authority shall prepare an Accidental Discovery Protocol for any accidental archaeological discoveries which occur during Construction Works. The Accidental Discovery Protocol shall be consistent with Minimum Standard P45 – Accidental Archaeological Discovery Specification contained in the State Highway Professional Services Proforma Manual and the Auckland Unitary Plan Accidental Discovery Rule in Standard E.11.6.4, and E.12 and E.17. The Accidental Discovery Protocol shall be prepared in consultation with the Mana Whenua Group and modified to reflect the site specific Project detail. The Accidental Discovery Protocol shall be implemented throughout the Construction Works.
<i>Heritage Management Plan</i>		
HH.3	NoR 1 NoR 2	(a) Prior to Commencement of Construction, the Requiring Authority shall prepare and implement a Heritage Management Plan (HMP) . (b) The purpose of the HMP is to identify procedures and practices to be adopted to protect, as far as reasonably practicable, historic heritage and remedy and mitigate any residual effects. (c) The HMP will be prepared for the management of historic heritage, excluding any matters <u>areas</u> covered by an Archaeological Authority granted by HNZPT. (d) The HMP shall be provided to the Manager prior to Commencement of Construction. (e) The HMP shall be implemented throughout Construction Works, other than where the conditions of an Archaeological Authority obtained under the Heritage New Zealand Pouhere Taonga Act 2014, or the

Reasons for suggested changes
April 2017: Amendment to respond to post-lodgement discussions with HNZPT. Spelling correction. September 2017: Reference to designation removed as some land within the scope of resource consents e.g. Miami Stream is not within the designation.
April 17: Amendment to respond to the submission by Auckland Council (Submission 126336). September 2017: Reference to Chapter E.17 of the AUP deleted as this does not contain Accidental Discovery Protocols (refers to trees).
April 2017: Amendment following discussion with HNZPT.

Ref	Applies to:	Condition
		archaeological works plans or site instructions approved under that Authority, require otherwise.
HH.4	NoR 1 NoR 2	<p>The HMP shall be prepared by a sSuitably eQualified pPerson(s) in consultation with Auckland Council, HNZPT and Mana Whenua, and shall identify:</p> <ul style="list-style-type: none"> (a) Known historic heritage within the designation boundary; (b) Any pre-1900 <u>areas covered by an Archaeological Authority archaeological sites in accordance with authorities</u> under the Heritage New Zealand Pouhere Taonga Act 2014; (c) Roles and responsibilities <u>and contact details</u> of personnel <u>and/or relevant agencies</u> involved with historic heritage matters including surveys, and monitoring of conditions; (d) Methods for avoiding and/or minimising effects on historic heritage during construction where practicable (for example the fencing off of archaeologically sensitive areas to protect them from damage during construction, <u>and construction methods that minimise vibration</u>); (e) Details for recording and salvage prior to removal of the historic concrete railway bridge and tunnel located adjacent to Onehunga Harbour Road. The recording and salvage shall be aligned, as appropriate, with the Salvage and Conservation Heritage Plan for the proposed removal of the Old Māngere Bridge (being part of a separate works project planned by the NZ Transport Agency). (f) Training requirements for contractors and subcontractors on historic heritage areas/features within the designation boundary and any accidental discovery protocols. The training shall be undertaken under the guidance of a sSuitably eQualified pPerson and representatives of the Mana Whenua Group; (g) Cultural inductions for site/places of importance to Mana Whenua; and (h) Proposed methodology for assessing the historic heritage, condition and means to mitigate any adverse effect (if any) on the built heritage features listed in Condition HH.5, <u>including allocation of resources</u> and the timeframe for implementing the proposed methodology in accordance with <i>Heritage New Zealand guideline AGS 1A: Investigation and Recording of Buildings and Standing Structures for assessing and recording built heritage</i> dated 4 July 2014 (or any subsequent revision); <u>and</u> (i) <u>Proposed methodology for documentation of post-1900 historic heritage exposed during construction.</u> <p>Advice note:</p> <p><i>The archaeological requirements of the Project shall be undertaken in compliance with any conditions of an archaeological authority issued by HNZPT under the Heritage New Zealand Pouhere Taonga Act 2014.</i></p> <p><i>The Requiring Authority shall seek advice from a sSuitably eQualified pPerson in advance of any Site Investigations or Enabling Works on the <u>potential</u> need for an Archaeological Authority under the Heritage New Zealand Pouhere Taonga Act 2014 for those works. <u>If the sSuitably eQualified pPerson identifies</u></i></p>

Reasons for suggested changes
<p>April 2017:</p> <p>Amendments to Clause (b) and advice note to respond to post lodgment discussions with HNZPT.</p> <p>Amendment to Clause (d) and new Clause (i) to respond to the submission by Auckland Council (Submission 126336).</p> <p>Minor correction to reflect definitions.</p> <p>June 2017:</p> <p>Clause (h) amended to refer to resources in response to evidence of Ms Eaves.</p> <p>July 2017:</p> <p>Minor change</p> <p>September 2017:</p> <p>Amendment to Clause (c) to respond to changes sought by Auckland Council in further discussions.</p> <p>Amendments to Clause (e) to respond to changes sought by Auckland Council in further discussions.</p> <p>Minor amendment to advice note to include the full name of Heritage New Zealand Pouhere Taonga.</p>

Ref	Applies to:	Condition
		<u>that an Archaeological Authority may be required, the Requiring Authority shall engage with Heritage New Zealand Pouhere Taonga.</u>
<i>Built Heritage Features – Condition Survey</i>		
HH.5	NoR 1	<p>(a) Subject to receiving the owners written approval, a structural building condition survey shall be undertaken by a s<u>Suitably e</u>Qualified p<u>Person</u> within 20 days prior to the Commencement of Construction for the following built heritage structures prior to the Commencement of Construction in the vicinity of those structures:</p> <ul style="list-style-type: none"> i) The Aotea Sea Scouts Hall at 1 Orpheus Drive and stone walls including an inventory and photographic survey of the interior fittings; ii) The Landing at 2 Onehunga Harbour Road; iii) <u>The Extent of Place as identified in the Auckland Unitary Plan (Operative in Part) and any contributing buildings on</u> Onehunga Wharf at 55 Onehunga Harbour Road; iv) The Shaldrick Building at 50 Onehunga Road; v)iv) The Waikaraka Park stone walls <u>in the following locations:</u> <ul style="list-style-type: none"> – along the <u>southern</u> boundary between Waikaraka Park and the EWL Main Alignment; – <u>along the western boundary at Alfred Street;</u> and – <u>along the eastern boundary at Captain Springs Road;</u> v)v) The Waikaraka Park stone caretakers' cottages on Captain Springs Road. <p>(b) The purpose of the survey is to determine the pre-construction condition, context and physical features of the built heritage structures to form the basis of construction monitoring.</p> <p>(c) The outcome of the survey shall be provided to the landowner building owner within 20 working days following completion of the survey <u>and a copy shall be provided to the Manager.</u></p> <p>(d) <u>Regular visual inspections of the built heritage structures shall also be undertaken during periods of construction activity that have the potential to result in significant vibration. The visual inspection shall be undertaken at a frequency appropriate to the nature and duration of the construction activity.</u></p> <p>(e)<u>(e)</u> A post-construction <u>condition</u> survey shall be undertaken within 3 months following Completion of Construction in the vicinity of the built heritage feature. The outcome of the survey shall be provided to the landowner building owner <u>within 1 month</u> following completion of the survey <u>and a copy shall be provided to the Manager.</u></p> <p>(e)<u>(f)</u> If any damage occurs <u>that is verified as and is</u> attributable to the Construction Works, the Requiring Authority shall (with the agreement of the building owner and subject to any additional approval required) make good the damage <u>and advise the Manager of the work undertaken.</u></p>

Reasons for suggested changes
<p>April 2017:</p> <p>Amendments to Clauses (a)(i), (a)(iii), old (a)(iv), new (a)(iv) and new (a)(v) to reflect to post lodgement discussions with HNZPT and Auckland Council.</p> <p>New Clause (d) added to respond to the submission by Auckland Council (Submission 126336).</p> <p>Amendments to Clauses (c), (e) and (f) to respond to the submission by Auckland Council (Submission 126336).</p> <p>Consequential renumbering of clauses.</p> <p>June 2017:</p> <p>Clause (e) amended in response to the evidence of Ms Caddigan for Auckland Council.</p>

Ref	Applies to:	Condition
HH.6	NoR 1	The Requiring Authority is deemed to have complied with Condition HH.5 if: (a) The Requiring Authority has written to the built heritage structure building owner offering the structural condition survey and the owner did not accept the Requiring Authority's offer within three months of the date of the Requiring Authority's written offer; or (b) The built heritage feature owner cannot, after reasonable enquiry, be found prior to Completion of Construction .
HH.6A	NoR2	Prior to the removal of the houses at 69 Panama Road and 31 Frank Grey Place, the houses shall be photographically recorded and the record shall be provided to the Manager.
<i>Aotea Sea Scout Hall – Conservation Plan</i>		
HH.7	NoR1	The Requiring Authority shall update the Conservation Plan for the Aotea Sea Scout Hall contained in the document titled <i>Aotea Sea Scouts Building Conservation Plan, 19 February 2007, Revision: FINAL DRAFT, MHX REF:X025</i> . The update shall consider the following: (a) Any changes to history and narrative as a result of new information; (b) Statements of heritage value; (c) Review current condition including any changes, deterioration or loss of heritage fabric; (d) Document any maintenance or repairs undertaken; and (e) Review of policy regarding use of the building. <u>The updated Conservation Plan shall also include:</u> (i) <u>A structural and condition survey, a schedule of recommended prioritised conservation repair and maintenance work, and preliminary cost estimates; and</u> (ii) <u>An assessment of works required to provide a wastewater connection.</u> The updated Conservation Plan shall be submitted to Auckland Council the Manager for information at the same time as the submission of the Heritage Management Plan prepared under Condition HH.3.
HH.7A	NoR1	(a) The recommendations of the updated Conservation Plan shall be discussed with the landowner(s), building owner, HNZPT and Auckland Council's Heritage Unit. (b) The Requiring Authority, in consultation with the parties identified in (a) above shall identify which recommendations of the updated Conservation Plan could will be implemented (in part or in full) as part of the Project.

Reasons for suggested changes
<p>April 2017: Amendments to maintain consistency with other condition.</p>
<p>April 2017: New condition added partially in response to submission by Auckland Council (Submission 126336) and to respond to a recommendation in <i>Technical Report 2: Built Heritage Assessment</i>.</p> <p>June 2017: Numbering updated.</p>
<p>June 2017: Amendments to condition in response to evidence of Ms Caddigan on behalf of Auckland Council and outcomes of expert conferencing on 26 May.</p>
<p>June 2017: Condition added in response to evidence of Ms Caddigan on behalf of Auckland Council and outcomes of expert conferencing on 26 May.</p> <p>July 2017: Amendments to reflect discussions with Auckland Council</p>

Ref	Applies to:	Condition
		<p><u>For example, this could include prioritised conservation repair and maintenance works and / or a wastewater connection.</u></p> <p><u>(c) Subject to the agreement of the building owner and/or the landowner(s), and the grant of any required statutory approvals, the Requiring Authority shall implement any works identified in (b) above, prior to or within 12 months of Completion of Construction.</u></p>
<u>Geological Heritage</u>		
<u>HH.8</u>	<u>NoR1</u>	<p><u>The Requiring Authority shall engage a suitably qualified person to record the geology of the proposed cut into the Te Hōpua a Rangi tuff ring that will be undertaken to form the EWL Trench on Onehunga Harbour Road. The record may include information obtained in advance of construction (e.g. borehole logs), and / or information obtained as the cut progresses.</u></p> <p><u>Provision shall be made for sampling of materials of geological interest and suitable scientific analysis. The site records and finding of further geological analysis. The record shall be prepared in a manner which enables the information to contribute to the geological knowledge of Auckland's volcanic heritage, and shall be provided in a report to the Manager.</u></p> <p><u>Subject to compliance with site health and safety requirements, the Requiring Authority shall provide an opportunity for a Council representative with specialist interest in geological heritage to view the cutting at an appropriate time during excavations, whilst exposed natural material is visible.</u></p>
Urban Design, Landscape and Visual (LV)		
LV.1	NoR 1 NoR 2	<p>The Requiring Authority shall prepare an Urban and Landscape Design Master Plan (ULDMP) for the Project. The ULDMP may be submitted in sectors or in parts.</p> <p>The ULDMP shall be included in the Outline Plan submitted prior to the Commencement of Construction of permanent works.</p> <p>A ULDMP is not required for Enabling Works and Site Investigations.</p>
LV.2	NoR 1 NoR 2	<p>The purpose of the ULDMP is to:</p> <p>(a) Integrate the Project's permanent works into the surrounding landscape and urban context and to illustrate the urban and landscape design elements of the Project.</p> <p>(b) Outline the requirements for the Project's permanent landscape mitigation works; and</p> <p>(c) Outline the maintenance and monitoring requirements for planting undertaken as part of the ULDMP.</p>
LV.3	NoR 1 NoR 2	<p>The ULDMP shall be prepared in consultation with:</p> <p>i) Council for areas of the Project to become Council assets;</p> <p>ii) Auckland Transport for areas within and adjoining local roads;</p> <p>iii) the Mana Whenua Group;</p>

Reasons for suggested changes
<p>April 2017:</p> <p>New condition to reflect the recommendation in evidence of Mr Smith (Geological Heritage).</p> <p>June 2017:</p> <p>Amendment to provide for sampling, scientific analysis and recording in response to the evidence of Mr Jamieson (Auckland Council) and to reflect the agreed outcome in Paragraph 6.16 of Expert Conferencing Joint Witness Statement – Geological Heritage, dated 25 May 2017.</p>
<p>June 2017:</p> <p>Condition amended in response to evidence of Auckland Council and outcomes of expert conferencing on 26 May.</p> <p>Auckland Council Heritage Unit and Panuku Development Auckland added as parties to be consulted during the preparation of the ULDMP.</p>

Ref	Applies to:	Condition
		iv) HNZPT; v) Landowners <u>agreements</u> ; and vi) Adjacent landowners <u>in relation to for the detail of</u> noise barriers on their boundary; vii) <u>Auckland Council Heritage Unit for works within AUP Historic Heritage Overlay Extent of Place and/or affecting AUP Historic Heritage Overlay and Schedule items</u> ; and viii) <u>Panuku Development Auckland for works adjacent to Onehunga Wharf</u> . Any comments and inputs received from the parties listed above shall be summarised within the ULDMP or supporting document, along with explanation of where any comments or suggestions have not been incorporated and the reasons why.
LV.4	NoR 1 NoR 2	The ULDMP shall be prepared by a s <u>S</u> uitably q <u>Q</u> ualified p <u>P</u> erson and shall: (a) Reflect the Key Design Principles and Sector Outcomes of the Project's <i>Urban and Landscape Design Framework</i> dated November 2016 and the Addendum dated December 2016 (hereafter referred to as the ULDF); and (b) Be prepared in general accordance with the following (or equivalent update): i) NZ Transport Agency's <i>Urban Design Guidelines: Bridging the Gap</i> (2013); and ii) NZ Transport Agency Landscape Guidelines (final draft dated 2014); and NZ Transport Agency's <i>P39 Standard Specification for Highway Landscape Treatments</i> , 2013-; and (c) <u>Be integrated with the ULDMP for the areas of the Project within the Coastal Marine Area, and, where relevant, the Ecological Management Plan, both plans to be prepared in accordance with conditions of the resource consents granted for the Project.</u>
LV.5	NoR 1 NoR 2	The ULDMP shall demonstrate how the Sector-Specific Outcomes in Chapter 5 of the ULDF have been incorporated and shall include the following: (a) Design that describes and illustrates the overall urban and landscape design concept, and explains the rationale for the landscape and urban design proposal if different from the ULDF concepts; (b) Developed design details for the urban and landscape design features. These shall cover the following: i) Roadside furniture – elements such as lighting, sign gantries and signage, guard rails, fences and median barriers; ii) Architecture and landscape treatment of all major structures, including bridges, <u>structures</u> , underpasses and retaining walls; iii) Architecture and landscape treatment of acousti <u>noise</u> barriers; iv) Land use re-instatement following construction;

Reasons for suggested changes
Item (v) amended to clarify that consultation would be with directly affected landowners, not just those where there are established agreements in place.
June 2017: New Clause (c) inserted to recognise the interrelationship between the plans.
April 2017: Clause (b)(ii) amended to include structures. Clause (b)(v) amended to remove reference to ponds as there are no ponds proposed for stormwater management. June 2017: Minor text amendment to make terminology consistent with other conditions.

Ref	Applies to:	Condition	Reasons for suggested changes
		<p>v) Landscape treatment of permanent stormwater management ponds, wetlands and swales;</p> <p>vi) Integration of passenger transport facilities;</p> <p>vii) Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses;</p> <p>viii) Features (such as interpretive signage) for the purpose of identifying and interpreting cultural heritage, built heritage, archaeology, geological heritage and ecology in the Project area;</p> <p>ix) Proposed maintenance boundaries;</p> <p>x) Consideration of:</p> <ul style="list-style-type: none"> • Crime Prevention Through Environmental Design (CPTED) principles; • Safety in Design (SID) requirements; • Maintenance requirements and anti-graffiti measures; and • Protected viewshafts, character areas and protected heritage sites, structures or features, as identified in the Auckland Unitary Plan. <p>The ULDF shall also describe how road design elements such as median width and treatment, roadside width and treatment, and earthworks contouring, have taken into account the Sector-Specific Outcomes in Chapter 5 of the ULDF.</p>	
<p>LV.5A</p>	<p>NoR 1</p>	<p>The ULDF shall also include the developed design details</p> <p>(a) Design details for an artwork to encircle Te Hōpua a Rangi for the purpose of highlighting its presence and circular form;</p> <p>(b) Design details for the area surrounding the Aotea Sea Scout Hall to achieve the design outcomes set out in Section 5.1 of the ULDF. These shall cover the following:</p> <p>i) Continued vehicular access to the building from Orpheus Drive, with sufficient curtilage for parking to support ongoing use of the building;</p> <p>ii) Retaining uninterrupted views towards the building from public areas along the Manukau Harbour edge;</p> <p>iii) Acknowledgement and interpretation of the history of the building;</p> <p>iv) Design treatment of the retaining walls immediately opposite to acknowledge or recall the history of the building;</p> <p>v) Interpretive signage as required by LV.5(b)(viii);</p> <p>vi) Landscaping to soften interface with the road environment; and</p> <p>vii) Detailing / finish of walls to respond to heritage context.</p> <p>(c) Design details for an edge treatment to improve screening of EWL from within the Waikaraka Cemetery and from Waikaraka Park South, for the purpose of maintaining a sense of separation from the transport corridor. The design details shall reflect the built and landscape features of the</p>	<p>April 2017:</p> <p>New Condition LV.5A(a) (d) and (e) to reflect the recommendation in evidence of Mr Lister (Landscape and Visual).</p> <p>New Condition LV.5A(b) added to respond to the submission by HNZPT (Submission number 126638).</p> <p>New Condition LV.5A(c) added to respond to the submission by HNZPT (Submission number 126638).</p> <p>June 2017:</p> <p>Numerous changes and additions have been made to the original wording of this condition in response to submitter's evidence and expert conferencing. To avoid the condition becoming too long, the original condition has been split into new conditions LV.5A to LV.5F with each of those conditions relating to a particular geographic location.</p>

Ref	Applies to:	Condition	Reasons for suggested changes
		<p>historic heritage Extent of Place (such as existing rock walls and pohutukawa), and take into account the future sports fields to be developed by Council to the east of the Waikaraka Cemetery. This edge treatment may include refinement to the embankment profile, the construction of a low wall, planting, or a combination. This edge treatment shall be integrated with any works forming part of the Waikaraka Park Reinstatement Plan under Condition ROS.6.</p> <p>(d) Design details for the section of the EWL Main Alignment along the Māngere Inlet foreshore between Galway Street to mid-way between Captain Springs Road and Ports Link Road, with the purpose of those details being to ensure the design for this section of the road has an urban arterial character, and differs in character from the balance of EWL recognising its urban harbour frontage. This outcome could be achieved by incorporating design elements such as:</p> <ul style="list-style-type: none"> i. Different road surface material; ii. No median barrier; iii. 60 kph posted speed limit; iv. A succession of elements on either side of the EWL Main Alignment, perpendicular to the highway, to create a visual transition to a slower speed environment (gateway structures); v. Wide promenade footpath on the outer edge; vi. Distinctive footpath details; vii. Bespoke street furniture; viii. Street trees; and ix. City street lights. <p>(e) Design details for the Kāretu Portage Path (an elevated shared path from west of Great South Road and along Sylvia Park Road), which achieve the design outcomes set out in Section 5.3 and 5.4 of the ULDF Addendum dated December 2016.</p>	
<p>LV.5A</p>	<p>NoR 1</p>	<p>The ULDMP shall include the following information in relation to works in the vicinity of the Aotea Sea Scouts Building:</p> <p>(b)(a) Design details for the area surrounding the Aotea Sea Scout Hall Building to achieve the design outcomes set out in Section 5.1 of the ULDF. These shall cover the following:</p> <ul style="list-style-type: none"> i) Continued vehicular access to the building from Orpheus Drive, with sufficient curtilage for parking to support ongoing use of the building; ii) Retaining uninterrupted views towards the building from public areas along the Manukau Harbour edge; iii) Acknowledgement and interpretation of the history of the building; 	<p>June 2017:</p> <p>Original wording from LV.5A (b) moved into this new condition.</p> <p>Minor text amendment for consistency with naming of building in other conditions.</p> <p>New item (b) added in response to expert conferencing on 6 June 2017.</p>

Ref	Applies to:	Condition
		<p>iv) <u>Design treatment of the retaining walls immediately opposite to acknowledge or recall the history of the building;</u></p> <p>v) <u>Interpretive signage as required by LV.5(b)(viii);</u></p> <p>vi) <u>Landscaping to soften interface with the road environment; and</u></p> <p>vii) <u>Detailing / finish of walls to respond to heritage context.</u></p> <p>(b) <u>Identified opportunities for public parking on Onehunga Harbour Road within proximity to the Aotea Sea Scouts Building. The design of any new parking areas shall be integrated with the outcomes to be achieved in Condition LV.5C.</u></p>
LV.5B	NoR1	<p>(a) Design details for an artwork to encircle Te Hōpua a Rangī for the purpose of highlighting its presence and circular form</p> <p>(a) <u>The ULDMP shall include developed design details for a commissioned artwork that is to highlight the circular form of the Te Hōpua a Rangī crater and emphasise Te Hōpua a Rangī as a landmark. The artwork:</u></p> <p>i) <u>Shall not compromise the use of the park for sports fields;</u></p> <p>ii) <u>Shall respond to opportunities to recognise the cultural values of the site as identified by the Mana Whenua Group; and</u></p> <p>iii) <u>Shall accentuate the legibility of the natural landform, and avoid modification of the natural ground in the area identified in the Auckland Unitary Plan as Outstanding Natural Feature. For the avoidance of doubt, this does not exclude excavation for foundations and the like into areas that have been landfilled or otherwise modified;</u></p> <p>(b) <u>Subject to agreement of the landowner(s) for the artwork to be located on land outside of the designation, the Requiring Authority shall install the artwork within 12 months of Completion of Construction in this sector. In the event that the landowner does not agree to the artwork, the Requiring Authority shall develop design details and implement an alternative artwork which best emphasises Te Hōpua a Rangī as a landmark.</u></p>
LV.5C	NoR 1	<p>The ULDMP shall include developed design details for the EWL Trench and EWL Land Bridge and immediately adjacent land to achieve the following outcomes:</p> <p>(a) <u>Provide a generous connection between the vicinity of The Landing (2 Onehunga Harbour Road) and Onehunga Wharf, with the length of the EWL Land Bridge (i.e. the distance between its western and eastern end) to be a minimum of 70m 80m and a maximum of 110m in length, being the distance between its western and eastern end. In determining the appropriate length of the Land Bridge, the Requiring Authority shall take account of the outcomes in (b) to (f) below, along with the following technical considerations:</u></p> <p>(i) <u>design to retain the vertical alignment of the EWL trench, maintaining appropriate gradients between the trench and the bridge over SH20 (to the west) and Galway Street intersection (to the east);</u></p> <p>(ii) <u>design to avoid Dangerous Goods Vehicles from being prevented from using the EWL trench;</u></p>

Reasons for suggested changes
<p>June 2017:</p> <p>Original wording from LV.5A (a) moved into this new condition, and text added in response to evidence of Ms Hannan and Mr Jamieson on behalf of Auckland Council.</p> <p>Item (b) added to acknowledge that much of the land beyond the proposed designation identified as Outstanding Natural Feature is owned by Auckland Council, and undertaking works beyond the designation will require landowner agreement.</p> <p>July 2017:</p> <p>New Clause (a)(ii) added to recognise cultural values of Te Hōpua a Rangī.</p>
<p>June 2017:</p> <p>New condition added in response to evidence of Ms Caddigan, Mr Jamieson and Mr McIndoe on behalf of Auckland Council and expert conferencing on 31 May and 6 June 2017.</p> <p>July 2017:</p> <p>Amendments to Clause (a) to include text requested by Council to clarify the length and width of the land bridge.</p> <p>Amendments to Clause (h) to clarify the location and intent of the acoustic treatment in the EWL Trench.</p> <p>Amendment to clause (f) to reflect further discussions with Auckland Council.</p> <p>September 2017:</p> <p>Amendments to reflect the outcome of the joint witness conferencing for the land bridge held 23 August.</p> <p>Amendments to reflect the opportunity to consider bus connectivity to Onehunga Harbour Road, confirmed with with AT and AC.</p>

Ref	Applies to:	Condition
		<p>(iii) <u>design to avoid the trench being classified as a tunnel to the extent that forced ventilation / deluge systems / active monitoring or similar would be required, with the design input to include a Fire Life Safety Assessment;</u></p> <p>(iv) <u>retention of Onehunga Harbour Road in its current (or similar) vertical alignment to maintain appropriate gradients of the local road;</u></p> <p>(v) <u>design to minimise ongoing operation and maintenance requirements; and</u></p> <p>(vi) <u>minimise visual severance on either side of the land bridge, including between Onehunga Harbour Road and the harbour and wharf, and between Gloucester Park South and the rim of Te Hōpua a Rangi.</u></p> <p>(b) Provide physical connectivity for local traffic over the EWL Trench and for traffic accessing Onehunga Wharf, including heavy vehicle access to existing and future activities on Onehunga Wharf;</p> <p>(c) Enhance incorporate pedestrian and cycle access, including legible connections to parking on Onehunga Harbour Road, to Gloucester Park South and to Old Māngere Bridge, Onehunga Wharf, Taumanu, EWL, and Onehunga town centre;</p> <p>(d) Incorporate appropriate parking facilities and service vehicle access to Gloucester Park South;</p> <p>(e) Accommodate a high amenity open space on the EWL Land Bridge complementary to the area in front of The Landing;</p> <p>(fe) Respond to the historic context of the former Manukau Tavern (now The Landing at 2 Onehunga Harbour Road) and the Onehunga Wharf, aligning the land bridge between the two to and reference their historic relationship and heritage values and historic relationships including interpretive signage as required by LV.5(b)(viii) identified in the Auckland Unitary Plan as an Historic Heritage Extent of Place;</p> <p>(f) Not preclude further design and landscaping to integrate with potential redevelopment of the Onehunga Wharf for mixed use or public activities; and</p> <p>(hf) Where practicable, acoustic treatment within the EWL Trench (e.g. surface treatment on the trench walls) to manage operational noise effects from traffic in the EWL Trench on pedestrians, cyclists and users of adjacent public open space areas.</p> <p>(g) Not preclude and where practicable accommodate a bus lane from the SH20 northbound off-ramp connecting to Onehunga Harbour Rd in the vicinity of The Landing.</p> <p><u>The design details for the EWL Land Bridge shall be developed in a collaborative design process in accordance with Condition DC.11A.</u></p>
LV.5D	NoR 1	<p>The ULDMP shall include developed design details for the pedestrian and cycle connection between Onehunga Wharf and the eastern extent of Taumanu Reserve to achieve the following outcomes:</p> <p>(a) A minimum of 4m width, with occasional wider sections where practicable for amenity features such as lookouts or seating; and</p>

Reasons for suggested changes
<p><i>(Faint watermark text: 'Draft' is visible across the page)</i></p>
<p>June 2017:</p> <p>New condition added in response to evidence on behalf of Auckland Council and outcomes of expert conferencing on 31 May and 6 June 2017.</p>

Ref	Applies to:	Condition
		(b) <u>Planting or other landscape treatment where practicable, to soften hard edges and integrate with the coastal environment.</u>
<u>LV.5E</u>	<u>NoR 1</u>	<p>The ULDMP shall include developed design details for the pedestrian and cycle connection between Onehunga Mall and Onehunga Harbour Road / Old Māngere Bridge (including the existing or replacement Old Māngere Bridge) to achieve the following outcomes:</p> <p>(a) <u>A primary route by way of Onehunga Mall and an underpass beneath SH20, that is:</u></p> <ul style="list-style-type: none"> <u>i) Legible as the primary route;</u> <u>ii) As direct as possible, and has sightlines as open as possible;</u> <u>iii) Incorporates a high amenity streetscape in Onehunga Mall;</u> <u>iv) Addresses amenity and CPTED matters in the underpass; and</u> <u>v) Incorporates a minimum 5m wide bridge over the EWL Trench, with design details that provide a sense of separation from the EWL Main Alignment;</u> <p>(b) <u>An alternative route adjacent to Onehunga Harbour Road that addresses amenity and CPTED matters beneath the SH20 bridge.</u></p>
<u>LV.5F</u>	<u>NoR 1</u>	<p>(c) Design details for an edge treatment to improve screening of EWL from within the Waikaraka Cemetery and from Waikaraka Park South, for the purpose of maintaining a sense of separation from the transport corridor. The design details shall reflect the built and landscape features of the historic heritage Extent of Place (such as existing rock walls and pohutukawa), and take into account the future sports fields to be developed by Council to the east of the Waikaraka Cemetery. This edge treatment may include refinement to the embankment profile, the construction of a low wall, planting, or a combination. This edge treatment shall be integrated with any works forming part of the Waikaraka Park Reinstatement Plan under Condition ROS.6.</p> <p>The ULDMP shall include developed design details for works at the southern boundary of Waikaraka Cemetery and Waikaraka Park South to achieve the following outcomes:</p> <p>(a) <u>A high quality urban design and landscape treatment between the EWL Main Alignment and Waikaraka Cemetery and Waikaraka Park South to:</u></p> <ul style="list-style-type: none"> <u>i) Soften views of the EWL Main Alignment from within the Cemetery and Park;</u> <u>ii) Maintain a sense of separation from the EWL Main Alignment;</u> <u>iii) Incorporate elevated areas or features from which views are available over Māngere Inlet;</u> <u>iv) Reflect the built and landscape features of the historic heritage within the Extent of Place (such as existing rock walls and pohutukawa) and include interpretive signage as required by LV.5(b)(viii);</u> <u>v) Incorporate measures to mitigate operational noise effects from traffic on the EWL Main Alignment on visitors to the Cemetery with a target to achieve 50 dB L_{Aeq} when measured within the boundary of the Cemetery unless impracticable to do so in which case achieve Best</u>

Reasons for suggested changes
<p>June 2017:</p> <p>New condition added in response to evidence on behalf of Auckland Council and outcomes of expert conferencing on 31 May and 6 June 2017.</p>
<p>June 2017:</p> <p>Original wording from LV.5A(c) replaced by this new condition in response to evidence of Mr McIndoe on behalf of Auckland Council and outcomes of expert conferencing on 26 May 2017.</p> <p>July 2017:</p> <p>Amendments to Clause (a)(iv) to reflect further discussions with Auckland Council.</p> <p>Amendments to Clause (a)(v) to require that noise mitigation shall achieve the noise levels for Special Purpose – Cemetery Zone under the AUP or Best Practicable Option whilst also integrating with other outcome for the urban design and landscape treatment.</p> <p>September 2017:</p> <p>Clause (a)(v) amended in accordance with Paragraph 8(d) of Ms Hopkins' summary statement.</p> <p>"Desired" removed from Clause (a)(v) in response to question from the Board to Ms Hopkins.</p>

Ref	Applies to:	Condition
		<p><u>Practicable Option taking into account any noise mitigation measures shall integrate with the desired outcomes in (i) to (iv) above.</u></p> <p>(b) <u>Integrated urban design and landscape treatment which takes into account engineering considerations such as groundwater and stormwater management;</u></p> <p>(c) <u>Integration with pedestrian and cycle connections to the west and east of the Cemetery and Park, and along and across the EWL Main Alignment; and</u></p> <p>(d) <u>Integration with parking to be retained in Waikaraka Cemetery.</u></p> <p><u>The design details shall take into account the future sports fields to be developed by Council in Waikaraka Park South, and shall integrate with any works forming part of the Waikaraka Park Reinstatement Plan prepared in accordance with Condition ROS.6</u></p>
<u>LV.5G</u>	<u>NoR 1</u>	<p><u>The ULDMP shall include the following developed design details in relation to the EWL Main Alignment along the Māngere Inlet foreshore:</u></p> <p><u>(da) Design details for the section of the EWL Main Alignment along the Māngere Inlet foreshore between Galway Street to mid-way between Captain Springs Road and Ports Link Road, with the purpose of those details being to ensure the design for this section of the road has an urban arterial character, and differs in character from the balance of EWL recognising its urban harbour frontage. This outcome could be achieved by incorporating design elements such as:</u></p> <ul style="list-style-type: none"> <u>i) Different road surface material;</u> <u>ii) No median barrier;</u> <u>iii) 60 kph posted speed limit;</u> <u>iv) A succession of elements on either side of the EWL Main Alignment, perpendicular to the highway, to create a visual transition to a slower speed environment (gateway structures);</u> <u>v) Wide promenade footpath on the outer edge;</u> <u>vi) Distinctive footpath details;</u> <u>vii) Bespoke street furniture;</u> <u>viii) Street trees; and</u> <u>ix) City street lights.</u> <p><u>(b) The design details shall integrate with proposed road embankment, landscape and amenity features, access, and stormwater treatment areas to be constructed in the Coastal Marine Area as part of the Project and as authorised by coastal permits granted for the Project.</u></p>
<u>LV.5H</u>	<u>NoR 1</u>	<p><u>The ULDMP shall include (e) design details for the Kāretu Portage Path (an elevated shared path from west of Great South Road and along Sylvia Park</u></p>

Reasons for suggested changes
<p>June 2017:</p> <p>Original wording from LV.5A(d) moved to this new condition.</p> <p>New item (b) added to provide a link to the associated coastal permits. Proposed new conditions have been added into the coastal permit relating to the design of works within the Coastal Marine Area.</p>
<p>June 2017:</p> <p>Original wording from LV.5A(e) moved to this new condition.</p>

Ref	Applies to:	Condition
		Road), which achieve the design outcomes set out in Section 5.3 and 5.4 of the ULDF Addendum dated December 2016.
LV.6	NoR 1 NoR 2	<p>The ULDMP shall also include the following planting details:</p> <ul style="list-style-type: none"> (a) Identification of vegetation to be retained (including trees identified in accordance with Condition TR.1), protection measures, and planting to be established along cleared edges; (b) Details of the sourcing of native plants. Any planting using native plants shall use plants genetically sourced from the Tamaki Ecological District where possible or otherwise shall use plants that have been genetically sourced from within the Auckland Ecological Region; (c) Proposed planting including plant species, plant/grass mixes, spacing/densities, sizes (at the time of planting) and layout and planting methods including trials; (d) Planting programme – the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of Construction Works in each stage of the Project; (e) Detailed specifications for landscape planting relating to (but not limited to) the following: <ul style="list-style-type: none"> i) Weed control and clearance; ii) Pest animal management; iii) Ground preparation (topsoiling and decompaction); iv) Mulching; and v) Plant sourcing and planting, including hydroseeding and grassing; (f) The detailed specifications above are to be consistent with the ECOMP required by Condition EM.1 and with planting plans for the stormwater treatment wetlands required by Condition SW.1. (g) For any landscape planting, a maintenance regime including monitoring and reporting requirements, which is to apply for the 2 years following that planting being undertaken; and (h) For any ecological restoration planting, a maintenance regime including monitoring and reporting requirements, which is to apply for the 5 years following that planting being undertaken.
LV.7	NoR 1 NoR 2	<p>Planting shall be implemented:</p> <ul style="list-style-type: none"> (a) Wherever practicable prior to Commencement of Construction; or (b) As soon as areas become available for planting due to the progress of the works and seasonal conditions; and/or (c) Within twelve months of Completion of Construction, unless the seasonal timing of works makes some planting impracticable, in which case such planting shall be completed no later than twenty four months after Completion of Construction.

Reasons for suggested changes
<p>June 2017: Minor text edit.</p>

Ref	Applies to:	Condition
LV.8	NoR 1 NoR 2	<p>Where the Requiring Authority installs acoustic noise barriers immediately adjacent to residential properties between Panama Road and the southern extent of the works, it shall offer to undertake a planting to soften the appearance of the barrier.</p> <p>The offer shall be made no later than 3 months prior to Completion of Construction. If the offer is not accepted by a property owner within that timeframe, this condition is deemed to have been complied with.</p>
Trees (TR)		
TR.1	NoR 1 NoR 2	<p>Arboricultural assessments shall be carried out prior to Commencement of Construction to assess if any existing trees within the construction area are worthy of retention or relocation and if it is practicable to retain or relocate those trees.</p> <p>The assessment shall include a survey of trees over 4 metres in height or 400mm in girth (at prior to the Commencement of Construction) within parks, reserves and local roads to inform the replacement of these trees in accordance with Condition TR.2. The survey methodology shall be provided to the Manager for certification.</p> <p>If retention <u>or relocation of a tree</u> is determined appropriate, specific tree protection/<u>management</u> measures shall be developed and implemented throughout the Construction Works so that health of the trees to be retained is not adversely affected. <u>Where any retained or relocated trees are located on Council owned land (including Council owned open space and road reserve), the Council's nominated arborist shall be consulted regarding appropriate tree protection/management measures.</u></p>
TR.2	NoR 1 NoR 2	<p>Trees over 4 metres in height or 400mm in girth (at Commencement of Construction) within parks, reserves and local roads that require removal for the Project shall be replaced with trees of suitable/comparable species and size or to achieve comparable canopy cover footprint after 10 years in a location agreed with Council (for parks and reserves) or Auckland Transport and Council (for local roads and paths). Details of the location, species and size of the replacement trees shall be included in the ULDMMP prepared in accordance with Condition LV.1.</p>
TR.3	NoR 1 NoR 2	<p>Where any works occur within the dripline of a notable tree <u>or trees within a Historic Heritage Overlay Extent of Place</u> (as identified in the maps of the <u>AUP Auckland Unitary Plan (Operative in Part)</u>), those works shall be undertaken in accordance with best arboricultural practice <u>and the methodology for the works submitted to the Manager for certification.</u></p>

Reasons for suggested changes
<p>April 2017: New condition added to reflect the recommendation of <i>Technical Report 6: Landscape and Visual Assessment</i>.</p> <p>June 2017: Minor text amendment to make terminology consistent with other conditions.</p>
<p>April 2017: Amended in response to Auckland Council (Submission 126336).</p> <p>June 2017: Amended to provide for management of relocated trees and requiring a survey of existing trees.</p> <p>July 2017: Deletion to reflect discussion with Council that any tree in parks, reserves and local roads should be included in the survey regardless of size..</p>
<p>June 2017: Amendment to recognise that large trees cannot be replaced and achieving a comparable canopy cover would be a practical alternative in these situations.</p> <p>July 2017: Deletion to reflect discussion with Council that any tree in parks, reserves and local roads should be replace regardless of size.</p> <p>September 2017: Minor amendment following further discussion with Auckland Council.</p> <p>Following further discussion with Auckland Council, reference to Council has been removed as the management of trees in roads is delegated to Council from Auckland Transport, however, this is an internal arrangement between those parties.</p>
<p>June 2017: Amendment following discussion with Auckland council arborist to include any trees within a heritage extent of place (e.g. Waikaraka Cemetery).</p>

Ref	Applies to:	Condition
		(b) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant and the building owner has been notified of that denial); or (c) The building owner did not agree to entry within twelve months of the date of the Requiring Authority's letter sent in accordance with Condition ON.10 (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction. If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.
ON.12	NoR 1 NoR 2	Subject to Condition ON.11, within six months of the assessment required by Condition ON.10, the Requiring Authority must write to the owner of each Category C Building advising: (a) If Building-Modification Mitigation is required to achieve 40 dB L _{Aeq(24h)} inside habitable spaces; and (b) The options available for Building-Modification Mitigation to the building, if required; and (c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
ON.13	NoR 1 NoR 2	Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation must be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.
ON.14	NoR 1 NoR 2	Subject to Condition ON.11, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition ON.13 if: (a) The Requiring Authority has completed Building-Modification Mitigation to the building; or (b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or (c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition ON.12 (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction.

Reasons for suggested changes

Ref	Applies to:	Condition
Construction Noise and Vibration (CNV)		
CNV.1	NoR 1 NoR 2	<p>A Construction Noise and Vibration Management Plan (CNVMP) shall be prepared by a s<u>S</u>uitably q<u>Q</u>ualified p<u>P</u>erson, and shall be implemented and maintained throughout the entire construction period.</p> <p>The purpose of the CNVMP is to provide a framework for the development and implementation of <u>Best Practicable Option for the management of measures to avoid, remedy or mitigate adverse</u> construction noise and vibration effects, and to minimise any exceedance of the <u>construction noise and vibration</u> criteria set out in Conditions CNV.54 and CNV.65.</p>
CNV.2	NoR 1 NoR 2	<p>(a) The CNVMP shall be prepared in accordance with <u>Annex E2 of New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6806:1999)</u> and the NZ Transport Agency's <i>State highway construction and maintenance noise and vibration guide</i> (version 1.0, 2013).</p> <p>(b) The CNVMP shall, as a minimum, address the following:</p> <ul style="list-style-type: none"> (i) <u>Description of the works, anticipated equipment/processes and their scheduled durations;</u> (ii) <u>Hours of operation, including times and days when construction activities causing noise and/or vibration would occur;</u> (iii) <u>The construction noise and vibration criteria for the project;</u> (iv) <u>Identification of affected houses and other sensitive locations where noise and vibration criteria apply;</u> (v) Requirement for building condition surveys at locations close to activities generating significant vibration, prior to and after completion of the works; (v) <u>Management and Mitigation options, including alternative strategies adopting the Best Practicable Option where full compliance with the relevant noise and/or vibration criteria cannot be achieved;</u> (vi) <u>A procedure for developing and implementing the management plans schedules (as required by conditions CNV.6A, CNV.7A and CNV.7B) containing site specific information forming part of this CNVMP;</u> (vii) <u>Methods and frequency for monitoring and reporting on construction noise and vibration;</u> (viii) <u>Procedures for maintaining contact with stakeholders, notifying of proposed construction activities, the period of construction activities, and handling noise and vibration complaints;</u> (ix) <u>Identification of major construction work areas and activities which are anticipated to generate noise and / or vibration levels which will require site specific management plans (in accordance with Condition CNV.6A, CNV.7A and CNV.7B) as soon as reasonably</u>

Reasons for suggested changes
<p>June 2017: Corrected references to Conditions CNV.4 and CNV.5.</p> <p>July 2017: Amendment to reflect discussions with Auckland Council.</p> <p>September 2017: Amendment in response to a request from Auckland Council.</p>
<p>June 2017: Condition amended in response to evidence on behalf of Auckland Council, Stratex and Fonterra Brands (New Zealand) Limited, and in response to outcomes of expert conferencing on 29 May and 7 June 2017. The list of inclusions is consistent with the NZ Transport Agency's State highway construction and maintenance noise and vibration guide (version 1.0, 2013), except where a matter is already covered in other conditions (i.e. Designation Condition CNV.3 relating to permanent noise mitigation measures also attenuating construction noise).</p> <p>July 2017: Amendment to Clause (b)(ii) to indicate that the focus is on major works. This has caused problems during application of similar conditions in the past. Original Clause (v) deleted and located in condition CNV.7A. Building conditions surveys will be undertaken where a site specific plan is required. Clause (b)(vii) amended to set out the process for the site specific plans. The original wording did not reflect the process. New Clause (b)(xii) added to include training. New Clause (b)(xiii) added to link to CNV.7B to ensure that businesses are identified early during construction works.</p> <p>September 2017: Amendment to Clause (b)(v) in response to the cross examination of Ms Hopkins by Fonterra Brands (New Zealand) Limited. Amendment to Clause (b)(vi) in response to further discussion with Auckland Council. Amendment to Clause (b)(viii) in response to further discussion with Auckland Council. New Clause (b)(ix) added in response to further discussion with Auckland Council. Amendment to Clause (b)(xiii) in response to evidence from Stratex.</p>

Ref	Applies to:	Condition																																																								
		<p><u>practicable, and procedures for the early engagement with the receivers;</u></p> <p>(x) <u>Construction equipment operator training procedures and expected construction site behaviours; and</u></p> <p>(xi) <u>Contact details of the site supervisor or project manager and the Requiring Authority's Project Liaison Person (phone, postal address, email address);</u></p> <p>(xii) <u>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; and</u></p> <p>(xiii) <u>Identification of businesses which operate processes, machinery or equipment that may be unreasonably disrupted by construction vibration even where the Project vibration standards are met or are sensitive to vibration due to the nature of the building materials (e.g. asbestos). For any such businesses a site specific management plan in accordance with CNV.7B shall be prepared and implemented.</u></p>																																																								
CNV.3	NoR 1 NoR 2	The CNVMP shall identify which mitigation measures required by Conditions ON 1 to ON.6 would also attenuate construction noise. Where practicable, those measures identified in the CNVMP shall be implemented prior to commencing major construction works <u>or early during construction that generate noise</u> in the vicinity.																																																								
CNV.4	NoR 1 NoR 2	<p>(a) Noise arising from construction activities shall be measured and assessed in accordance with NZS 6803:1999 <i>Acoustics - Construction Noise</i> and shall comply as far as practicable, with the noise criteria set out in the following table:</p> <p>Table CNV1: Construction noise criteria</p> <table border="1"> <thead> <tr> <th>Day/Timeframe</th> <th>Time</th> <th>L_{Aeq}(15min)</th> <th>L_{AFmax}</th> </tr> </thead> <tbody> <tr> <td colspan="4">Residential buildings</td> </tr> <tr> <td>Sundays to Thursdays</td> <td>0630h - 0730h</td> <td>6055 dB</td> <td>75 dB</td> </tr> <tr> <td>0630 Sunday to 0630 Friday</td> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td></td> <td>1800h - 2000h</td> <td>65 dB</td> <td>80 dB</td> </tr> <tr> <td></td> <td>2000h - 0630h</td> <td>60 dB</td> <td>75 dB</td> </tr> <tr> <td>Fridays</td> <td>0630h - 0730h</td> <td>60 dB</td> <td>75 dB</td> </tr> <tr> <td>0630 Friday to 0630 Saturday</td> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td></td> <td>1800h - 2000h</td> <td>465 dB</td> <td>75 dB</td> </tr> <tr> <td></td> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>Saturdays and Public Holidays</td> <td>0630h - 0730h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td></td> <td>0730h - 1800h</td> <td>55 dB</td> <td>85 dB</td> </tr> <tr> <td>0630 Saturday to 0630 Sunday and Public Holidays</td> <td>1800h - 2000h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td></td> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> </tbody> </table>	Day/Timeframe	Time	L _{Aeq} (15min)	L _{AFmax}	Residential buildings				Sundays to Thursdays	0630h - 0730h	60 55 dB	75 dB	0630 Sunday to 0630 Friday	0730h - 1800h	70 dB	85 dB		1800h - 2000h	65 dB	80 dB		2000h - 0630h	60 dB	75 dB	Fridays	0630h - 0730h	60 dB	75 dB	0630 Friday to 0630 Saturday	0730h - 1800h	70 dB	85 dB		1800h - 2000h	46 5 dB	75 dB		2000h - 0630h	45 dB	75 dB	Saturdays and Public Holidays	0630h - 0730h	45 dB	75 dB		0730h - 1800h	55 dB	85 dB	0630 Saturday to 0630 Sunday and Public Holidays	1800h - 2000h	45 dB	75 dB		2000h - 0630h	45 dB	75 dB
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Reasons for suggested changes
<p>June 2017: Minor text amendment.</p> <p>September 2017: Missing cross reference added. Amendment to recognise that constructing measures early in construction also of benefit.</p>
<p>June 2017: Updated reference to new Condition CNV.6A in Advice Note.</p> <p>September 2017: Table CNV1 amended to clarify timeframes in response to further discussion with Auckland Council.</p> <p>Two noise criteria in Table CNV1 have been amended to align with the timeframes in Table 2.1: Airborne Noise Criteria of the New Zealand Transport Agency, <i>State highway construction and maintenance noise and vibration guide</i> (dated August 2013 / Version 1.0), Page 19.</p> <p>New Clause (b) added in response to further discussion with Auckland Council.</p>

Ref	Applies to:	Condition																						
		<p>Commercial and industrial receivers</p> <table border="1"> <tr> <td>All</td> <td>0730h – 1800h</td> <td>70dB</td> <td></td> </tr> <tr> <td></td> <td>1800h – 0730h</td> <td>75 dB</td> <td></td> </tr> </table> <p>(b) <u>Where compliance with the noise criteria set out in Table CNV1 is not practicable, then the methodology in Condition CNV.6 shall apply.</u></p> <p>Advice Note:</p> <p><i>There may be occasions when it is not practicable for construction activity to achieve the guideline criteria in the standard. In such circumstances, mitigation that is consistent with the best practicable option shall be adopted in accordance with CNV.6A.</i></p>	All	0730h – 1800h	70dB			1800h – 0730h	75 dB															
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	1800h – 0730h	75 dB																						
CNV.5	NoR 1 NoR 2	<p>Construction vibration shall be measured in accordance with ISO 4866:2010 <i>Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures</i>, and shall, as far as practicable, comply with the Category A construction vibration criteria in Table CNV2.</p> <p>(a) If measured or predicted vibration from construction activities exceeds the Category A criteria, a suitably qualified person <u>Suitably Qualified Person</u> must assess and manage construction vibration during those activities. <u>This shall involve engagement with the affected receivers to:</u></p> <p>(i) <u>discuss the nature of the work and the anticipated days and hours when the high vibration works are exceedance is likely to occur; and</u></p> <p>(ii) <u>assess, where practicable, if the exceedance could be timed or managed to reduce the effects on the receiver.</u></p> <p>(b) 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 by a suitably qualified person then those activities may only proceed subject to Condition CNV.7A applies.</p> <p>Table-CNV2 Construction Vibration Criteria <u>for People and Buildings</u></p> <table border="1"> <thead> <tr> <th>Receiver</th> <th>Details</th> <th>Category A</th> <th>Category B</th> </tr> </thead> <tbody> <tr> <td colspan="4">Occupied PPFs</td> </tr> <tr> <td rowspan="3">Occupied PPFs* <u>Inside the building*</u></td> <td>Night-time 2000h - 0630h</td> <td>0.3mm/s ppvPPV</td> <td>1mm/s ppvPPV</td> </tr> <tr> <td>Daytime 0630h - 2000h</td> <td>1mm/s ppvPPV</td> <td>5mm/s ppvPPV</td> </tr> <tr> <td><u>Blasting – vibration</u></td> <td>5mm/s ppvPPV</td> <td>10mm/s ppvPPV</td> </tr> <tr> <td><u>Free field</u></td> <td><u>Blasting - airblast</u></td> <td>120dB_{Lzpeak}</td> <td>=</td> </tr> </tbody> </table>	Receiver	Details	Category A	Category B	Occupied PPFs				Occupied PPFs* <u>Inside the building*</u>	Night-time 2000h - 0630h	0.3mm/s ppvPPV	1mm/s ppvPPV	Daytime 0630h - 2000h	1mm/s ppvPPV	5mm/s ppvPPV	<u>Blasting – vibration</u>	5mm/s ppvPPV	10mm/s ppvPPV	<u>Free field</u>	<u>Blasting - airblast</u>	120dB _{Lzpeak}	=
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Reasons for suggested changes
<p>June 2017:</p> <p>Text in (a) capitalised as this is a defined term in the list of definitions at the beginning of the condition set.</p> <p>Amendments to (b) to link with new Condition CNV.7A.</p> <p>Table CNV amended in response to the evidence of Mr Millar for Fonterra Brands (New Zealand) Limited. The inclusion of blasting criteria allow for flexibility of construction methodology for works adjacent to the Tip Top site.</p> <p>July 2017:</p> <p>Amendment to Clause (a) to specify the engagement with affected receivers.</p> <p>Amendment to Table CNV2 to replace the British Standard with the DIN Standard. The DIN standard applied in its entirety allows for higher vibration levels at times, and are suitable as trigger levels for site specific management plans.</p> <p>September 2017:</p> <p>Amendment to first sentence in response to further discussions with Auckland Council.</p> <p>Amendment to Clause (a) in response to further discussions with Auckland Council.</p> <p>Amendment to Clause (b) in response to further discussions with Auckland Council.</p> <p>Amendment to the title of Table CNV2 in response to further discussions with Auckland Council.</p> <p>Table CNV3 related to buried pipework inserted based on the primary evidence (Acoustics – construction) of Ms Wilkening (Paragraph 10.32, Page 16 of Statement of Primary Evidence).</p>

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CNV.6	NoR-1 NoR-2	<p>If measured or predicted noise and vibration from a construction activity exceed the criteria in Conditions CNV.4 or CNV.5, a Schedule to the CNVMP for that activity shall be prepared in accordance with the NZ Transport Agency State highway construction and maintenance noise and vibration guide (Version 1.0, 2013). A schedule must establish the best practicable option for noise and vibration mitigation to be implemented for the construction activity.</p>																						

Reasons for suggested changes
<p>April 2017: Amendment for consistency with scope of proposed condition.</p> <p>June 2017: Condition deleted and replaced with new Conditions CNV.6A, CNV.7A and CNV.7B. New conditions added in response to evidence on behalf of Auckland Council, Stratex and Fonterra</p>

Ref	Applies to:	Condition
		The Schedule shall be provided to the Manager for certification at least five working days, where practicable, in advance of the activity commencing.
<u>CNV.6A</u>	NoR 1 NoR 2	<p>(a) A Site Specific Construction Noise Management Plan (SSCNMP) shall be prepared by a Suitably Qualified Person, <u>in consultation with the owners and occupiers of sites subject to the SSCNMP, when construction noise is either predicted or measured to exceed the criteria in Condition CNV.4, except where the exceedance of the criteria in Condition CNV.4 is no greater than 5 decibels and does not exceed:</u></p> <p>i) <u>0700-2200: 1 period of up to 2 consecutive weeks in any 2 months;</u> or ii) <u>2200-0700: 1 period of up to 2 consecutive nights in any 10 days.</u></p> <p>(b) <u>The objective of the SSCNMP is to set out the best practicable option for the management of noise effects of the construction activity. The SSCNMP shall as a minimum set out:</u></p> <p>i) <u>Construction activity location, start and finish dates;</u> ii) <u>The predicted noise level for the construction activity;</u> iii) <u>Noise limits to be applied for the duration of the activity;</u> iv) <u>The mitigation options that have been selected and the options that have been discounted as being impracticable and the reasons why. The mitigation options shall take into account where practicable, the use of the site and/or any operational requirements of the site. Mitigation options may include:</u></p> <p>a. <u>managing times of activities to avoid night works and other sensitive times;</u> b. <u>liaising with neighbours so they can work around specific activities;</u> c. <u>selecting equipment and methodologies to restrict noise;</u> d. <u>using screening, enclosures or barriers;</u> e. <u>if appropriate and reasonable, offering neighbours temporary relocation;</u></p> <p>v) <u>The proposed noise monitoring regime;</u> vi) <u>Document the consultation undertaken with owners and occupiers of sites subject to the SSCNMP, and how consultation outcomes have and have not been taken into account. The consultation shall be in addition to the requirements set out in Condition CS.2.</u></p> <p>(c) <u>The SSCNMP shall be submitted to the Council Manager for certification at least 5 working days, except in unforeseen circumstances where practicable, in advance of Construction Works which are covered by the scope of the SSCNMP.</u></p>
<u>CNV.7A</u>	NoR 1 NoR 2	(a) A Site Specific Construction Vibration Management Plan (SSCVMP) shall be prepared by a Suitably Qualified Person, <u>in consultation with the owners and occupiers of sites subject to the SSCVMP, when</u>

Reasons for suggested changes
Brands (New Zealand) Limited, and in response to outcomes of expert conferencing on 29 May and 7 June 2017.
<p>June 2017: New condition added in response to evidence on behalf of Auckland Council and in response to outcomes of expert conferencing on 29 May and 7 June 2017.</p> <p>September 2017: Amendment to Clause (a) to respond to request for changes from Fonterra Brands (New Zealand) Limited. Amendment to Clause (b)(iv) in response to the cross examination of Ms Hopkins. Amendment to Clause (b)(iv) and (vi) in response to a question from the Board. Amendments to Clause (b) in response to further discussions with Auckland Council. Amendment to Clause (c) in response to a question from the Board during the cross examination of Ms Hopkins..</p>
June 2017:

Ref	Applies to:	Condition
		<p>construction vibration is either predicted or measured to exceed the Category B criteria at the receivers in Condition CNV.5.</p> <p>(b) The objective of the SSCVMP is to set out the Best <u>Practicable</u> Option for the management of construction vibration effects. The SSCVMP shall as a minimum set out:</p> <ul style="list-style-type: none"> i) <u>Construction activity location, start and finish dates;</u> ii) <u>The predicted vibration level for the construction activity;</u> iii) Building-specific vibration criteria <u>An assessment of each building and any pipe work to determine susceptibility to damage from vibration and define acceptable vibration limits that the works must comply with to avoid damage;</u> iv) <u>The mitigation options that have been selected and the options that have been discounted as being impracticable and the reasons why. The mitigation options shall take into account where practicable, the use of the site and/or any operational requirements of the site. Mitigation options may include:</u> <ul style="list-style-type: none"> a. <u>Phasing of vibration-generating activities;</u> b. <u>Avoiding impact pile driving and vibratory rollers where possible in vibration-sensitive areas;</u> c. <u>Liaising with neighbours so they can work around specific vibration-generating activities;</u> d. <u>Selecting equipment and methodologies to minimise vibration;</u> v) <u>The proposed vibration monitoring regime;</u> vi) <u>The consultation undertaken with owners and occupiers of sites subject to the SSCVMP, and how consultation outcomes have and have not been taken into account. The consultation shall be in addition to the requirements set out in Condition CS.2; and</u> vi). <u>The pre-condition survey of buildings which document their current condition and any existing damage.</u> <p>(c) The SSCVMP shall be submitted to the Council for certification at least 5 working days, except in unforeseen circumstances where practicable, in advance of Construction Works which are covered by the scope of the SSCVMP.</p>
<u>CNV.7B</u>	<u>NoR 1</u>	<p>(a) In addition to the matters in CNV.7A, a Tthe SSCVMP shall also address be required in circumstances when construction vibration is predicted to adversely affect commercial activities located within 50m of Construction Works that are verified by a Suitably Qualified Person as being uniquely sensitive to construction vibration due to the nature of specialised equipment and/or the nature of the building materials (e.g. asbestos). This shall include activities at the following sites: At a minimum, a SSCVMP shall be prepared for:</p> <ul style="list-style-type: none"> *(i) <u>Stratex Group Limited site, 19 – 21 Sylvia Park Road; and</u>

Reasons for suggested changes
<p>New condition added in response to evidence on behalf of Auckland Council and outcomes of expert conferencing on 29 May and 7 June.</p> <p>July 2017:</p> <p>Amendment to Clause (b)(iii) where the previous wording was unclear on intent.</p> <p>New Clause (vi) to require pre-condition surveys for buildings. Relocated from Condition CNV.2.</p> <p>September 2017:</p> <p>Amendment to Clause (a) to respond to request for changes from Fonterra.</p> <p>Amendment to Clause (b)(iv) in response to further discussions with Auckland Council.</p> <p>Amendment to Clause (b)(vi) in response to further discussions with Auckland Council.</p> <p>Amendment to Clause (c) in response to a question from the Board.</p>
<p>June 2017:</p> <p>New condition added in response to evidence on behalf of Stratex and Fonterra Brands (New Zealand) Limited, and in response to outcomes of expert conferencing on 29 May and 7 June.</p> <p>July 2017:</p> <p>Text added in response to the Board's questioning of Mr Simon Paykel regarding asbestos.</p> <p>September 2017:</p> <p>Amendment to Clause (a) to clarify that the general vibration matters set out in CNV.7A are relevant for any SSVMP and text added to respond to a request from Fonterra Brands (New Zealand) Limited.</p>

Ref	Applies to:	Condition	Reasons for suggested changes
		<p><u>*(ii) Fonterra Tip Top site, 113 Carbine Road. With respect to this site, "activities" in condition CNV7.B(b) includes:</u></p> <ul style="list-style-type: none"> - <u>underground wet services (including stormwater drainage and wastewater);</u> - <u>earthenware pipes;</u> - <u>underground cabling (including 11kV and 400V power cables and associated switchboxes);</u> - <u>ducted services; and</u> - <u>other core underground infrastructure which the landowner has confirmed to the Requiring Authority, in writing, prior to Commencement of Construction.</u> <p><u>(b) In addition to the requirements of CNV.7A, the SSCVMP shall include, with respect to those vibration sensitive commercial activities:</u></p> <ul style="list-style-type: none"> <u>i) Informed by consultation with the owners and/or occupiers of sites, identification of the activities processes, machinery or equipment which are uniquely sensitive to construction vibration, and the reasons why;</u> <u>ii) An assessment of the sensitivity of the activities processes, machinery or equipment to construction vibration;</u> <u>iii) Construction vibration criteria for the vibration sensitive commercial activities; and</u> <u>iv) A process for dealing with any disagreement which may arise, particularly in relation to the determination of the vibration limits, and</u> <u>v) Procedures and methods for monitoring compliance with the vibration criteria established under (iii) above.</u> 	<p>Amendment to Clause (a)(ii) in response to a request from Fonterra Brands (New Zealand) Limited.</p> <p>Amendment to Clause (c) in response to a request from Fonterra Brands (New Zealand) Limited.</p>

Construction Traffic (CT)		
Construction Traffic Management Plan		
CT.1	NoR 1 NoR 2	<p>A Construction Traffic Management Plan (CTMP) shall be prepared by a s<u>S</u>uitably q<u>Q</u>ualified p<u>P</u>erson and in consultation with Auckland Transport.</p> <p>The purpose of the CTMP is to manage the various traffic management, safety and efficiency effects associated with Construction Works to:</p> <ul style="list-style-type: none"> (a) Protect public safety including the safe passage of <u>and connectivity for pedestrians and cyclists, particularly for school students travelling to and from school;</u> (b) Minimise <u>increases to existing delays to road users, public transport services, pedestrians and cyclists;</u> (c) Minimise interruption to property access; and (d) Inform the public about any potential impacts on the road network; and (e) <u>Minimise disruptions on the arterial road network and rail network; and</u> (f) <u>Manage the effects on and/or any changes required to existing Over Dimension and Over Weight routes.</u>
CT.2	NoR 1 NoR 2	<p>The CTMP shall:</p> <ul style="list-style-type: none"> (a) Identify how Condition CT.1 will be met <u>achieved;</u> (b) Be in general accordance with the Draft Construction Traffic Management Plan Framework listed in <u>RDC.1;</u> (c) Where road capacity may be significantly affected by temporary traffic management, identify potential effects of the capacity reduction, and proposed measures to minimise delays. <u>Traffic Impact Assessment (with possible inclusion of traffic modelling) may be required, particularly where the arterial network is affected;</u> (d) Include measures to avoid road closures and restrictions on vehicle, bus, cycle and pedestrian movements; (e) <u>Identify site access routes and access points for heavy vehicles;</u> (f) <u>Identify any possible temporary changes to bus routes and bus stops, whether these can be safely accommodated on the relevant roads and the considerations to maintain service to key destinations and minimise of levels of service reduction;</u> (e)(g) Where road closures or restrictions cannot reasonably be avoided, the particular vulnerabilities and sensitivities of pedestrian diversions and reduced conditions shall be taken into account in the planning of any closures or restrictions; (f)(h) Confirm that a safe alternative shared cycle/pedestrian path connection between Onehunga Harbour Road and Old Māngere Bridge or the New Old Māngere Bridge (if constructed) is available at all times during the Construction Works; and (g)(i) Identify proposed measures to minimise the duration of closure of the existing shared path facility along the Māngere Inlet, and proposed measures to stage works and / or provide <u>alternative facilities detours</u> to minimise inconvenience. <u>Alternative facilities Detours shall be sign</u>

<p>April 2017:</p> <p>Amendment to Clause (a) in response to the submission from Ministry of Education (Submission 126360).</p> <p>Amendment to Clause (b) to respond to the submission from Auckland Transport (Submission 126354)</p> <p>June 2017:</p> <p>Amendments to CT.1(b) to reflect the agreement reach during expert conferencing for Traffic and Transport (See paragraph 2.6 of conferencing statement).</p> <p>New clause CT.1(e) to address the matters raised in evidence of Mr Winter on behalf of Auckland Transport and Mr Norwell for Ports of Tauranga.</p> <p>September 2017:</p> <p>Clause (f) added in response to the presentation from the New Zealand Heavy Haulage Association.</p>
<p>April 2017:</p> <p>New Clause (e) added in response to the submission from Auckland Transport (Submission 126354).</p> <p>New Clause (f) added in response to the submission from Auckland Transport (Submission 126354). Consequential renumbering of clauses.</p> <p>June 2017:</p> <p>Amendment to CT.2(a) to address the matters raised in evidence of Mr Winter on behalf of Auckland Transport.</p> <p>Correction to reference in CT.2(b).</p> <p>Amendment to CT.2(c) to reflect the agreement reach during expert conferencing for Traffic and Transport (See paragraph 2.6 of conferencing statement) and address matters raised in evidence of Mr Winter on behalf of Auckland Transport.</p> <p>Amendment to CT.2(f) to address the matters raised in evidence of Mr Winter on behalf of Auckland Transport.</p> <p>Amendment to CT.2(i) to address the matters raised in evidence of Mr Winter on behalf of Auckland Transport.</p> <p>New Clause CT.2(j) added to address matters related to passenger rail services raised in evidence of Mr Winter on behalf of Auckland Transport, and for rail freight raised in the evidence of Mr Norwell for Ports of Tauranga.</p> <p>July 2017:</p> <p>Additional amendments to Clause (i) to reflect further discussions with Auckland Transport.</p> <p>September 2017:</p> <p>Clause (k) added in response to the presentation from Heavy Haulage Association.</p>

		<p><u>posted, and shall where practicable, minimise the increase in length relative to the existing facility, the increase in vertical ascent, and minimise the duration of the construction period. The alternate route shall have an appropriate surface maintained throughout its period of use; and the development and implementation shall consider the length and gradient of the detour, the condition and suitability of the detour, and duration of use; and</u></p> <p><u>(j) Include the process for rail closures, including how scheduled block-of-lines are to be utilised and the timing of any closures to avoid or minimise level of service reduction to passenger rail services at peak commuter times and rail freight services; and</u></p> <p><u>(k) Identify any changes required to Over Dimension and Over Weight routes and how impacts on these routes, including alternate diversion routes, will be managed during construction so as to minimise the impact of any changes (both temporary and permanent) on Over Dimension and Overweight vehicles.</u></p>
CT.3	NoR 1 NoR 2	<p>At least 40 working days prior to commencement of Construction Works the Requiring Authority shall provide a draft of the CTMP to Auckland Transport for comment.</p> <p>The <u>CTMP shall summarise describe how the input and comments from Auckland Transport, describe how this has been incorporated and, where any input has not been incorporated, set out the reason why. Requiring Authority shall consider any comments received from Auckland Transport in relation to local roads when finalising the CTMP.</u></p> <p><u>Any amendments to the CTMP shall be prepared in consultation with Auckland Transport prior to submission in accordance with Condition DC.10.</u></p>
<p><i>Site/Activity Specific Traffic Management Plans</i></p>		
CT.4	NoR 1 NoR 2	<p><u>(a) Site/activity specific Traffic Management Plans (TMPs) shall be prepared where any Project construction activity varies the normal traffic conditions of any public road.</u></p> <p><u>(b) The TMP shall be reviewed by an engineer with a minimum of a current Level 2/3 Site Traffic Management Supervisor Non-Practicing qualification. Any comments and inputs received from the reviewer shall be clearly documented.</u></p> <p><u>(c) The Requiring Authority shall provide the TMP to the relevant Road Controlling Authority for approval.</u></p> <p><u>(d) The purpose of the TMP is to identify specific construction methods to address the particular circumstances, local traffic and community travel demands within the area covered by the TMP. The TMP shall describe the measures that will be taken to manage the traffic effects associated with Construction Works within the area covered by the TMP.</u></p> <p><u>(e) In particular the TMP shall describe:</u></p> <p><u>(a) Temporary traffic management measures required to manage impacts on road users during proposed working hours;</u></p> <p><u>(b) Temporary effects on on-street parking and proposed measures to minimise those effects;</u></p> <p><u>(c) Delay calculations associated with the proposed closure/s and detour routes;</u></p>

<p>April 2017: Amendments to respond to the submission from Auckland Transport (Submission 126354).</p> <p>June 2017: Amendment to CT.3 to address the matters raised in evidence of Mr Winter on behalf of Auckland Transport.</p>
<p>April 2017: New Clause (b) added in response to the submission from Auckland Transport (Submission 126354). New Clause (g) added in response to the submission from Fonterra Brands (New Zealand) Limited (Submission 126357). Amendment to Clause (i) added in response to the submission Heavy Haulage (Submission 126376). Consequential renumbering of clauses.</p> <p>June 2017: Amendment to CT.4(f) to reflect conferencing – Property owners or occupiers need to be assured that appropriate property access will be maintained/provided at all times unless agreements are reached for alternative arrangements. New Condition CT.4(g) included in response to evidence from Mr Arbuthnot on behalf of Port of Auckland.</p> <p>July 2017: Amendment to CT.4(g) in response to the legal submission from Sanford Limited. Additional Clauses (b) and (c) added in response to legal submissions from Sanford Limited, Ports of Auckland Limited and Turners & Growers.</p>

		<p>(e)(iv) The capacity of any proposed detour route(s) and their ability to carry the additional traffic volumes and any known safety issues associated with the detour route, including any mitigation measures the Requiring Authority proposes to put in place to address any identified safety issues;</p> <p>(d)(v) Individual traffic management plans for intersections of the Project with arterial roads;</p> <p>(e)(vi) Measures to maintain, <u>where practicable, subject to health and safety requirements,</u> existing vehicular access to adjacent properties and businesses <u>to accommodate the types of vehicles normally accessing the site during normal working hours for that site unless alternative access arrangements are agreed;</u></p> <p><u>(vii) Measures to maintain 24 hour per day access for road legal vehicles from Onehunga Harbour Road to Onehunga Wharf for existing businesses and for emergency vehicles. If the any particular access point cannot be maintained or reconfigured, appropriate alternative arrangements for continued access to the wharf are to be made where practicable. Short term closures of access to the wharf may occur only after prior in consultation with existing business operators regarding the timing and duration of the proposed closure. Unless otherwise agreed with existing business owners, no closure of access to the wharf shall exceed a duration of 4 hours within any 24 hour period;</u></p> <p>(g)(viii) <u>Measures to minimise the temporary effects of Construction Works on on-site parking on directly affected properties and opportunities to provide alternative temporary parking where practicable to do so;</u></p> <p>(f)(ix) Measures to maintain, where practicable, safe and clearly identified pedestrian and cyclist access on roads and footpaths adjacent to the Construction Works. Where detours are necessary to provide such access the Requiring Authority shall provide, as far as practicable, the shortest and most convenient detours;</p> <p>(g)(x) Consideration of over dimension and overweight routes <u>including any feedback received from established organisations representing the freight industry;</u></p> <p>(h)(xi) Any proposed temporary changes in speed limit;</p> <p>(h)(xii) Provision for safe and efficient access of construction vehicles to and from construction site(s);</p> <p>(h)(xiii) The measures that will be undertaken by the Requiring Authority to communicate traffic management measures to affected road users, cyclists and pedestrian and other stakeholders; and</p> <p>(h)(xiv) The consultation undertaken with CLGs, business forums and affected properties owners/occupiers in relation to proposed temporary traffic management and measures that will be undertaken to address issues raised.</p>
<p>CT.4A</p>	<p>NoR 2</p>	<p><u>Any contractors carrying out works on, beneath, or in close proximity to, the existing tanker truck turning circle at the western edge of Fonterra's Tip Top Site at 113 Carbine Road, shall adopt and implement construction techniques that do not impact on the use of that turning circle, unless otherwise agreed with the landowner.</u></p>

<p>Condition renumbered to reflect new clauses.</p> <p>Clause (e)(vii) amended to respond to legal submissions from Sanford Limited.</p>
<p>September 2017:</p> <p>New condition included at the request of Fonterra Brands (New Zealand) Limited. Wording of the condition agreed by the parties.</p>

<u>Construction traffic - general requirements</u>		
CT.5	NoR 1 NoR 2	The CTMP and TMP(s) shall be consistent with the version of the NZ Transport Agency <i>Code of Practice for Temporary Traffic Management</i> or the Auckland Transport <i>Auckland Transport Code of Practice</i> (which applies at the time the CTMP or the relevant TMP is prepared).
CT.6	NoR 1 NoR 2	The <u>site/activity specific</u> TMP(s) shall be prepared following consultation with the following key stakeholders (as relevant): (a) Auckland Transport (where local roads and paths will be affected); (b) National Road Carriers Incorporated and NZ Heavy Haulage Association; (c) Public transport providers (where public transport services will be affected); (d) Emergency services (police, fire and ambulance); and (e) Schools and childcare centres with frontage or access to roads within which works in relation to the relevant part of the Project will take place; and (f) Directly affected property and business owners and operators.
CT.7	NoR 1 NoR 2	The Requiring Authority shall implement each TMP for the duration of the Construction Works to which the particular TMP applies.
CT.8	NoR 1 NoR 2	Prior to the use of any site access points from local roads, the Requiring Authority shall prepare a photographic record of the pre-construction state of those access points. This shall be provided to the Manager prior to Commencement of Construction at that location. A copy of the record shall also be provided to Auckland Transport.
CT.9	NoR 1 NoR 2	Any damage in the to a local road and or arterial road corridor beyond the boundary of the designated land which is verified by a Suitably Qualified Person as being directly attributable to heavy vehicles entering or exiting construction sites shall be repaired within two weeks or within an alternative timeframe to be agreed with Auckland Transport. All repairs shall be undertaken by the Requiring Authority in accordance with the <i>Auckland Transport Code of Practice</i>.
	NoR 1 NoR 2	Advice Note: <i>In addition to the RMA processes, there are other additional processes applying to any work or activity that affects the normal operation of a local road, footpath or berm. For such activities, a Corridor Access Request must be submitted to the Road Controlling Authority under the National Code of Practice for Utility Operators' Access to Transport Corridor to ensure that all work is done safely and complies with national regulations.</i>

April 2017: New heading added for clarity.
June 2017: Amendment to clarify that the consultation requirements in CT.6 apply to the TMPs prepared under Condition CT.4. Added in response to evidence from Mr Arbutnot for Ports of Auckland.
April 2017: New condition added in response to the submission from Auckland Transport (Submission 126354). June 2017: Condition CT.8 deleted following further discussion with Auckland Transport regarding the form of any preconstruction condition survey. Both parties agree that the timing and methodology for any survey is a matter for a Project specific agreement as it relates to AT assets, some of which are being upgraded as part of the Project.
April 2017: New condition added in response to the submission from Auckland Transport (Submission 126354). June 2017: Amendment to CT.9 to address the matters raised in evidence of Mr Winter on behalf of Auckland Transport. July 2017: Minor correction.

Southdown Site (SD)		
<i>Outline Plan – Southdown Site Risk Assessment and Design</i>		
SD.1	NoR 1	The Requiring Authority shall design and construct the Project so that it does not unreasonably constrain the ability of the owners of existing electricity and gas assets at the Southdown Site to access, operate, maintain and upgrade those assets. The implementation of Conditions SD.2A to SD.10 is intended to achieve this outcome.
SD.2A SD.1A	NoR 1	<p>(a) <u>Within one month of the date on which this designation is included in the AUP, the Requiring Authority shall, at its cost, appoint a Suitably Qualified Person or Persons, approved by Mercury, to undertake a full risk assessment and to produce a Risk Assessment Report (RAR) in accordance with (b) – (eh) below.</u></p> <p>(b) <u>The terms of reference of the RAR shall be agreed between prepared by the Requiring Authority in accordance with these conditions, and Mercury, in consultation with other. The owners of electricity and gas assets, including Mercury, shall be offered the opportunity to comment on the terms of reference on the Southdown Site.</u></p> <p>(c) <u>The purpose of the RAR is to:</u></p> <p>(i) <u>identify and assess relevant hazard scenarios arising from the location of the EWL on the Southdown Site, including:</u></p> <p>a. <u>hazards from the EWL that may pose posing health and safety risks to workers on and visitors to the Southdown Site; and</u></p> <p>b. <u>hazards from the operation of a 135MW gas fired power station (and associated activities) on the Southdown Site that may pose posing health and safety risks to the users of the EWL;</u></p> <p>(ii) <u>recommend any Control Measures required to be implemented within the designation to manage the any identified health and safety risks to an Acceptable or Tolerable Risk Level;</u></p> <p>(iii) <u>identify any health and safety risk that cannot be managed to an Acceptable or Tolerable Risk Level by implementation of any Control Measures within the designation (Unacceptable Risk);</u></p> <p>(iv) <u>identify any health and safety risk that cannot be managed to an Acceptable or Tolerable Risk Level by the implementation of any Control Measures (Unacceptable Risk).</u></p> <p>(d) <u>The RAR shall have regard to the <i>Risk Assessment for the Mercury Southdown Site Report</i> dated July 2017 prepared by GHD (the GHD Assessment);</u></p> <p>(e) <u>In respect of each hazard scenario identified, the RAR shall:</u></p> <p>(i) <u>Assess the risk level as Acceptable, Tolerable or Unacceptable;</u></p> <p>(ii) <u>Identify, assess and Rrecommend any Control Measures within the designation required to reduce any Unacceptable Risk to Acceptable or Tolerable levels, or to ensure that all reasonably practicable steps will be taken in relation to any Tolerable Risk;</u></p>

<p>August 2017: Southdown specific conditions as contained in Ms Hopkins' summary statement dated 31 August.</p> <p>September 2017: Amendments in response to Memorandum of Council for Mercury NZ Limited regarding NZ Transport Agency's Proposed Conditions dated 6 September 2017.</p>
<p>August 2017: Southdown specific conditions as contained in Ms Hopkins' summary statement dated 31 August.</p> <p>September 2017: Amendments in response to Memorandum of Council for Mercury NZ Limited regarding NZ Transport Agency's Proposed Conditions dated 6 September 2017.</p>

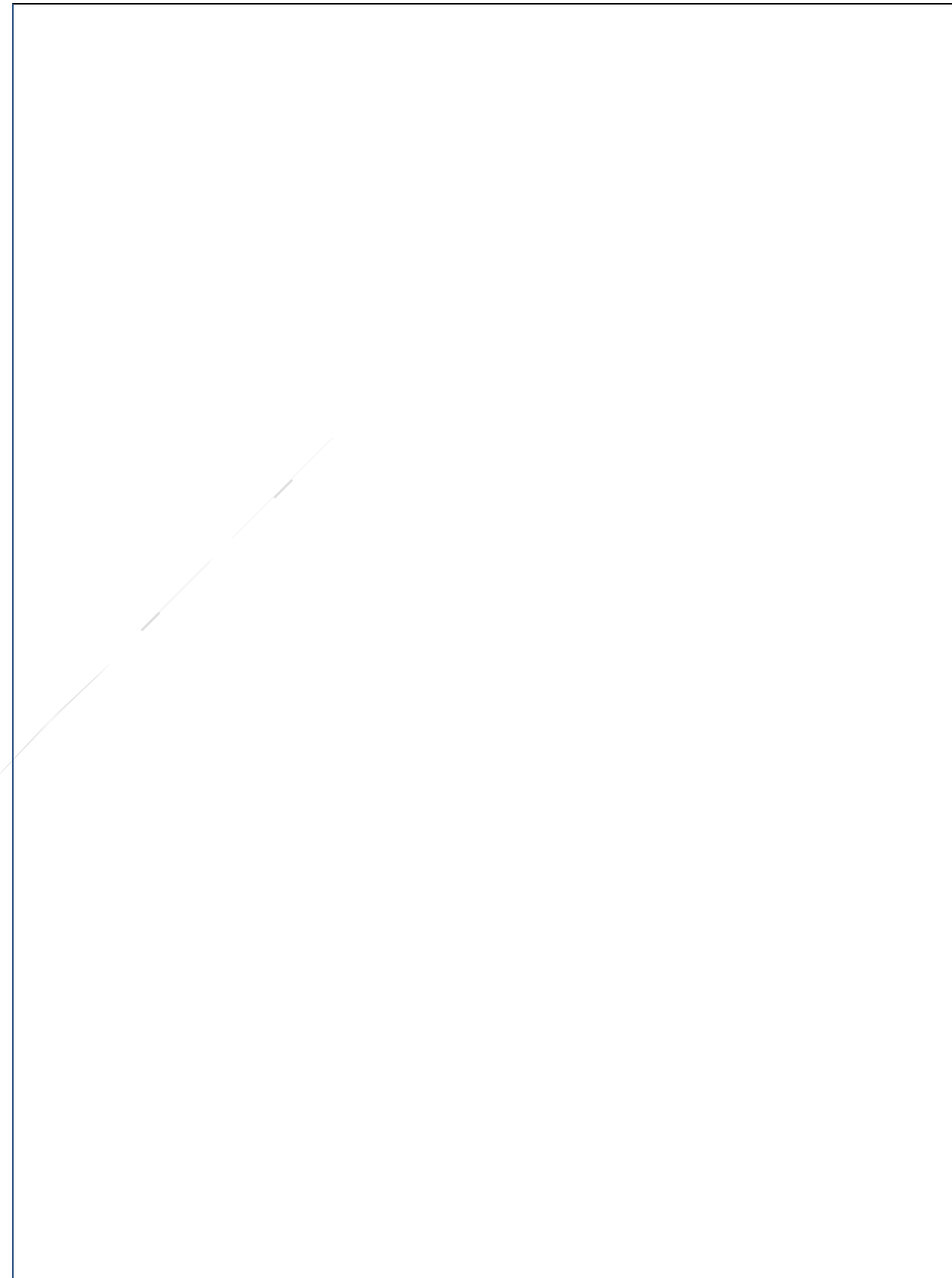
		<p>(iii) <u>Identify, following implementation of the Control Measures in (ii) above, whether the any additional Control Measures are required to be implemented on the EWL or on the Southdown Site outside the designation;</u></p> <p>(iv) <u>Identify, following consultation with the Requiring Authority and Mercury, The Control Measures to be implemented as part of construction of the EWL, and Tthe Control Measures that could be deferred and implemented within a four month period in the event that Mercury gives formal notification to the Requiring Authority of its intent to recommence gas fired electricity generation at the Southdown Site using generators GE 101, GE 102 or GE 105. notice under Condition SD.10 to recommence gas fired electricity generation.</u></p> <p>(f) <u>For the purpose of identifying and assessing potential Control Measures, the Suitably Qualified Person undertaking the RAR may consult the owners of electricity and gas assets on the Southdown Site and may commission specialist advice on the operation of such assets if the asset owners decline the opportunity to consult;</u></p> <p>(g) <u>The RAR shall be provided in draft to the owners of electricity and gas assets on the Southdown Site with an opportunity to provide comment on the draft within 30 working days (unless otherwise agreed); and</u></p> <p>(h) <u>Following the comment period, the RAR shall be finalised and provided as part of the Outline Plan prepared under section 176A of the RMA. Any comments and inputs received from the asset owners shall be summarised within the Outline Plan, setting out how this input has been incorporated into the design, and where any input has not been incorporated, the reasons why.</u></p>
SD.2B SD.1B	NoR 1	<p>(a) <u>With regard to Condition SD.21A (e)(iv) above, the Control Measures to be implemented within the designation as part of the construction of the EWL shall be set out in the Outline Plan in accordance with Condition SD.32. For the avoidance of doubt, these Control Measures shall include the items listed in Condition SD.32(a)(iii) and (vi).</u></p> <p>(b) <u>If Condition SD.1A(e)(iii) applies, as As part of the Outline Plan, the Requiring Authority shall confirm that Mercury agrees to the implementation of the Control Measures. provide written confirmation from Mercury that:</u></p> <p><u>(i) Mercury has been consulted on the Control Measures in Condition SD.2A(e)(iv)(a);</u></p> <p><u>(ii) Mercury agrees to the implementation of thesuch Control Measures to be located on the Southdown Site, outside of the designation; and/or</u></p> <p><u>(iii) If Condition SD.1A(e)(iv) applies, as part of the Outline Plan, the Requiring Authority shall confirm that Mercury agrees that the Control Measures may be deferred. that can be implemented within a four month period may be deferred by the Requiring Authority pending receipt of written notice under Condition SD.10. In respect of such Control Measures, the Requiring Authority shall be deemed to have complied with Condition SD.2C.</u></p>
SD.2C SD.1C	NoR 1	<p><u>In the event that:</u></p> <p>(a) <u>Mercury does not agree to the implementation of any Control Measures on the Southdown Site outside the designation; or</u></p>

		<p>August 2017: Southdown specific conditions as contained in Ms Hopkins' summary statement dated 31 August.</p> <p>September 2017: Amendments in response to Memorandum of Council for Mercury NZ Limited regarding NZ Transport Agency's Proposed Conditions dated 6 September 2017.</p>
		<p>August 2017: Southdown specific conditions as contained in Ms Hopkins' summary statement dated 31 August.</p> <p>September 2017:</p>

		<p>(b) The RAR identifies any Unacceptable Risk that cannot be addressed through the implementation of Control Measures.</p> <p>Unless otherwise agreed between the Requiring Authority and Mercury, construction of the EWL viaduct west of Hugo Johnston Drive and the Great South Road intersection (between approximately Chainage 4200 and 5075) shall not commence until the Requiring Authority:</p> <p>(i) Adjusts the alignment of the EWL to ensure that the health and safety risks associated with construction of the EWL on the Southdown Site do not require the implementation of Control Measures outside the designation to achieve an Acceptable or Tolerable Risk Level; and/or</p> <p>(ii) Acquires all or part of the balance of Lot 1 DP 178192 under the Public Works Act 1981.</p> <p>a. : if any Unacceptable Risks are identified in the RAR that cannot be addressed through Control Measures; and</p> <p>b. until the Requiring Authority has provided Mercury's written confirmation referred to in Condition SD.2B</p>
<u>Expert determination for disputes</u>		
<u>SD.2D</u>	<u>NoR-1</u>	<p>(a) The Requiring Authority shall work collaboratively with Mercury with respect to all of the matters set out in these SD conditions. In the event of a dispute, the Requiring Authority shall engage an independent Expert as set out in the following clauses.</p> <p>(b) In the event of any dispute between the Requiring Authority and Mercury relating to the appointment of the Suitably Qualified Person to undertake the RAR, the terms of reference and methodology for the RAR, the required Control Measures, or any other technical matter related to the RAR, the matter in dispute shall be referred to the Expert for determination under this condition.</p> <p>(c) The Requiring Authority shall appoint an Expert, approved by Mercury. The Expert shall be a Suitably Qualified Person with specialist expertise in relation to the subject matter of the dispute. In the event that the Requiring Authority and Mercury are unable to agree on the Expert, the Requiring Authority may make a request to the President of the New Zealand Law Society to nominate an Expert.</p> <p>(d) The costs of appointing the Expert and the Expert's costs shall be determined by the Expert or in the absence of such determination shall be shared equally between the Parties.</p>
<u>Design and Outline Plan</u>		
<u>SD.2</u>	NoR 1	<p>As part of the An Outline Plan shall be prepared under section 176A of the RMA for the designated land within the Southdown Site. The Requiring Authority Outline Plan shall include:</p> <p>(a) Details for the dDesign details for of the following hazard controls Control Measures, unless identified as not being required by the updated Risk Assessment RAR prepared under Condition SD.1 above or otherwise agreed between the Requiring Authority and Mercury and the Requiring Authority:</p>

<p>Amendments in response to Memorandum of Council for Mercury NZ Limited regarding NZ Transport Agency's Proposed Conditions dated 6 September 2017.</p>
<p>August 2017: Southdown specific conditions as contained in Ms Hopkins' summary statement dated 31 August.</p> <p>September 2017: Amendments in response to Memorandum of Council for Mercury NZ Limited regarding NZ Transport Agency's Proposed Conditions dated 6 September 2017.</p>
<p>August 2017: Southdown specific conditions as contained in Ms Hopkins' summary statement dated 31 August.</p> <p>September 2017: Amendments in response to Memorandum of Council for Mercury NZ Limited regarding NZ Transport Agency's Proposed Conditions dated 6 September 2017. Inclusion of a new Sub-Clause (d) to recognise intention that Transpove control building to be retained in current location in response to Transport Submission, September 2017.</p>

		<ul style="list-style-type: none"> (i) A bridge structure <u>The EWL viaduct</u> located so that the northern edge of the structure is no further north than the road alignment shown on the drawings listed in Condition DC.1 and referred to in Condition DC.4, unless otherwise agreed between <u>the Requiring Authority and Mercury and the Requiring Authority</u>; (ii) A bridge structure <u>The EWL viaduct</u> providing at least 5.1m vertical clearance between ground level and the underside of the <u>cross head viaduct</u> between Chainage 4520 and 4550 as shown on Drawing SK-PI-008-201 (Rev C) and Drawing Z5A-SK-80-202 (Rev C) to allow access under the structure; (iii) A bridge structure <u>The EWL viaduct</u> incorporating a TL5 road barrier (or equivalent) of at least 1.1m to provide crash protection; (iv) A bridge structure <u>The EWL viaduct</u> providing a minimum separation distances of 7m between any new structure associated with EWL to existing Gas Engine Turbine 105 (GE 105); (vi) A concrete noise barrier with a minimum height of 2.5m located between approximately Chainage 4550 and 4670. The <u>purpose of the barrier</u> is to manage potential effects on road users arising from noise generating activities at the Southdown Site and will also act as a debris screen; (vii) A shared path located on the southern side of the <u>EWL viaduct bridge structure</u>; (viii) Any additional eControl <u>Measures identified recommended</u> by the <u>updated Risk Assessment RAR</u> under Condition SD.1 that need to be incorporated into the design of the EWL <p>(b) Confirmation from the Suitably Qualified Person, who undertook the <u>updated assessment RAR</u> under Condition SD.1A that the design details in (a) above are appropriate controls in accordance with the outcomes <u>and recommendations of the updated Risk Assessment RAR</u>;</p> <p>(c) Confirmation of approval from First Gas Limited for the relocation of its assets, being the existing gas pigging station (metering station) on the East Tamaki to Taupaki Gas Pipeline and the natural gas supply for the power station on the Southdown Site. This shall include details of the commissioning of any new gas facilities to provide an uninterrupted supply of gas to the Southdown Site unless <u>otherwise agreed otherwise</u> with First Gas Limited and Mercury. The relocation of the gas facilities shall occur prior to <u>the Commencement of Construction any excavation or drilling activities (excluding geotechnical investigation)</u> on the Southdown Site associated with the Project;</p> <p><u>(d) Confirmation of approval from Transpower for the retention of the Transpower Control Building and relay room in its current location and that management of construction works will appropriately provide for the ongoing operation of activities in this building; and</u></p>
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		<p>(de) Final details of the following, unless <u>otherwise</u> agreed otherwise between <u>the Requiring Authority</u>, Mercury, Transpower, KiwiRail and First Gas Limited and the Requiring Authority:</p> <p>(i) The Three permanent site access points for the Southdown Site as shown on Drawing SK-PI-008-201 (Rev C);</p> <p>(ii) Any changes to the earthgrids on the Southdown Site;</p> <p>(iii) The relocated storeroom on the Southdown Site;</p> <p>(iii) Landscape planting and treatment of batters and reinstatement of existing planting on the Southdown Site;</p> <p>(iv) Permanent fencing for the Southdown Site; and.</p> <p>(ef) <u>Where any of the items listed in Condition SD.23(de) are located outside of the designation-ed land, the details shall be included in the Outline Plan for information purposes only to demonstrate to the Manager how the required outcomes have been achieved. Where the relevant asset owner has declined to consult under Condition SD.1A(f), the Outline Plan shall record the details of the Requiring Authority's efforts to consult.</u></p> <p>(h) <u>Details of the input and comments from Mercury, Transpower, KiwiRail and First Gas Limited, how this has been incorporated into the design and, where any input has not been incorporated, set out the reason why.</u></p>
SD.4 SD.3	NoR 1	The design details set out in Condition SD.32 (c) and (d) shall be developed in consultation with the relevant asset owner. Any comments and inputs received from the asset owner shall be summarised within the Outline Plan or a supporting document , setting out how this input been incorporated into the design, and where any input has not been incorporated, the reasons why.
SD.5 SD.4	NoR 1	Prior to Completion of Construction, The Requiring Authority shall implement the e Control m Measures set out in Condition SD.42 (a) <u>as part of the Construction Works.</u>
SD.6 SD.5	NoR 1	The Requiring Authority shall work with Mercury, Transpower, KiwiRail and Auckland Transport to confirm the design and construction methodology for Construction Works on and around the Southdown Rail Supply Substation. Construction Works that would compromise the ongoing operation of the transformer and other assets located within the Southdown Rail Supply Substation shall not occur until such time as measures are in place as agreed with those parties to mitigate any potential risks to the rail network and ensure continuity of electricity supply.
Construction – Southdown Site <u>Southdown Construction Management Plan</u>		
SD.37 SD.6	NoR 1	(a) A Southdown Construction Management Plan (Southdown CMP) shall be prepared for the Southdown Site in accordance with Condition NU.3. For the purposes of preparing that plan <u>the Southdown CMP</u> , any reference to Network Utility in that e Condition NU.3 shall should be interpreted as a reference to both network utilities and other infrastructure at the Southdown Site.

		<p>August 2017: Southdown specific conditions as contained in Ms Hopkins' summary statement dated 31 August.</p> <p>September 2017: Cross referencing updated and minor amendment for condition consistency.</p>
		<p>August 2017: Southdown specific conditions as contained in Ms Hopkins' summary statement dated 31 August.</p>
		<p>August 2017: Southdown specific conditions as contained in Ms Hopkins' summary statement dated 31 August.</p>

		<p>(b) The Southdown CMP shall be prepared in consultation with Mercury, Transpower, KiwiRail and First Gas Limited.</p> <p>(c) The Southdown CMP shall include procedures, methods and measures to manage effects of the Construction Works on the Southdown Site.</p> <p>(d) In addition to the matters listed in Conditions NU.3, NU.5 (Transpower) and NU.7 (First Gas Limited), the Southdown Site CMP shall also include details of the following:</p> <p>(i) Dust controls and contingency measures under Condition AQ.2 <u>of the resource consents granted for the Project, so that Construction Works do not interfere with ongoing use of</u> for the solar panels associated with the existing Solar Research and Development Centre and high voltage transmission assets (e.g regular inspection and provision for cleaning of solar panels);</p> <p>(ii) Identify <u>Specific site security, authorisations and health & safety procedures</u> required for access to the Southdown Site during construction; and</p> <p>(iii) <u>Identification of</u> any equipment, buildings or other structures on the Southdown sSite that are vibration sensitive and will require a Site Specific Vibration Management Plan under Condition CVN.7A.</p> <p>(e) The Southdown CMP shall be provided to the Manager in accordance with Condition NU.4.</p>
	NoR 1	<p>Advice Notes:</p> <p><i>For the avoidance of doubt, construction related activities occurring on or adjacent to the Southdown Site shall also be undertaken in accordance with relevant designation conditions including:</i></p> <ul style="list-style-type: none"> • General conditions (DC); • Communication and Social (CS); • Mana Whenua Collaboration (MW) ; • Historic Heritage (HH); • Landscape and Visual (LV) ; • Construction Noise and Vibration (CNV); and • Construction Traffic (CT). <p><i>For the avoidance of doubt, construction related activities occurring on or adjacent to the Southdown Site shall also be undertaken in accordance with the following relevant resource consent conditions:</i></p> <ul style="list-style-type: none"> • General resource consent conditions RC.1 – RC.5 (excluding RC.8B); • Dust management – Conditions AQ.1 – AQ.4; • Earthworks and land disturbance – Conditions E.1 – E.14; • Works in contaminated land – Conditions CL.1 – CL.8; and • Stormwater and impervious surfaces – Conditions SW.1 - SW.17.
SD.48 SD.7		<p>The Requiring Authority shall not commence any Enabling Works (excluding geotechnical investigations) or Construction Works on the Southdown Site until:</p> <p>(a) <u>The requirements of Conditions SD.21A, SD.1B and SD.1C, SD.32, and SD.43 and SD.5 have been achieved;</u></p>

		<p>August 2017: Southdown specific conditions as contained in Ms Hopkins' summary statement dated 31 August.</p>
		<p>August 2017: Southdown specific conditions as contained in Ms Hopkins' summary statement dated 31 August.</p> <p>September 2017: Deleted reference to Enabling works to allow for First Gas relocation and other enabling works.</p>

		<p>(b) Any variations to existing resource consents R/LUC/1994/560763, LUC57030408001, Air discharge consent 39725 and the consent to divert and discharge stormwater 28244 for the gas fired power station at 135 MW capacity at the <u>for Southdown Site at that time</u>, which are required as a direct result of the location of the road<u>EWL</u> on the site, have been granted. (provided these consents have not been cancelled). The existing resource consents to which this condition applies are those which exist in August 2017, being R/LUC/1994/560763, LUC57030408001, Air discharge consent 39725 and the consent to divert and discharge stormwater 28244.</p> <p>(c) Any new statutory approvals required to implement the e<u>Control m</u>Measures in Condition SD.23 or as a direct result of the e<u>Construction Works of the EWL</u> on the Southdown Site, have been granted.</p>
SD.6	NoR 1	Prior to Completion of Construction, the Requiring Authority shall implement the control measures set out in Condition SD.2(a).
SD.79 SD.8	NoR 1	The Requiring Authority shall not require the owners of electricity and gas assets within the Southdown Site to seek written consent under section 176 of the RMA for on-going access to enable work associated with the <u>routine</u> maintenance of assets at the Southdown Site. To the extent that written approval is required, this condition shall constitute written approval.
<i>Future Power Generation Activities at the Southdown Site</i>		
SD.810	NoR 1	<p>In the event that, following Completion of Construction, Mercury provides formal notification to the Requiring Authority of its intent to recommence gas fired electricity generation at the Southdown Site using generators GE 101, GE 102 or GE 105; then within 4 months of the date of that notice, the Requiring Authority shall undertake the following:</p> <p>(a) Review the Risk Assessment Report RAR prepared under Condition SD.1(a)2 to identify any additional eControl mMeasures additional to those listed in Condition SD.2(a) to be installed on the Southdown Site to manage risk associated with for the operation of the turbines in proximity to the EWL to an Acceptable or Tolerable Level. The review shall be undertaken by a Suitably Qualified Person endorsed by both the Requiring Authority and Mercury and the Requiring Authority.</p> <p>(b) The Requiring Authority shall fund the following any additional hazard controls Control Measures on the Southdown Site unless identified as not being required by the Risk Assessment RAR prepared under (a) above or as otherwise agreed between the landowner and the Requiring Authority and Mercury:</p> <p>(i) Install a barrier near generator GE 105, to reduce the risk of projectiles reaching the EWL. The barrier should be a manufacturer recommended barrier for protection against turbine disintegration, or a design by a Suitably Qualified Person; and</p> <p>(ii) Extend or relocate the three existing emergency gas release valve pipes (which are currently around 6.5m high). The replacement pipes shall be designed to conform to relevant New Zealand gas codes and</p>

Cross referencing updated and other minor amendments to allow for enabling works.
August 2017: Southdown specific conditions as contained in Ms Hopkins' summary statement dated 31 August.
August 2017: Southdown specific conditions as contained in Ms Hopkins' summary statement dated 31 August.
August 2017: Southdown specific conditions as contained in Ms Hopkins' summary statement dated 31 August.
September 2017: Amendment in response to Memorandum of Council for Mercury NZ Limited regarding NZ Transport Agency's Proposed Condition dated 6 September 2017.

		<p>be modelled for suitable height and position of venting/relief using appropriate consequence modelling of gas release scenarios.</p> <p>(iii) Any additional hazard controls Control Measures identified by the review of the Risk Assessment Report RAR under (a) above) and</p> <p>(iv) any variations to the existing consents listed in Condition SD.4(a) required to implement these hazard cControl mMeasures.</p> <p>(c) If there is a disagreement between the Requiring Authority and Mercury as to the additional Control Measures identified under Condition SD.10(a), the dispute mechanism set out in Condition SD.2D shall apply.</p>
Property Specific (PS)		
PS.1	NOR1	<p><u>The Requiring Authority will, pursuant to the Public Works Act 1981 (PWA), enter into good faith negotiations with the owner of Ward (Ward and Interests) regarding reconfiguration of Ward's site at 13-17A Miami Parade, at the cost of the Requiring Authority, to reduce the impact on Ward's operations resulting from the 715m² permanent and 99m² temporary land requirement</u></p>

<p>September 2017: Amendment in response to Submission of Ward and Interests, from Hearing 12 September 2017.</p>

Resource Consent Conditions

Guide to Reading the Resource Consent Conditions

The proposed resource consent conditions are numbered as follows:

Set of proposed conditions	Numbering format
General Resource Consent Conditions	RC
Mana Whenua Collaboration	MW
Contaminated Land	CL
Earthworks, Vegetation Alteration and Removal	E
Coastal Activities	C
Dredging	D
Ecological Management	EM
Dams—Stormwater Treatment Wetlands and Miami Stream	D
Works in Watercourses	WW
Groundwater and Settlement	G
Air Quality	AQ
Storage and Manufacture of Concrete	CB
Leachate	L
Stormwater and Impervious Surfaces	SW

Reasons for suggested changes
June 2017: Deleted as no specific dam conditions are included.

Resource Consent Conditions – Definitions

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

Acronym/term	Definition
Anns Creek East Construction Restriction Area	The area of land shown on the drawing titled <i>Anns Creek East Construction Restriction Area</i>, dated April 2017.
Application	The Application for Resource Consents and supporting information dated December 2016.
As-Built Plans	A final set of drawings submitted upon completion of a project. They reflect all changes made in the specifications and working drawings during the construction process, and show the exact dimensions, geometry, and location of all elements of the completed work.
ARI	Annual Recurrence Interval
BPO or Best Practicable Option	Best Practicable Option Has the same meaning as in section 2 of the Resource Management Act 1991

Reasons for suggested changes
April 17: Definition added to clarify extent of the restriction area referred to in EM conditions.
July 2017: Definition added to assist in reading the conditions.

Acronym/term	Definition
CEMP	The Construction Environmental Management Plan.
CMA	Coastal Marine Area
Commencement of Construction	The time when Construction Works (excluding Site Investigations and Enabling Works) commence.
Completion of Construction	When construction of the Project (or part of the Project) is complete and the State highway is available for use.
Construction Works	One or more of the various activities undertaken in relation to the Project under these resource consents.
Council	Auckland Council
Enabling Works	Includes the following and similar activities: <ul style="list-style-type: none"> • Demolition and removal of buildings and structures, • Relocation of underground and overhead services; and • The establishment of site entrances and fencing.
East West Link or EWL	East West Link Project being the construction, operation and maintenance of a new State highway and associated works between State Highway 2 (SH20) in Onehunga, and State Highway 1 (SH1) in Mt Wellington (the East West Link Main Alignment), and associated works on SH1 between Mt Wellington and the Ōtāhuhu Interchange at Princes Street.
EWL	East West Link Project
EWL Embankment	The constructed road located long the Māngere Foreshore between Chainage 850 and 3625.
Organic flocculants	Flocculants that are derived from living matter and contain carbon, including but not limited to Polyamine and PolyDADMAC.
HNZPT	Heritage New Zealand Pouhere Taonga
Manager	The Manager – Resource Consents, Team Manager, Major Infrastructure Projects of the Auckland Council, or authorised delegate.
Mana Whenua Group	The group established under Condition MW.1.
Municipal Solid Waste	Commonly known as refuse or rubbish; any non-hazardous, solid waste from household, commercial and/or industrial sources.
Operation/Operational	When construction of the Project is complete and the State highway is open to traffic.
Project	The construction, maintenance and operation of the East West Link Project and associated works.
Project Liaison Person	The person appointed by the Consent Holder for the duration of the construction phase of the Project to be the main and readily accessible point of contact for persons affected by the construction work.

Reasons for suggested changes
July 2017: Amendment to expand the Project definition.
July 2017: Definition added to assist in the interpretation of CL conditions
April 17: Deleted because HNZPT does not appear in the resource consent conditions.
July 2017: Change to reflect the relevant Council manager.
September 2017: Definition added to assist with reading Condition CL.12 (Waste encapsulation). This definition is taken from the Ministry for the Environment's <i>WasteMINZ 2016 Technical Guidelines for Disposal to Land</i> .

Acronym/term	Definition
<u>Project Site</u>	<u>The area defined by the boundaries of the resource consents for the Project.</u>
Project stage	A separable part of the Project (e.g. by contract area or by geographical extent).
RMA	The Resource Management Act 1991.
Site Investigations	Includes geotechnical investigations (outside the Auckland Unitary Plan (Operative in Part) <u>Historic Heritage Overlay</u> Extent of Place), identifying service locations, surveys, monitoring activities, surveys and other similar activities.
Suitably Qualified Environmental Practitioner	In relation to contaminated land, as set out in the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.
Suitably q Qualified p Person	A person: <ul style="list-style-type: none"> • With a recognised qualification in the subject matter of the condition; or • With recognised experience in the subject matter of the condition; or • Is a member of relevant professional body for the subject matter of the condition.
Working day	Has the same meaning as under section 2 of the Resource Management Act 1991.

Reasons for suggested changes
September 2017: Definition added to assist with reading the resource consent condition including E and EM conditions.
June 2017: Amendment to use the overlay title from the AUP.

Ref	Condition
	<p>(b) All management plans must <u>shall be prepared in consultation with Council and be</u> submitted to the Manager to certify compliance and consistency with the applicable requirements of these conditions at least 20 working days prior to Commencement of Construction (excluding Site Investigations and Enabling Works).</p> <p>(c) Any certified Management Plan may be amended if necessary to reflect any changes in design, construction methods or management of effects. Any amendments are to be discussed with and submitted to the Manager for information, unless those amendments once implemented would result in a materially different outcome to that described in the original plan.</p> <p>(d) Any material changes to a certified management plan shall be submitted to the Council <u>Manager</u> for certification. Any material change must be consistent with the purpose of the relevant management plan and the requirements of the relevant conditions of these consents. <u>Where a management plan was prepared in consultation with affected parties, any material changes to that plan shall be prepared in consultation with those same parties.</u></p> <p>(e) All works shall be carried out in accordance with the certified management plans.</p>
RC.9A	<u>Management Plans may be submitted in parts or in stages to address particular activities or to reflect the staged implementation of the Project. Management Plans submitted shall clearly show the integration with adjacent stages and interrelated activities.</u>
<i>Construction Environmental Management Plan (CEMP)</i>	
RC.10	<p>(a) The Consent Holder shall prepare a Construction Environmental Management Plan (CEMP) or Plans for the relevant Project stage (excluding Site Investigations and Enabling Works), and submit this to the Manager in accordance with the <u>requirements of process set out in RC.9.</u></p> <p>(b) The purpose of the CEMP is to set out the management procedures and construction methods to be undertaken in order to avoid, remedy or mitigate potential adverse effects arising from construction activities.</p>
RC.11	<p>The CEMP shall be prepared in accordance with the NZ <i>Transport Agency's Guideline for preparing Environmental and Social Management Plans</i> (dated April 2014) and include:</p> <p>(a) Confirmation of the proposed staging and sequence of construction;</p> <p>(b) An outline construction programme;</p> <p>(c) Contact details of the site supervisor or project manager and the Consent Holder's Project Liaison Person (phone, postal address, email address);</p> <p>(d) Methods and systems to inform and train all persons working on the site of potential environmental issues and how to avoid remedy or mitigate any potential adverse effects;</p> <p>(e) The proposed hours of work;</p> <p>(f) Measures to be adopted to maintain the land affected by the works in a tidy condition in terms of disposal / storage of rubbish, storage and unloading of construction materials and similar construction activities;</p> <p>(g) Location of construction site infrastructure including site offices, site amenities, contractors' yard access, equipment unloading and storage areas, contractor car parking and security;</p>

Reasons for suggested changes
<p>Clause (b) amended to respond to the submission from Auckland Council (Submission 126336). Amendment to Clause (d) to maintain consistency with other conditions.</p> <p>September 2017: Clause (d) amended at the request of Fonterra Brands (New Zealand) Limited. Wording agreed by the parties.</p>
<p>July 2017: Condition added in response to a query from the Board. This condition is similar to DC.8 (staged Outline Plans) and provides that management plans can be staged to reflect the construction staging and activities.</p>
<p>July 2017: Amendment to clarify that it is the process set out in RC.9 that applies.</p>
<p>July 2017: Clause (k) added in response to legal submissions from Fonterra Brands (New Zealand) Limited.</p> <p>September 2017: Amendment to Clause (k) in response to a request from Fonterra Brands (New Zealand) Limited. Amendments agreed between the parties.</p>

Ref	Condition
	<p>(h) Procedures for controlling sediment run-off, dust and the removal of soil, debris, demolition and construction materials (if any) from public roads or places adjacent to the work site;</p> <p>(i) Procedures for ensuring that residents, network utility operators, road users and businesses in the immediate vicinity of construction areas are given prior notice of the Commencement of Construction and are informed about the expected duration and effects of the work;</p> <p>(j) Means of providing for the health and safety of the general public;</p> <p>(k) <u>Proposed temporary or permanent fencing or other structures along the boundary of the designation with adjacent sites in order to delineate site boundaries, maintain site security, prevent unauthorised access, ensure the safe and practical operation of adjacent sites, and to avoid intrusion of Construction Works beyond the designated land;</u></p> <p>(kl) <u>Measures</u> to manage the potential impacts of construction on Council trees and vegetation;</p> <p>(lm) Methods and measures to avoid, remedy and mitigate adverse effects on landscape amenity during the construction phase of the Project;</p> <p>(mn) Procedures for the refuelling of plant and equipment;</p> <p>(no) 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;</p> <p>(op) Procedures for the maintenance of machinery to avoid discharges of fuels of lubricants to watercourses and/or the Coastal Marine Area (CMA);</p> <p>(pq) Procedures for responding to complaints about construction activities; and</p> <p>(qr) Procedures for incident management.</p>
RC.12	<p>The CEMP shall incorporate or refer to the following management plans:</p> <p>(a) Contaminated Land Management Plan (refer to Condition CL.1);</p> <p>(b) Coastal Work CEMP (refer to Condition C.4);</p> <p>(c) Groundwater and Settlement Management Plan (refer to Condition G.1);</p> <p>(d) Construction Air Quality Management Plan (refer to Condition AQ.2);</p> <p>(e) Ecological Management Plan (refer to Condition EM.2) including the Lizard Management Plan (refer to Condition EM.4);</p> <p>The CEMP shall:</p> <p>(i) Demonstrate how the incorporated or referenced management plans will be jointly implemented to achieve integrated management of construction effects; and</p> <p>(ii) Describe for information purposes how those plans integrate with management plans provided by the NZ Transport Agency as part of the Outline Plan process for Construction Works within the designation for the Project.</p> <p>If a CEMP is submitted in part or for a Project stage, it shall only incorporate or refer to the management plans relevant to the part or stage.</p>
RC.13	<p>Where Enabling Works or Site Investigations are to be undertaken prior to commencement of the main construction works, a site-specific CEMP commensurate with the scale and effects of the proposed works, may shall be submitted for the certification of the Manager.</p> <p>In some cases, with the approval of the Manager, a site-specific CEMP may not be required.</p>
RC.14	<p>Any material changes to the management plans shall remain consistent with the overall intent of the relevant management plan and shall be consistent with the requirements of the relevant</p>

Reasons for suggested changes
<p>September 2017: Amendment to respond to a question from the Board.</p>
<p>April 17:</p>

Ref	Condition
	conditions of this consent. The Consent Holder shall advise the Council-Manager of any amendments made, and any material changes shall be submitted to the Council-Manager for approval in accordance with the process set out in Condition RC.9 above.
<i>Review of Conditions</i>	
RC.15	The Council may review any or all conditions of this consent by giving notice of its intention to do so in accordance with section 128 of the RMA, at any time within six months of the first, third, fifth and tenth anniversaries of the date of Commencement of Construction to deal with any unforeseen adverse effects on the environment, which may arise from the exercise of this consent, and which it is appropriate to deal with at a later date.

Reasons for suggested changes
Amendment to condition to maintain consistency with other conditions.
July 2017:
Amendment to clarify that it is the process set out in RC.9 that applies.

Mana Whenua Collaboration (MW)

Ref	Condition	
MW.1 – MW.510	The Mana Whenua conditions MW.1 to 5.MW.10 will also apply to the resource consents and will be included here once the wording is finalised with any amendments agreed prior to a decision on the applications. Condition MW.6-10 are specific to the Coastal Permits and have been relocated from the designations]	
<u>Monitoring and Management Plan for the Māngere Inlet [Coastal Permit conditions]</u>		
MW.6	NoR 1	Prior to the Commencement of Construction, a Monitoring and Management Plan (MMP) for the Māngere Inlet shall be prepared by a person endorsed by the Mana Whenua Group. The MMP shall be prepared in consultation with the Mana Whenua Group and Council, and shall be provided to the Manager for information.
MW.7	NoR 1	<p>The purpose of the MMP is:</p> <p>(a) To assess the contribution the Project makes to the enhancement of the Māngere Inlet; and</p> <p>(b) To identify potential opportunities for further enhancement of the Māngere Inlet that could be pursued by other organisations with interests in the Māngere Inlet.</p> <p>With regard to (a) above, the MMP shall set out how the Project will contribute to the following Desired Outcomes as set out in “A Vision for the Māngere Inlet” included in the EWL Cultural Values Report (February 2017):</p> <p>i) “Mana Whenua expectations and understanding will form part of how organisations operate”;</p> <p>ii) “To achieve a quality of water that sustains diverse and balanced life”;</p> <p>iii) “To rehabilitate and improve local and regional connections for people and the environments”; and</p> <p>iv) “A connected community that is thriving and nurturing – a place that is valued”.</p>
MW.8	NoR 1	<p>(a) The MMP shall:</p> <p>a) i) Identify long-term indicators of enhanced mauri (well-being) of the Māngere Inlet; and how those indicators can be measured;</p> <p>b) ii) Set out the proposed methods to be undertaken by the Consent Holder to measure the identified indicators; and</p> <p>c) iii) Set out the proposed timeframe to implement those methods, with those timeframes to occur within a period not later than 5 years after Completion of Construction.</p> <p>(b) The long-term indicators shall include (unless agreed otherwise by the Mana Whenua Group and the Requiring Authority Consent Holder):</p> <p>a) i) Indicators to demonstrate expression of cultural values in respect of the Māngere Inlet, for example:</p> <p>i) Cultural values awareness for personnel involved in construction and implementation of the consents for the Project; and</p> <p>ii) Inclusion of measures in the ULDMP (e.g. interpretative signage and design elements).</p>

Reasons for suggested changes
September 2017: Relocated from designation conditions.
<p>April 17:</p> <p>New conditions to respond to post-lodgement discussions with Mana Whenua.</p>
<p>April 17:</p> <p>New conditions to respond to post-lodgement discussions with Mana Whenua.</p>
<p>April 17:</p> <p>New conditions to respond to post-lodgement discussions with Mana Whenua.</p> <p>June 2017:</p> <p>Numbering corrected and minor amendment to remove reference to other conditions.</p> <p>September 2017:</p> <p>Amendment to Clause (b) to reflect that these condition are attached to the Coastal Permit.</p> <p>Amendment to Clause (c) to set out the specific post construction monitoring and other activities informing the long-term indicators.</p>

		<p>b)ii) <u>Indicators to measure water quality in the Māngere Inlet.</u></p> <p>e)iii) <u>Indicators of biological health of the Māngere Inlet, including presence of avifauna species and benthic fauna of cultural significance to mana whenua.</u></p> <p>e)iv) <u>Indicators of cultural wellbeing of the wai, such as ability for spiritual and traditional practices to be undertaken.</u></p> <p>e)v) <u>Indicators of improvements to connections for people and biota, indicators, for example:</u></p> <ul style="list-style-type: none"> i) <u>Green corridor connectivity in areas of ecological restoration;</u> ii) <u>Increased public access to the Māngere Inlet; and</u> iii) <u>Measures implemented to demonstrate the heritage connections in the Māngere Inlet (e.g. portages).</u> <p>(c) <u>The proposed methods to measure long-term indicators may include:</u></p> <ul style="list-style-type: none"> a. <u>Monitoring of sediment deposition (Condition D.16);</u> b. <u>Monitoring of benthic ecology in subtidal dredging areas (Condition D.20);</u> c. <u>Monitoring of avifauna nesting activity (Condition EM.6);</u> d. <u>The outcomes of ecological restoration, habitat enhancement, pest animal and pest plant management (EM.3);</u> e. <u>The outcomes of ecological research (Condition EM.10);</u> f. <u>Salt marsh planting (Condition EM.4A and B); and</u> g. <u>Stormwater and leachate monitoring (Condition C.1H).</u> <p>b)ii) <u>Monitoring undertaken by Council and Council Controlled Organisations, and any other established organisations with monitoring programmes in the Māngere Inlet; and</u></p> <p>e)iii) <u>Other methods, for example users surveys of the walkway, cycleway and open space connections.</u></p>	
MW.9	NoR 1	<p>The development of the MMP shall:</p> <p>(a) <u>integrate with relevant provisions of the Ecological Management Plan prepared in accordance with resource consents granted for the Project; and</u></p> <p>(b) <u>take into account existing or planned monitoring programmes undertaken by Council and Council Controlled Organisations, and any other established organisations with monitoring programmes in the Māngere Inlet and shall integrate with those programmes as far as practicable.</u></p>	<p>April 17: New conditions to respond to post-lodgement discussions with Mana Whenua.</p> <p>June 2017: Amendment in response to evidence of Mr Cameron on behalf of Auckland Council.</p>
MW.10	NoR 1	<p>Five years after Completion of Construction, the Consent Holder shall update the MMP to:</p> <p>(a) <u>Collate and assess the collective results of post-construction monitoring undertaken in accordance with conditions of resource consents granted for the Project, and other measurements of long-term indicators; and, based on that information;</u></p> <p>(b) <u>Record how the Project has contributed to the enhancement of the Māngere Inlet; and</u></p>	<p>April 17: New conditions to respond to post-lodgement discussions with Mana Whenua.</p> <p>September 2017: Amendment to provide for the updated MMP to be provided to the Mana Whenua Group.</p>

		<p><u>(c) Identify potential opportunities for further long-term enhancement of the Māngere Inlet that could be pursued by other organisations with interests in the Māngere Inlet.</u></p> <p><u>The updated MMP shall be provided to the members of the Mana Whenua Group.</u></p>
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Contaminated Land (CL)

Ref	Condition
<i>Contaminated Land Management Plan</i>	
CL.1	<p>Prior to excavation and the Commencement of Construction in areas of known or potentially contaminated land, the Consent Holder shall engage a Suitably Qualified Environmental Practitioner (SQEP) to prepare a Contaminated Land Management Plan (CLMP).</p> <p>The purpose of the CLMP is to detail the measures to manage health, safety, and environmental risk associated with works in contaminated material at the site in the Project area, including closed landfills, during construction.</p>
CL.2	<p>The CLMP shall be in general accordance with the draft Contaminated Land Management Plan listed in <u>Condition RC.1</u>, and shall include information regarding:</p> <p><u>(a) Any soil, groundwater and landfill gas investigations undertaken in closed landfills and uncontrolled fill at Gloucester Park North and South to characterise potential hazards associated with works in those areas and to inform development of the CLMP;</u></p> <p>(a)<u>(b)</u> The measures to be undertaken in the handling, storage and disposal of all contaminated material excavated during Construction Works;</p> <p>(b)<u>(c)</u> The soil validation testing that will be undertaken;</p> <p>(c)<u>(d)</u> The soil verification testing that will be undertaken to determine the nature of any contamination in excavated spoil and the potential reuse or disposal options for that spoil;</p> <p>(d)<u>(e)</u> Measures to be undertaken in the event of unexpected contamination being identified during construction activities, including measures to:</p> <ol style="list-style-type: none"> Assist with identification of unknown contaminated material; Stop work or isolate the area once any such material is identified; <p>(e)<u>(f)</u> The measures to be undertaken to <u>manage contaminated land to:</u></p> <ol style="list-style-type: none"> Protect the health and safety of workers and the public; Control stormwater run-on and run-off; Remove or manage any contaminated soil. <p>(f)<u>(g)</u> The measures to be undertaken to <u>manage asbestos to:</u></p> <ol style="list-style-type: none"> Identify any suspected asbestos; Identify the type of asbestos and confirm the appropriate means by which it shall be removed; Handle asbestos containing material; Implement appropriate health and safety measures to maintain the safety of workers and the public; and Remove the asbestos and dispose of it to an appropriately licensed facility.
CL.3	<p>The CLMP shall be submitted to the Manager for certification in accordance with <u>the process set out in</u> Condition RC.9.</p>

Reasons for suggested changes
<p>April 17:</p> <p>Amended to remove reference to Commencement of Construction, with excavation being the trigger for the CLMP.</p> <p>June 2017:</p> <p>Amendment to clarify that closed landfills are within the scope of the CLMP.</p>
<p>April 17:</p> <p>New Clause (a) added to respond to the evidence of Dr Wallis (Contaminated Land). Consequential renumbering of clauses.</p> <p>June 2017:</p> <p>Amendment in response to the evidence of Ms Eldridge for Auckland Council and to reflect the agreed outcome in Paragraph 5.2 of Expert Conferencing Joint Witness Statement – Closed Landfills, dated 25 May 2017.</p> <p>September 2017:</p> <p>Clause (f) and (g) amended to clarify that those clauses relate to the management of asbestos.</p>
<p>July 2017:</p> <p>Amendment to clarify that it is the process set out in RC.9 that applies.</p>

Ref	Condition
CL.4	All sampling and testing of contamination on the site shall be overseen by a suitably qualified person. All sampling shall be undertaken in accordance with <i>Contaminated Land Management Guidelines No. 5 Site Investigation and Analysis of Soils</i> (Revised 2011).
CL.5	Excess soil or waste materials removed from the subject site shall be deposited at a disposal site that holds a resource consent to accept the relevant level of contamination.
CL.6	Where contaminants are identified that have not been anticipated by the CLMP, works in the area containing the unexpected contamination shall cease until the contingency measures outlined in the approved CLMP have been implemented, and the discovery and contingency measures undertaken have been notified to the Manager.
CL.8	To protect the health of workers on the site during excavations, works shall be managed to minimise the generation of dust on the site and be carried out in accordance with the approved CLMP.
L-2 CL.9	Where the Construction Works require the removal of existing Auckland Council closed landfill groundwater monitoring bores, the Consent Holder shall relocate the monitoring bores (and associated access infrastructure) in consultation with Council. <u>The relocation shall provide for the progressive decommissioning and replacement of the bores and, as far as is practicable, continuity in monitoring data. As part of this, a programme of progressive decommissioning and replacement of monitoring points shall be provided to Council in advance of Construction Works within closed landfills.</u> <u>The Consent Holder and shall provide access to the Council or its agent to the relocated Access to Council closed landfill groundwater monitoring bores shall be provided for the duration of Construction Works, subject to health and safety requirements. Where existing or relocated monitoring bores or monitoring points fall within the construction area, and health and safety requirements prevent access by Council or its agent, the Consent Holder shall undertake, on behalf of the Council, monitoring required by conditions of the Council's discharge consents for the closed landfills, and shall provide these records to Council.</u>
CL.10	The design for the EWL Embankment along the Māngere Inlet foreshore shall: (a) Be in general accordance with the drawings and mitigation measures outlined in the documents listed in Condition RC.1 and referred to in Condition RC.3; (b) Aim to m Minimise the impact of the EWL Embankment on: (i) Upstream groundwater levels; (ii) The potential for development of preferential flow paths along existing stormwater infrastructure; and (iii) The potential for groundwater contamination and/or leachate seepage in relation to the closed landfills.
CL.11	(a) The Consent Holder shall consult with Council during detailed design of the leachate interception drain and associated pipework. The detailed design shall achieve the following desired outcomes: (i) Provide best practicable interception of leachate from the Pikes Point West and East Closed Landfills, at least to the existing level of interception collection; (ii) Provide for conveyance of the collected leachate to the stormwater treatment system with contingency measures in place to allow discharge to trade waste;

Reasons for suggested changes
<p>June 2017: Condition relocated from Leachate conditions. Amendments to respond to the evidence of Ms Eldridge for Auckland Council. Amendment to refer to health and safety requirements.</p> <p>July 2017: Amendments in response to further discussion with Auckland Council.</p>
<p>July 2017: New condition added in response to further discussion with Auckland Council.</p> <p>September 2017: Amendment to Clause (b) in response to the cross examination of Ms Hopkins.</p>
<p>July 2017: New condition added in response to further discussion with Auckland Council.</p> <p>September 2017: "Desired" removed from Clause (a) in response to question from the Board to Ms Hopkins.</p>

Ref	Condition
	<p><u>(iii) Allow for monitoring of leachate quality and quantity as set out in Condition L.2 of the associated discharge consent;</u></p> <p><u>(b) The leachate interception drain and associated pipework shall be designed for durability, ease of maintenance and access, and minimise ongoing operation and maintenance requirements.</u></p>
CL.12	<p><u>If Municipal Solid Waste material remains beneath the EWL Embankment and the replacement Pikes Point Closed Landfill interception drain does not capture leachate from that material then:</u></p> <p><u>(a) Up to three groundwater wells shall be installed beneath the EWL Embankment for monitoring purposes;</u></p> <p><u>(b) The water levels in the wells shall be monitored at 6 monthly intervals for a minimum of 2 years following Completion of Construction;</u></p> <p><u>(c) If water is detected in the wells, samples shall be analysed for total ammoniacal nitrogen (NH4N) and the result compared with the trigger level established under (d) below;</u></p> <p><u>(d) The trigger level NH4N concentration shall be derived from the Australian and New Zealand Environmental Conservation Council, Australian Guidelines for Fresh and Marine Waters, 2000 (ANZECC 2000) marine water quality guideline, 90% level of protection (1.2 mg/L) allowing for attenuation downgradient of the EWL Embankment and reasonable mixing in the receiving water;</u></p> <p><u>(e) If a trigger level exceedance occurs, then further monitoring of the water quality in the marine receiving environment shall be undertaken to identify if an adverse effect is occurring;</u></p> <p><u>(f) If the monitoring indicates that an adverse effect is occurring and is verified by a Suitably Qualified Person as being directly attributable to associated with the Municipal Solid Waste material which remains beneath the EWL Embankment, a rRemedial aAction plan shall be developed <u>in consultation with Council</u> and implemented to mitigate that adverse effect. This may include, for example, extraction of leachate from the wells until such time as NH4N drops below the trigger level;</u></p> <p><u>(e) If there are no trigger level exceedances over the 2 year period then monitoring shall be discontinued; and</u></p> <p><u>(f) In the event of a trigger level exceedance, the monitoring shall be extended for 6 months from the date of the last exceedance.</u></p> <p><u>The results of the monitoring shall be provided to the Manager on request and (if required) the Remedial Action Plan shall be provided to the Manager.</u></p>
CL.13	<p><u>Unless otherwise agreed with the landowner, any damage caused to the existing clay cap on the closed landfill located at 39 and 59 Miami Parade during construction of the Project shall be fully reinstated by the Requiring Authority as soon as practicable following completion of land disturbance activities, such that the land outside of the designation boundary can continue to be used for industrial purposes.</u></p>

Reasons for suggested changes
<p>July 2017:</p> <p>New condition included in response to the agreed outcomes from the Closed Landfill conferencing.</p> <p>September 2017:</p> <p>Amendment to Clause (f) in response to cross examination of Ms Hopkins and further discussions with Council.</p> <p>Amendment to final sentence in response to further discussions with Council.</p>
<p>September 2017:</p> <p>New condition included at the request for Ports of Auckland Limited. Wording agreed by the parties.</p>

Earthworks, Vegetation Alteration and Removal (E)

Ref	Condition
<i>Erosion and Sediment Control</i>	
E.1	During construction the Consent Holder shall take all practicable measures to minimise erosion and prevent the discharge of sediment beyond the boundaries of the site.
E.2	Erosion and sediment control measures shall be implemented throughout Construction Works. They shall be constructed and maintained so as to operate and perform in accordance with Auckland Council GD2016/005: <i>Erosion Sediment Control Guide for Land Disturbing Activities in the Auckland Region</i> and any amendments to this document, except where a higher standard is detailed in the conditions below in which case the higher standard shall apply.
<i>Site Specific Erosion and Sediment Control Plans – Design</i>	
E.3	<p>Prior to the Commencement of Construction for each specific area and/or activity, a Construction Erosion and Sediment Control Plan (CESCP) or plans shall be prepared by a <u>sSuitably eQualified pPerson</u>.</p> <p>The purpose of the CESCP is to set out the measures to be implemented during construction to minimise erosion and the discharge of sediment beyond the boundaries of the site.</p> <p><u>Unless agreed otherwise with the Manager, the CESCPs shall include, but not be limited to the following information as appropriate to the scale, location and type of earthworks:</u></p> <ul style="list-style-type: none"> (a) Contour information at suitable intervals; (b) Erosion and sediment controls including specific design (location, dimensions, capacity); (c) Supporting calculations and design drawings; (d) Catchment boundaries for the sediment controls; (e) Location of the works, and cut and fill operations; (f) Details of measures for contaminated land as identified in the CLMP under Condition CL.1; (g) Details of construction methods to be employed, including timing and duration; (h) A programme for managing exposed area, including progressive stabilisation considerations; (i) Identification of the <u>sSuitably eQualified pPersons</u> to manage the environmental issues on site; (j) Identification of the persons who have clearly defined roles and responsibilities to monitor compliance with the CESCP; (k) Details of the chain of responsibility for managing environmental issues and details of responsible personnel; and (l) Monitoring and maintenance requirements.
E.4	<p>The Consent Holder shall submit the CESCP to the Manager for certification at least 10 working days prior to Commencement of Construction <u>associated with each specific area and/or activity</u>.</p> <p>No earthworks activity on the subject site shall commence until written approval is received from the Manager.</p>

Reasons for suggested changes
<p>July 2017:</p> <p>Amendment to clarify that the information included in the CESCPs shall be appropriate to the nature of the works being undertaken.</p>
<p>July 2017:</p> <p>Amendment to clarify that the CESCPs require approval prior to any works which are the subject of the CESCPs.</p>

Ref	Condition
<i>Flocculation Treatment Plan</i>	
E.5	<p>Where flocculant treatment is proposed for use on site, the C/ESCP shall include a Flocculation Treatment Plan which shall include as a minimum:</p> <ul style="list-style-type: none"> (a) Specific design details of the flocculation treatment system based on a rainfall activated and manual batch dosing methodology for the site's Sediment Retention Ponds (SRPs), Decanting Earth Bunds (DEBs) and any other sediment detention or flow device systems as may be employed on site; (b) Monitoring, maintenance (including post storm) and contingency programme (including a record sheet) for the flocculation treatment system; (c) Consideration of the use of organic flocculants where practicable, provided that the most effective flocculent in terms of sediment removal shall be selected based on (e) below; (d) Details of optimum dosage (including assumptions); (e) Results of any initial treatment trials; (f) A spill contingency plan; (g) Details for the checking and calibration of dosing and monitoring equipment; and (h) Details of the person or bodies that will hold responsibility for the operation and maintenance of the flocculation treatment system. <p>The Flocculation Treatment Plan shall be submitted to the Manager for certification in accordance with the process set out in Condition E.4.</p>
<i>Erosion and Sediment Control Device Requirements</i>	
E.6	<p>Unless otherwise agreed with the Manager, the Consent Holder shall design, construct and maintain all erosion and sediment control devices to achieve compliance with the documents set out in Condition E.2 and also with the following design requirements (some of which do not form part of those documents):</p> <ul style="list-style-type: none"> (a) All erosion and sediment control devices shall be located outside the 20 year ARI flood level, unless no other viable location exists; (b) Clean and dirty water diversion channels, shall be sized to accommodate the flow from a 100 year ARI storm event where practicable, and at a minimum, the flow from a 20 year ARI storm event and an additional 300mm freeboard; (c) All temporary stream crossings and temporary culverts shall be sized to accommodate the flow from a 20 year ARI storm event and include a stabilised overland flow path for runoff exceeding the flow expected in a 20 year ARI storm event; (d) At all practical times, streamworks activities and associated works shall be undertaken with stream diversions in place to accommodate up to the 20 year ARI rain event. All stream flows above the 20 year ARI rain event shall be diverted, via systems (such as overland flow paths) capable of conveying the 100 year ARI rain event flow around the works area; (e) Pumping of all sediment laden runoff and groundwater during Construction Works shall be to SRPs, DEBs, grass buffer zones or temporary sediment retention devices such as container impoundment systems; (f) All DEBs and SRPs that serve a catchment area greater than 500m² shall be treated via a rainfall activated flocculation treatment system. SRPs shall each have two flocculation sheds (or equivalents) installed;

Reasons for suggested changes
<p>July 2017: Correction to abbreviation.</p>

Ref	Condition
	(c) The time when the maintenance was completed; and (d) Areas of non-compliance with the erosion and sediment control monitoring plan (if any) and the reasons for the non-compliance. This information shall be made available to the Manager upon request.
<i>Stabilisation and Decommissioning</i>	
E.12	The site shall be stabilised against erosion as soon as practicable, and in a progressive manner, as earthworks are finished over various areas of the site. Areas of bulk earthworks not actively worked for a period of two weeks shall be stabilised until such time as further earthworks occur in a specific area.
E.13	Upon completion or abandonment of earthworks on the Project site all areas of bare earth shall be permanently stabilised against erosion to the satisfaction of the Manager
E.14	Notices shall be given to the Manager prior to any erosion and sediment control measures being removed and/or on completion of the works.

Reasons for suggested changes

Coastal Activities (C)

Ref	Condition
<i>Detailed Engineering Designs and Drawings - Coastal</i>	
C.1	At least 20 working days prior to Commencement of Construction in the CMA (excluding Site Investigations and Enabling Works), the Consent Holder shall submit to the Manager for <u>approval certification</u> the following documentation to be prepared in general accordance with the documents listed in <u>Condition RC.1 and referred to in Condition RC.3</u> : <ul style="list-style-type: none"> (a) Detailed engineering designs and drawings (including dimensioned cross sections, elevations, site plans of all areas of proposed-reclamation, declamation, permanent and temporary structures); (b) A <u>UDLMP-ULDMP</u> for the areas of the Project within the CMA which reflects the Key Design Principles and Sector Outcomes of the Project's ULDF for those areas; with the ULDMP <u>to be prepared in consultation with Council and the Mana Whenua Group</u>; and (c) Specifications for the works authorised by this consent.
C.1A	<u>All permanent structures within the CMA shall be designed for long-term durability, ease of maintenance access, and to minimise ongoing operation and maintenance requirements.</u>
<i>Design Details – Reclamation and Boardwalk</i>	
C.1B	<u>The total reclamation area and footprint of permanent occupation in the Māngere Inlet for the road embankment, landscape and amenity features, access, and stormwater treatment areas is not to exceed the area identified in the documents listed in Condition RC.1.</u>
C.1C	<u>The design details for the reclamation, coastal paths and boardwalk shall:</u> <ul style="list-style-type: none"> (a) <u>Be prepared in consultation with Council and the Mana Whenua Group;</u> (b) <u>Be in general accordance with the drawings listed in Condition RC.1 and referred to in Condition RC.3;</u> (c) <u>Give effect to the ULDMP referred to in Condition C.1(b);</u> (d) <u>Reflect the intended Give effect to the relevant outcomes of the Ecological Management Plan to be prepared in accordance with Condition EM.1;</u> (e) <u>Integrate with the design of the stormwater treatment system developed in accordance with Condition C.1F;</u> (ef) <u>Be developed as part of an integrated design process which includes input from a range of technical experts to achieve the desired outcomes in Conditions C.1D to C.1F; and</u> (fg) <u>Include consideration of:</u> <ul style="list-style-type: none"> i) <u>Crime Prevention Through Environmental Design principles; and</u> ii) <u>Safety in Design requirements.</u>
C.1D	<u>The detailed design of the shape and form of the reclamation shall achieve the following desired outcomes:</u> <ul style="list-style-type: none"> (a) <u>Integration of the road embankment, landscape and amenity features, access, and stormwater treatment areas in a manner which minimises the required area of</u>

Reasons for suggested changes
<p>April 2017: Correction to acronym.</p> <p>June 2017: Changed to certification, consistent with terminology elsewhere in the consent conditions.</p> <p>September 2017: Minor amendment.</p>
<p>June 2017: New condition added in response to evidence on behalf of Auckland Council and outcomes of expert conferencing on 31 May and 1 June 2017.</p>
<p>June 2017: Original wording of Condition C.3 moved to Clause (a) of this new condition and slightly reworded.</p>
<p>June 2017: New condition added in response to evidence on behalf of Auckland Council and outcomes of expert conferencing on 31 May and 1 June 2017.</p> <p>July 2017: Amendment to Clause (d) to give the ECOMP equal prominence to the other matters listed in the condition..</p> <p>New Clause (e) to include the stormwater design elements.</p> <p>September 2017: "Desired" removed from Clause (f) in response to question from the Board to Ms Hopkins.</p>
<p>June 2017: New condition added in response to evidence on behalf of Auckland Council and outcomes of expert conferencing on 31 May and 1 June 2017.</p> <p>September 2017:</p>

Ref	Condition
	<p><u>reclamation, particularly in the area identified in the Auckland Unitary Plan as Significant Ecological Area;</u></p> <p>(b) <u>A landform profile which incorporates a variety of landscape features in an aesthetically coherent design which:</u></p> <p>i) <u>References natural features and patterns such as lava flows of the original Māngere Inlet northern shoreline, estuarine wetlands, and scoriaceous gravel banks and beaches;</u></p> <p>ii) <u>Includes a varied vertical profile to appear as part of the Māngere Inlet, for example, an outer bund (i.e. gravel banks) lower than the EWL Main Alignment, and elevated headlands higher than the EWL Main Alignment;</u></p> <p>iii) <u>Minimises adverse effects on coastal processes such as water flow patterns or potential for increased sedimentation;</u></p> <p>iv) <u>Incorporates design refinements to minimise temporary and permanent adverse effects on avifauna; and</u></p> <p>v) <u>Incorporates opportunities for habitat enhancement and bird roosting areas.</u></p>
C.1E	<p>The detailed design of the coastal path on the reclamation and the boardwalk in the CMA shall achieve the following desired outcomes:</p> <p>(a) <u>Enhanced public access to and along the coastal edge for pedestrians and cyclists;</u></p> <p>(b) <u>Enhanced recreational experience of Māngere Inlet for users of the path and boardwalk including a meandering alignment, varied landscape features and incidents and a sequence of views;</u></p> <p>(c) <u>Opportunities for pausing and passive recreation adjacent to the path;</u></p> <p>(d) <u>Contouring of the landforms to provide separation of the coastal path from the EWL Main Alignment, where practicable;</u></p> <p>(e) <u>Sufficient separation between the boardwalk and EWL Main Alignment to maintain amenity for users of the boardwalk, whilst also seeking to minimise adverse effects on avifauna and encroachment into intertidal areas;</u></p> <p>(f) <u>Where practicable, design features to achieve aural amenity (such as low walls along the EWL Main Alignment), whilst maintaining visibility to the Māngere Inlet;</u></p> <p>(g) <u>Regular connections between the coastal path and boardwalk (at approximately 200m intervals tailored to access points across the EWL Main Alignment) to enhance user choice and safety;</u></p> <p>(h) <u>Discourage public access to parts of the eastern most landform to minimise potential adverse effects on avifauna; and</u></p> <p>(i) <u>Fit for purpose gradient and surfacing to provide for universal access.</u></p>
<i>Design Details – Stormwater System</i>	
C.1F	<p>The Consent Holder shall consult with Council during detailed design of the stormwater treatment system to be located within the reclamation. <u>The design shall be in general accordance with the drawings listed in Condition RC.1 and referred to in Condition RC.3. The detailed design shall take account of the outcomes to be achieved in Condition C.1D and shall achieve the following desired outcomes:</u></p> <p>(a) Provide best practicable stormwater quality treatment for the contributing catchment, taking account of the outcomes to be achieved in Condition C.1D above;</p>

Reasons for suggested changes
<p>“Desired” removed from first sentence in response to question from the Board to Ms Hopkins.</p>
<p>June 2017:</p> <p>New condition added in response to evidence on behalf of Auckland Council and outcomes of expert conferencing on 31 May and 1 June 2017.</p> <p>September 2017:</p> <p>“Desired” removed from first sentence in response to question from the Board to Ms Hopkins.</p>
<p>June 2017:</p> <p>New condition added in response to evidence of Mr Sunich and Mr Roa on behalf of Auckland Council and outcomes of expert conferencing on 31 May 2017</p> <p>July 2017:</p> <p>Adding reference to the design drawings and other documents in RC.1. This is consistent with the other Conditions in this section.</p>

Ref	Condition
	<p>(a) Achieve an average annual removal efficiency of at least 75% Total Suspended Solid levels (TSS), unless an alternative TSS removal efficiency is agreed with the Manager. If a higher or lower TSS removal efficiency is proposed, the Consent Holder shall demonstrate that the design provides the best practicable stormwater quality treatment for the contributing catchment, taking account of the outcomes to be achieved in Condition C.1D above and (b) to (i) below;</p> <p>(b) Limit Minimise salt water intrusion into the stormwater treatment system;</p> <p>(c) Future proof to enable adaptation to climate change effects including sea level rise;</p> <p>(d) Design of stormwater outfalls to take account of predicted changes in sea bed level;</p> <p>(e) Consistency with desired outcomes of Council's Auckland Stormwater Network Discharge Consent (if granted by the time of detailed design for the Project);</p> <p>(f) Integrate with the design of the reclamation, coastal paths and boardwalk developed in accordance with Condition C.1C;</p> <p>(g) Ability to treat leachate from the Pikes Point Closed Landfill interception drain; and</p> <p>(h) The stormwater treatment system shall be dDesigned for long-term durability, ease of maintenance access, and to minimise ongoing operation and maintenance requirements.</p>
C.1G	<p><u>A Stormwater Operation and Maintenance Plan shall be submitted to the Manager for certification 20 working days prior to commencement of the operation of the stormwater treatment system. The Stormwater Operation and Maintenance Plan shall include, but not be limited to:</u></p> <p>(a) <u>A commissioning plan for the stormwater treatment system including introduction of leachate from the replacement Pikes Point Closed Landfill interception drain;</u></p> <p>(b) <u>Details of the person or organisation that will hold responsibility for operation and maintenance of the stormwater treatment system on commissioning and in the long-term, including any processes for changing responsibilities as required;</u></p> <p>(c) <u>A programme for regular maintenance and inspection of the stormwater treatment system;</u></p> <p>(d) <u>A programme for the collection and disposal of debris and sediment collected by the stormwater management devices or practices;</u></p> <p>(e) <u>Procedures for post storm inspection and maintenance;</u></p> <p>(f) <u>A programme for inspection and maintenance of the outfalls;</u></p> <p>(g) <u>General inspection checklists for all aspects of the stormwater treatment system, including visual checks; and</u></p> <p>(h) <u>A programme for inspection and maintenance of vegetation associated with the stormwater management devices; and</u></p> <p>(i) <u>Details of the monitoring to be undertaken in accordance with Condition C.1H.</u></p>
C.1H	<p>(a) <u>The Consent Holder shall assess the performance of the stormwater treatment system located within the reclamation for a period of 5 years following Completion of Construction of the reclamation.</u></p> <p>(b) <u>The purpose of the assessment is to confirm that the stormwater treatment system is operating as designed and as such is expected to achieve the outcomes in Condition C.1F(a) and (g).</u></p> <p>(c) <u>The assessment shall include monitoring of the foreshore stormwater treatment system consisting of:</u></p>

Reasons for suggested changes
<p>Deleting original Clause (a) as this is now captured by the new clause (a).</p> <p>New Clause (a) added in response to cross examination of stormwater experts. The condition requires that the stormwater treatment system shall be designed and constructed to achieve an annual removal efficiency of 75% total suspended solid levels.</p> <p>Amendment to Clause (b) to reflect the design philosophy.</p> <p>New Clause (f) added to reference the design outcomes for the reclamation, coastal paths and boardwalk.</p> <p>New Clause (g) added to reference the leachate treatment.</p> <p>September 2017:</p> <p>"Desired" removed from first paragraph in response to question from the Board to Ms Hopkins.</p> <p>Amendment to Clause (f) in response to cross examination of Ms Hopkins. This Amendment is to clarify that the design for the stormwater treatment wetlands shall achieve at least 75% TSS removal.</p>
<p>June 2017:</p> <p>New condition added in response to evidence of Mr Sunich, Mr Roa and Ms Eldridge on behalf of Auckland Council and outcomes of expert conferencing on 31 May 2017.</p> <p>September 2017:</p> <p>New Clause (i) included to link to the monitoring required under Condition C.1H</p>
<p>July 2017:</p> <p>New condition to provide for monitoring of the TSS efficiency for the stormwater treatment system within the reclamation.</p> <p>September 2017:</p> <p>Condition amended to provide for performance based monitoring of the stormwater and leachate treatment system. The previous condition required the monitoring of TSS which, has not been undertaken elsewhere in New Zealand and the inclusion of a TSS based condition is ambiguous and monitoring of the stormwater treatment performance could be extensive, expensive and the results subject to interpretation. The alternative condition provides for the monitoring of a number</p>

Ref	Condition
	<p>(e)(b) The purpose of the Coastal Works CEMP is to confirm the proposed methodology for construction works within the CMA and to set out the specific management procedures and construction methods to be undertaken in order to avoid, remedy or mitigate potential adverse effects arising from those works.</p> <p>(f)(c) In addition to the details required by Condition RC.11 the Coastal Works CEMP shall include the following information:</p> <ul style="list-style-type: none"> i) Confirmation of the construction methodology, including: <ul style="list-style-type: none"> a. The nature of reclamation fill material and the method(s) by which these materials will be deposited; <u>b. The process for demolition and removal of existing structures, including the methodology to minimise discharges to the CMA;</u> b-c. Finalised details of the temporary structures in the CMA (e.g. silt fence); e-d. Methods to remedy disturbance resulting from the works. ii) Proposed staging of reclamation activities in the Māngere Inlet to minimise exposed areas; iii) <u>Programme of works to minimise the duration of disturbance in the CMA;</u> iv) <u>Erosion and sediment control measures and perimeter controls for foreshore works and bridge construction;</u> iii)v) Monitoring of sediment discharges from dredging, declamation and reclamation works; iv)vi) Trigger event criteria for undertaking additional monitoring of sediment discharges <u>and the process to review, and if necessary, modify the works methodology where there is an exceedance of the criteria;</u> v)vii) Contingency plans in case of unexpected sediment discharges to the CMA during works; vi)viii) Site management, including details of: <ul style="list-style-type: none"> a. Site access; b. Methods to be used to minimise the need for refuelling, maintenance and storage of equipment or machinery in the CMA; <u>c. Methods to ensure that barges and equipment used in the CMA is clean and certified as free of invasive species identified by the Ministry of Primary Industries;</u> e-d. Procedures for refuelling, maintenance and storage of equipment or machinery in any part of the CMA if this is required, and measures to avoid discharges of contaminants during cleaning, refuelling, and maintenance activities in the CMA; e-e. Plant and animal pest management during construction; e-f. Methods to achieve compliance with the <u>Project</u> construction noise and vibration standards <u>as set out in Conditions CNV.4 and CNV.5 of the designation;</u> f-g. Site clean-up following works completion vii)ix) Details of all temporary structures in the CMA and their associated construction methodology including the expected duration of occupation;

Reasons for suggested changes
<p>Clause (c)(xi) amended to use a defined term.</p> <p>Clause numbering corrected.</p> <p>June 2017:</p> <p>Amending Clause (a) to clarify that it is the process set out in RC.9 that applies.</p> <p>Clause (c)(iii) added in response to the evidence of Dr Sivaguru on behalf of Auckland Council.</p> <p>Clause (c)(vi)c added in response to the evidence of Dr Sivaguru on behalf of Auckland Council.</p> <p>Clause (e) amended to link with the Project noise and vibration standards in the designation conditions.</p> <p>July 2017:</p> <p>Amendments following further discussions with Auckland Council. Clause iv) shifted, was Clause x). Amendment to Clause vi) to include a process for review of the works methodology.</p>

Ref	Condition
	<p>viii)x Identification of all construction access points to the CMA and along the foreshore;</p> <p>ix)x Erosion and sediment control measures and perimeter controls for foreshore works and bridge construction;</p> <p>x)xi) Details of the quantities, sources and physical (textural and geological) and chemical (bulk chemistry and leaching potential) characteristics of reclamation fill materials; and</p> <p>xi)xii) Details of all other practicable steps to be taken to minimise disturbance of the seabed during the eConstruction <u>Works activities</u>.</p> <p>gd) The Coastal Works CEMP shall be consistent with the ECOMP prepared under Condition EM.1.</p>
C.4A	<p>(a) <u>The Consent Holder shall undertake the following enhancement works in the foreshore area adjacent to Orpheus Drive and Onehunga Harbour Road identified in the Auckland Unitary Plan as Outstanding Natural Feature:</u></p> <p>(i) <u>Remove rubbish, concrete debris and broken disused pipes from the Outstanding Natural Feature foreshore; and</u></p> <p>(ii) <u>To the immediate north of the Aotea Sea Scouts Building remove loose boulders from the base of the sea wall to improve visibility of the intertidal volcanic tuff exposure.</u></p> <p>(b) <u>The debris removal shall be carried out under the guidance of a Suitably Qualified Person and in a manner which does not damage the ONF or compromise the structural integrity of the existing seawall.</u></p> <p>(c) <u>The methodology for this work shall be described in the Coastal Works CEMP and shall be undertaken in accordance with the relevant Permitted Activity standards in F2.21 of the Proposed Auckland Unitary Plan.</u></p>
C.4B	<p><u>The Consent Holder shall identify and assess options for construction of the reclamation which minimise the extent of intertidal dredging required in the Māngere Inlet. For example, this may include options for sequencing of inner and outer bund construction, use of sheetpiling, or other methods to create a coffer dam. The options shall be identified and assessed in consultation with Council, and the confirmed methodology shall be described in the Coastal Works CEMP to be prepared in accordance with Condition C.4.</u></p>
C.4C	<p><u>The Consent Holder shall construct a new tidal channel to replace the existing secondary tidal channel that feeds into Anns Creek near the eastern end of the reclamation. The new channel shall be designed and constructed with similar dimensions and geometry to minimise morphological changes in this part of the Māngere Inlet. The proposed construction methodology shall be developed in consultation with Council, and the confirmed methodology shall be described in the Coastal Works CEMP to be prepared in accordance with Condition C.4.</u></p>
C.5	<p>Where mangrove removal is required, the vegetation shall be removed and disposed of at an approved facility as soon as practicable in order to avoid potential adverse effects arising from decaying vegetation on remaining habitat.</p>
C.6	<p>The Consent Holder shall notify the Manager in writing of the proposed date of Commencement of Construction in the CMA, at least 20 working days prior to the proposed start date.</p>

Reasons for suggested changes
<p>June 2017</p> <p>New condition added in response to the evidence of Mr Jamieson for Auckland Council.</p> <p>July 2017:</p> <p>Amendment to Clause (a)(i) following further discussion with Auckland Council.</p> <p>Amendment to Clause (b) to respond to cross examination of Mr Ian Smith.</p> <p>September 2017:</p> <p>Amendment to Clause (a)(ii) and (b) following further discussion with Auckland Council.</p>
<p>September 2017:</p> <p>New condition added in response to ecological evidence of Auckland Council and rebuttal evidence of Stephen Priestley.</p>
<p>September 2017:</p> <p>New condition added in response to submission of Auckland Council, Joint Witness Statement 29 May 2017, and rebuttal evidence of Stephen Priestley.</p>

Dredging (D)

Ref	Condition
<i>Coastal Works CEMP – Dredging</i>	
D.1	<p>In addition to the matters in Condition C.4, the Coastal Works CEMP shall also include the following matters relating to dredging, filling of dredged channels and placement of dredged material in the CMA:</p> <p>(a) The results of contaminant and ecological surveys undertaken in accordance with Condition D.1A to confirm the location and extent of subtidal dredging;</p> <p>(ab) Location of the activities;</p> <p>(bc) Details of equipment and methods to be used;</p> <p>(ed) Proposed staging of the reclamation to minimise exposed areas;</p> <p>(de) Details of proposed quantities of dredged material removed and placed in the CMA, and</p> <p>(ef) Timing of activities.</p>
D.1A	<p>(a) Prior to commencing subtidal dredging activities, the Consent Holder shall undertake further ecological and contaminant surveys within the general extent of the proposed subtidal dredging area shown on the <u>drawings referenced in Condition RC.1</u>.</p> <p>(b) The surveys shall confirm the location and extent of:</p> <p>i) Asian date mussels beds being areas of lower ecological value; and</p> <p>ii) Areas of contaminated sediment.</p> <p>(c) The surveys will inform the final location and extent of the subtidal dredging activities, with the objective being to refine the areas of proposed <u>proposed</u> dredging to target, where practicable, areas of lower ecological value and lower levels of contaminated material.</p> <p>(d) <u>The results of the surveys shall be provided to the Manager.</u></p>
<i>Monitoring - Water Quality Monitoring for Dredging</i>	
D.2A	<p><u>Prior to the commencement of dredging, the Consent Holder shall undertake one-off comprehensive water quality monitoring to establish a baseline. Water quality samples shall be collected for a spring tide and a neap tide.</u></p>
D.2B	<p>The Consent Holder shall undertake <u>two sets of</u> one-off comprehensive water quality monitoring during the initial phase of the dredging operations. <u>For the sub-tidal dredging, one shall be for dredging near the seabed and one for dredging at depth (at approximately 1.5m depth). This shall comprise the monitoring of the release of suspended solids from dredging and placement of dredged material in the CMA in order. The purpose of this monitoring during the initial phase of dredging is to confirm the mixing zone and proposed trigger level.</u></p> <p>Water quality samples shall be collected:</p> <p>(a) Prior to (i.e. baseline) and during the operation, fFor a spring tide and a neap tide;</p> <p>(b) At an updrift control site located approximately within the Māngere Inlet northern channel (for ebb tide) and at least 500 m beyond the operations (for flood tide);</p> <p>(c) At dilution gradient sites 10m, 20m and 50m downdrift of the operations aligned approximately along the centreline of the Māngere Inlet northern channel; <u>and</u></p>

Reasons for suggested changes
<p>June 2017: New Clause (a) added in response to the evidence of Mr Cameron for Auckland Council.</p>
<p>June 2017: New condition added in response to the evidence of Mr Cameron for Auckland Council.</p> <p>July 2017: Clause (d) added to require that the result of the surveys are provided to Council. Spelling error corrected.</p> <p>September 2017: Clause (a) amended to included reference to the lodged drawings.</p>
<p>September 2017: Amendment to separate out the pre, during and post dredging monitoring.</p>
<p>September 2017: Amendment to separate out the pre, during and post dredging monitoring.</p>

Ref	Condition
	(d) At a compliance site 200m downdrift of the operations aligned approximately along the centreline of the Māngere Inlet northern channel.
D.3	<p><u>Following the initial phase of dredging</u>, the Consent Holder shall undertake water quality monitoring once per week whilst dredging and placement of dredged material in the CMA is underway.</p> <p>Water quality samples shall be collected:</p> <ul style="list-style-type: none"> (a) On a flood tide; (b) At an updrift control site located at least 500m beyond the operations; (c) At a dilution gradient site 50m downdrift of the operations aligned approximately along the centreline of the Māngere Inlet northern channel; and (d) At a compliance site 200m downdrift of the operations aligned approximately along the centreline of the Māngere Inlet northern channel.
D.4	<p>During each sampling run carried out in accordance with Conditions D.2 <u>A, D.2B</u> and D.3, records shall be kept of:</p> <ul style="list-style-type: none"> (a) Sampling date and time; (b) Weather conditions; (c) Sea state; (d) Sampling location; (e) Water depth; (f) Time that dredging and placement of dredged material in the CMA commenced; and (g) Time of low and high tide on day of sampling.
D.5	<p>Water samples collected in accordance with Conditions D.2 <u>A, D.2B and D.3</u> to D.4 shall be individual samples from the surface (approximately 0.5 m below surface) and at depth (approximately 0.5m above the seabed) at each site.</p> <p>With the exception of the baseline monitoring required by Condition D.2 <u>A(a)</u>, water samples shall be collected on a day that dredging is occurring.</p> <p>Dilution gradient and compliance site samples shall be representative of the plume generated by the operations (i.e. not collected before the plume has had a chance to develop upon the start of the operations and not after the plume has had a chance to dissipate upon completion of the operations), and shall be collected as close as practicable to within 2 hours of high tide <u>mid-tide to capture the maximum extent of any plume</u>.</p>
D.6	<p><u>(a) Samples for Condition D.2A and D.2B</u> shall be analysed for:</p> <ul style="list-style-type: none"> (i) Total suspended solid levels (TSS), <u>(ii) Turbidity;</u> <u>(iii) pH,</u> <u>(iv) Dissolved</u> oxygen; and <u>(v) Dissolved</u> copper, zinc and arsenic. <p><u>(b) Samples for Condition D.3 shall be analysed for:</u></p> <ul style="list-style-type: none"> <u>(i) TSS;</u>

Reasons for suggested changes
<p>September 2017:</p> <p>Minor amendment to clarify the timing for monitoring.</p>
<p>September 2017:</p> <p>Changes to cross references.</p>
<p>September 2017:</p> <p>Changes to cross references.</p> <p>Additional parameters added following further discussion with Auckland Council.</p>
<p>April 2017:</p> <p>Minor amendments to clarify application.</p> <p>September 2017:</p> <p>Additional parameters added following further discussion with Auckland Council.</p>

Ref	Condition
	<p>(ii) Turbidity;</p> <p>(iii) pH.</p> <p>for Condition D.2 and TSS and pH for Condition D.3.</p> <p>Unless amended in accordance with Condition D.8, the proposed trigger levels shall be 25g/m³ <u>above TSS at the control site</u> for TSS and a pH of 8.5</p>
D.7	Following three months of weekly sampling, and subject to written approval of the Manager, the monitoring programme may be amended, for example compositing of surface and depth samples, and reduction of the frequency (e.g. to fortnightly / monthly).
<i>Monitoring - Trigger Levels and Contingency Plan for Dredging</i>	
D.8	<p>The Consent Holder shall review the proposed TSS trigger level of 25g/m³ and pH trigger level of 8.5 against the results of the one-off comprehensive monitoring <u>undertaken during the initial phase of the dredging operations</u>, including comparison of the baseline TSS and pH levels against the TSS and pH levels during dredging .</p> <p>The Consent Holder shall provide a report to the Manager confirming the above trigger level(s) or proposing alternative trigger level(s) with the basis for the alternative(s). The report shall be provided within 20 working days of the receipt by the Consent Holder of the analytical results for the comprehensive water sampling <u>required in Condition D.2B</u>.</p> <p>The alternative trigger level(s) may be used for regular monitoring subject to approval in writing by the Manager.</p>
D.9	<p>During regular monitoring, an exceedance shall be:</p> <p>(a) A TSS level in any sample collected at the compliance sites that exceeds the <u>sum of the trigger level plus the TSS level measured in the updrift control sample collected during the same sampling run</u>. The TSS levels shall be identified from the analytical results of the water quality samples in accordance with Conditions D.5 and D.6.</p> <p>(b) A pH in any sample collected at the compliance sites that exceeds the pH trigger level. The pH shall be identified from the analytical results of the water quality samples in accordance with Conditions D.5 and D.6.</p>
D.10	The Consent Holder shall prepare a Contingency Plan which sets out the actions to be undertaken in the event of an exceedance. These shall include further monitoring measures, in the first instance, <u>or a site specific effects assessment</u> , and practical modifications to the relevant activities, where further monitoring identifies repeated exceedances. <u>Such modifications may include suspending or altering the dredging approach, focusing dredging activities around slack tide, and using silt fences or other containment approaches including encapsulation of intertidal dredging area with coffer dams</u> . The Contingency Plan shall be provided to the Manager at least 20 working days prior to the commencement of dredging.
<i>Aerial Photography for Dredging</i>	
D.11	The Consent Holder shall take aerial photographs of the extent of any plume during the one-off comprehensive water quality monitoring <u>required by Condition D.2B</u> , at the same time as the sampling runs. Aerial photography sites shall be selected to correspond only to those areas where dredging and placement of dredged material in the CMA are occurring, to confirm sediment plume distribution and aid sampling.

Reasons for suggested changes
<p>September 2017:</p> <p>Minor amendment to clarify the timing for monitoring.</p> <p>Cross reference added.</p>
<p>April 2017:</p> <p>Minor amendments to clarify application.</p>
<p>April 2017:</p> <p>Amendment to reflect evidence of Dr Priestley.</p> <p>September 2017:</p> <p>Amendment to add examples of dredging methodology following further discussion with Auckland Council.</p>
<p>September 2017:</p> <p>Cross reference added.</p>

Ref	Condition									
<i>Monitoring – Sediment Deposition during Dredging and Benthic Ecology</i>										
D.12	<p>The Consent Holder shall undertake sediment deposition monitoring in the Māngere Inlet at the locations specified in Table D1.</p> <p>Table D1: Sediment Deposition Monitoring Locations</p> <table border="1"> <thead> <tr> <th>Location Reference</th> <th>Latitude</th> <th>Longitude</th> </tr> </thead> <tbody> <tr> <td>A1</td> <td>36°55'56" S</td> <td>174°49'34"</td> </tr> <tr> <td>A2</td> <td>36°56'32" S</td> <td>174°49'28"</td> </tr> </tbody> </table>	Location Reference	Latitude	Longitude	A1	36°55'56" S	174°49'34"	A2	36°56'32" S	174°49'28"
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A1	36°55'56" S	174°49'34"								
A2	36°56'32" S	174°49'28"								
D.13	<p>The Consent Holder shall deploy a square plate at least 4m by 4m 0.5m by 0.5m in size at the monitoring locations specified in Table D1. The plate shall be deployed 6 months prior to the commencement of dredging and placement of dredged material in the CMA. Changes in bed levels shall be assessed by measuring sediment deposition relative to the plate at four evenly spaced points. Measurements shall be made at all four points and averaged to give a single measure for each location.</p> <p>Alternative monitoring techniques may be used subject to written approval by the Manager.</p>									
D.14	Baseline sediment deposition measurements shall be made at the monitoring locations specified in Table D1 at 3-monthly intervals, commencing 6 months prior to the commencement of dredging and placement of dredged material in the CMA.									
D.15	Routine sediment deposition measurements shall be made at the monitoring locations specified in Table D1 at 3-monthly intervals, for the duration of dredging and placement of dredged material in the CMA and starting at the commencement of those operations.									
D.16	For post- project dredging monitoring, the sediment deposition measurements shall be repeated as a one-off event 5 years after completion of dredging. The results of this monitoring shall be provided to the Manager.									
D.17	<p>The results of the 5 year sediment deposition monitoring shall be compared with the change in levels of the Māngere Inlet intertidal flats measured using LIDAR. The LIDAR measurements shall be obtained at the commencement of dredging and placement of dredged material in the CMA and 5 years after completion of the Project.</p> <p>The timing of the LIDAR data collection shall coincide with data collected by Auckland Council as far as practicable.</p>									
D.17A	<u>The Consent Holder shall undertake monitoring of benthic ecology in subtidal dredging areas, commencing within 6 months of completion of the dredging. The purpose of the monitoring is to provide information on initial successional processes of benthic organisms annually over a five year period. Such monitoring shall include collection of subtidal grab samples within dredged areas, and at control sites, and analysed for benthic invertebrate species diversity and abundance. The results shall be provided to the Manager.</u>									
<i>Monitoring – Reporting for Dredging</i>										
D.18	<p>The Consent Holder shall provide monitoring reports to the Manager <u>and the Mana Whenua Group</u> as follows:</p> <p>(a) At completion of the one-off comprehensive water quality monitoring as required by Conditions <u>D.2A and D.2B</u> D-8; and</p>									

Reasons for suggested changes
<p>September 2017: Amendment following further discussion with Auckland Council,</p>
<p>September 2017: Minor amendment.</p>
<p>July 2017: New condition to require monitoring of benthic ecology in subtidal dredge areas.</p> <p>September 2017: Previous Condition D.20 relocated here with other post-dredging monitoring.</p>
<p>September 2017: Amendment so that the Mana Whenua Group shall receive reports. Cross referencing added.</p>

Ref	Condition
	(b) Every six months for the duration of dredging and placement of dredged material in the CMA for routine water quality monitoring and sediment deposition monitoring <u>as required by Condition D.3; and</u> (c) <u>Following completion of the post-dredging monitoring required by Conditions D.16, D.17 and D.17A.</u>
<i>Notification of completion</i>	
D.19	The Consent Holder shall notify the Manager in writing of the date of completion of dredging and placement of dredged material in the CMA within 10 working days of completion of the last activity. On completion, the Consent Holder shall provide the Manager with the best available estimate of the in-situ volume of material dredged and the in-situ volume placed in the CMA.
<u>D.20</u>	The Consent Holder shall undertake monitoring of benthic ecology in subtidal dredging areas, commencing within 6 months of completion of the dredging. The purpose of the monitoring is to provide information on initial successional processes of benthic organisms annually over a five year period. Such monitoring shall include collection of subtidal grab samples within dredged areas, and at control sites, and analysed for benthic invertebrate species diversity and abundance. Results shall be provided to the Manager.

Reasons for suggested changes
Adding a requirement for post-dredging monitoring to be provided to the Manager and the Mana Whenua Group.
July 2017: New Clause (g) to require monitoring of benthic ecology in subtidal dredge areas.
September 2017: Relocated to become Condition D.17A.

Ecological Management (EM)

Ref	Condition
	<i>Ecological Management Plan - <u>General</u></i>
EM.1A	<p>(a) The Consent Holder shall <u>prepare and</u> submit an Ecological Management Plan (ECOMP) to the Manager in accordance with the process set out in Condition RC.9.</p> <p>(b) The purpose of the ECOMP is to set out the specific management procedures, construction methods, mitigation and monitoring to be undertaken in order to achieve the following outcomes:</p> <ul style="list-style-type: none"> (i) Avoid or minimise the extent of effect on valued ecological and geological areas within the Project site <u>as far as practicable</u>; (ii) Avoid or minimise the extent of effect on the mosaic of lava shrubland, saltmarsh and wetland habitat in Anns Creek East <u>as far as practicable in accordance with Designation Condition DC.15 (Anns Creek Construction Restriction Area)</u>; (iii) Ensure that valued ecological and geological areas, or parts of those areas, which are to be avoided are clearly delineated (e.g. by secure fencing) to protect them during construction; (iv) For those valued ecological and geological areas which cannot be avoided, but where complete loss of the ecosystem, vegetation, habitat, or geological feature is not required, reduce the impact on those areas as far as practicable (e.g. minimising the construction footprint within those areas and placement of construction material outside of those areas); and (v) To avoid, remedy or mitigate potential adverse effects arising from construction activities on terrestrial ecology (including Herpetofauna), freshwater ecology, marine ecology and avifauna. <p>(c) The ECOMP shall be prepared by a <u>Suitably Qualified Person</u> and in collaboration with the development of the Urban Landscape and Design Management Plan to be prepared for the Project by the NZ Transport Agency.</p>
EM.1B	<p>(a) The ECOMP shall be prepared in consultation with:</p> <ul style="list-style-type: none"> (i) Council; (ii) Department of Conservation; (iii) The Mana Whenua Group; and (iv) Owners of land in which any ecological mitigation works are proposed to be undertaken. <p>(b) Any comments and inputs received from the parties listed above shall be summarised within the ECOMP or supporting document, along with explanation of where any comments or suggestions have, or have not been incorporated and <u>, if not incorporated,</u> the reasons why.</p>

<p>Note: Since the 19 July version of the conditions, the Transport Agency has undertaken a review of the Ecological Management conditions and undertaken a substantial restructure of the conditions to assist with readability. Due to the extent of the restructuring, the strikethrough and underlining contained in the April, June and July amendments have not been retained as it would be too difficult to read. The changes have therefore been adopted and any amendments to content of the conditions since 19 July have been marked up in red strikethrough and underlining.</p>
<p>September 2017:</p> <p>Amendment to Clause (b)(i) in response to a question to Ms Hopkins from the Board.</p> <p>Amendment to Clause (b)(ii) in response to a question to Ms Hopkins from the Board and cross reference to the designation condition covering the Anns Creek Construction Restriction Area).</p> <p>Other minor amendments to the condition.</p>
<p>September 2017:</p> <p>Amendment to Clause (b) to maintain consistency with other similar conditions.</p>

Ref	Condition
EM.1C	<p><u>The ECOMP shall include:</u></p> <p>(a) <u>The specific management procedures, construction methods, mitigation and monitoring to be undertaken in order to achieve the outcomes in Condition EM.1A;</u></p> <p>(b) <u>The matters set out in Condition EM.2B relating to Māngere Inlet Foreshore, Anns Creek Estuary and Anns Creek West;</u></p> <p>(c) <u>The matters set out in Condition EM.2C relating to Anns Creek East;</u></p> <p>(d) <u>Details of the salt marsh restoration trial and salt marsh replacement as set out in Condition EM.4A and EM.4B;</u></p> <p>(e) <u>Measures to minimise potential adverse effects of construction on native fish as set out in Condition EM.5;</u></p> <p>(f) <u>Measures to minimise potential adverse effects of construction on avifauna as set out in Condition EM.6; and</u></p> <p>(g) <u>Shall reference the Lizard Management Plan (if one is required) to be prepared in accordance with Condition EM.8A-D.</u></p> <p>(h) <u>A summary of how all other matters in Conditions EM.1 to EM.12 have been or will be complied with.</u></p>
<i>Ecological Restoration and Habitat Enhancement Measures - Sites</i>	
EM.2A	<p>The ECOMP shall include details of the <u>Consent Holder shall undertake ecological restoration and habitat enhancement measures across the Project area and in the vicinity, covering a minimum of 30ha, as identified in map GIS-AEE-EC-001-6-8 (attached to Technical Report 16); Subject to Conditions EM.2B and C below, those measures shall comprise consisting of:</u></p> <p>(a) Subject to landowner approval, a <u>Approximately 1.1ha of salt marsh enhancement/recreation and pest plant control management at the existing saltmarsh wetland in Gloucester Park South (Te Hōpua);</u></p> <p>(b) Ecological planting at Miami Stream, and Clemow Stream;</p> <p>(c) <u>Pest plant management and ecological planting within Anns Creek Estuary and Anns Creek West in accordance with Condition EM.2B;</u></p> <p>(d) Subject to landowner approval, r <u>Riparian planting and other measures to enhance instream habitat, such as placement of rocks, cobbles and woody debris where appropriate, along an 80 metre length of Southdown Stream in Southdown Reserve, a 140 metre length of Southdown Stream to the north of Hugo Johnston Drive, and along a 90 metre length of Clemow Stream; and</u></p> <p>(e) <u>Pest plant management, ecological planting and planting of inanga spawning areas along Anns Creek within Anns Creek East in accordance with Condition EM.2C;</u></p> <p>(f) <u>Remove exotic wetland plants and restore an indigenous freshwater wetland ecosystem covering 0.6ha at the western end of Anns Creek Reserve, to offset the loss of raupo habitat within Anns Creek East which provides habitat for Threatened and At Risk avifauna species (such as Australasian bittern) and subject to landowner approval, undertake Glyceria control and create 280m² of additional raupo wetland within Anns Creek Reserve;</u></p> <p>(g) <u>Restoration of saltmarsh and riparian vegetation at Ōtāhuhu Creek;</u></p>

<p>September 2017:</p> <p>New condition added to set out the general matters to be covered in the ECOMP. This has been added as the ECOMP conditions have now been separated into geographic areas and an overarching condition is required. Previously details of restoration habitat and habitat enhancement matters were set out in Condition EM.2B (July version).</p>
<p>September 2017: New section heading.</p>
<p>September 2017:</p> <p>Amendments to previous Condition EM.2B (July version) to refer to specific ecological restoration and habitat enhancement measures. Measures specific to any geological areas have been relocated to the condition applying to that geographic area.</p> <p>The key additions to this condition are:</p> <p>An overall increase in ecological restoration and habitat enhancement measures from 10ha to 30ha;</p> <p>New Clause (c) and (e) covering the measures to be undertaken in Anns Creek Estuary and Anns Creek West and Anns Creek East.</p> <p>Additional pest plant (Glyceria control) within Anns Creek Reserve. This additional mitigation has been discussed and agreed with Auckland Council.</p> <p>New Clause (h) covering additional mitigation to be undertaken at Blake Reserve located on the south-eastern edge of the Māngere Inlet.</p> <p>New Clause (i) to clarify the areas not owned by the Transport Agency and what happens in the event that landowner approval is not forthcoming.</p>

Ref	Condition
	<p>(h) <u>Pest plant management and restoration of 1.5ha freshwater/brackish wetland complex at Blake Road Reserve, Māngere East, and 2.0ha of buffer planting surrounding the wetland; and</u></p> <p>(i) <u>The implementation of the above ecological restoration and habitat enhancement measures is subject to the grant of landowner approval for works in sites that are not owned by the Consent Holder (Items (a), (c), (d), (e), (g) and (i) above). In the event that landowner approval is unable to be obtained for access to those sites, the Consent Holder shall consult with Council to identify alternative locations in order to achieve the minimum 30ha area, and shall implement ecological restoration and habitat enhancement measures at those alternative locations.</u></p>
<p><i>Ecological Management Plan - Māngere Inlet Foreshore, Anns Creek Estuary, Anns Creek West</i></p>	
<p>EM.2B</p>	<p>The ECOMP shall include the following information <u>related in relation to the Māngere Inlet Foreshore, Anns Creek Estuary and Anns Creek West and the Māngere Inlet Foreshore:</u></p> <p>(a) Details of Construction Works including:</p> <ul style="list-style-type: none"> (i) Measures to avoid the <u>addition placement</u> of soil or other material that might obscure <u>bare-exposed</u> remaining lava surfaces in Anns Creek Estuary and Anns Creek West; (ii) Removal of pest plant <u>material</u> from lava surfaces at Anns Creek Estuary and Anns Creek West; <p>(b) Details of <u>ecological</u> restoration and habitat enhancement measures including:</p> <ul style="list-style-type: none"> (i) Pest plant <u>control management</u> for the remaining basalt lava flows and lava shrubland at Victoria Street and Pikes Point; (ii) <u>Where practicable, t</u>ransplanting indigenous coastal species (e.g. saltmarsh) and vegetation from lava outcrops <u>which will be</u> directly affected by the Project works <u>where reasonably practicable</u> into coastal restoration areas on the Māngere Inlet foreshore; (iii) <u>Implementation of measures to avoid encroachment of Construction Works in threatened plant habitats in Anns Creek Estuary which are located outside of the Project site Pest plant management and protection of threatened plant habitats in Anns Creek Estuary;</u> (iv) Restoration and recreation of salt marsh along the coastal foreshore and within Anns Creek Estuary where there is appropriate substrate, elevation and hydrodynamic environment; (v) Planting along the foreshore using eco-sourced local genetic stock and threatened coastal species consistent with the Urban Design and Landscape Framework; (vi) Planting of stormwater wetlands and along the coastal foreshore using coastal plant species; <p>(c) Details of integration with proposed planting in stormwater management devices (e.g. treatment / conveyance swales) to be undertaken in accordance with Conditions SW.10 to SW.12;</p>

<p>September 2017: New section heading.</p>
<p>September 2017:</p> <p>Specific condition covering the Māngere Inlet Foreshore, Anns Creek Estuary, Anns Creek West drawing on previous Condition EM.2B (July version).</p>

Ref	Condition
	(d) Details of how ecological planting will be maintained following initial planting, including as a minimum six monthly pest plant control <u>management</u> , release of plantings, and replacement of defective or dead stock.
<i>Ecological Management Plan – Anns Creek East</i>	
EM.2C	<p><u>The ECOMP shall include the following information in relation to Anns Creek East, the ECOMP shall include:</u></p> <p>(a) Detail of works to be undertaken in and immediately adjacent to the Anns Creek East Construction Restriction Area. The design of Construction Works in that area shall:</p> <ul style="list-style-type: none"> (i) Align permanent transport infrastructure (road, pedestrian and cycle facilities) to the northern-most extent of the Anns Creek East Construction Restriction Area as far as practicable; (ii) Avoid the placement of temporary and permanent piers; (iii) Avoid earthworks and vegetation removal that directly impacts on lava shrubland and lava outcrops, and minimise any vegetation alteration; and (iv) Minimise the footprint of temporary works required for construction of permanent works. <p>For the avoidance of doubt, only the following activities which may be undertaken within the Anns Creek East Construction Restriction Area: include weed removal, pest plant and pest animal management, geological heritage restoration, restoration planting, interpretative signage relating to cultural, ecological and geological heritage, protective fencing, and associated earthworks to undertake those activities.</p> <p>(b) Measures to be undertaken by the Consent Holder to minimise potential adverse effects on the lava shrubland, saltmarsh and wetland habitats in Anns Creek East including:</p> <ul style="list-style-type: none"> (i) Confirmation of the construction works to be undertaken in the Anns Creek East Construction Restriction Area under Condition EM.1A(b)(ii) and how those works will be managed in that area; (ii) Measures to clearly delineate the Anns Creek East Construction Restriction Area on site including protective fencing and signage; (iii) Construction procedures and practices that apply to the areas of Anns Creek East that are not within the Anns Creek East Construction Restriction Area, in order to minimise to the extent practicable the removal or alteration of vegetation; and (iv) Specific education of staff and contractors to assist their understanding of the ecological and geological sensitivity of the area. <p>(c) Identification of any areas in Anns Creek East where fill can be practicably removed from edges of the lava flow and restoration planting undertaken in these areas using eco-sourced local genetic stock and threatened coastal species;</p> <p><u>(d) Measures to avoid the placement of soil or other material that might obscure exposed remaining lava surfaces in Anns Creek East;</u></p> <p>(e) Removal of rubbish from Anns Creek East for the duration of the Construction <u>W</u>works;</p>

September 2017: New section heading.
<p>September 2017:</p> <p>Specific condition covering the Anns Creek East drawing on previous Condition EM.2B (July version).</p>

Ref	Condition
	<u>(f) Details of how ecological planting will be maintained following initial planting, including as a minimum six monthly pest plant management, release of plantings, and replacement of defective or dead stock.</u>
	Advice note <u>Condition DC.15 requires that the Requiring Authority include within the Outline Plan prepared under section 176A of the RMA, details of how the design responds to the Anns Creek Construction Restriction Area.</u>
<u>Ecological Restoration, Habitat Enhancement, Pest Animal and Pest Plant Management Outcomes</u>	
EM.3A	<p><u>(a) The outcome of the methodology for ecological restoration planting mitigation measures and habitat enhancement measures as set out in the ECOMP Condition EM.2A shall be designed to achieve the following desired outcomes:</u></p> <p><u>ai) To manageManagement of vegetation-ecological planting to achieve at least 90% cover of native species in ecological restoration planting areas (excluding areas of lava flow) after five years; and</u></p> <p><u>bii) To manageManagement of invasive exotic pest plants to a level where cover is less than 5% within all ecological restoration areas after five years (this relates to Condition EM.2A (a), (b), (c), (d), (f), (h).</u></p> <p><u>(b) Subject to (c) below, the maintenance period for ecological planting shall be as set out in Designation Condition LV.6(g) and (h).</u></p> <p><u>(c) The ecological and habitat enhancement measures in Anns Creek East shall be maintained for a minimum of 10 years following Completion of Construction.</u></p>
EM.3B	<p><u>The methodology for pest animal management as set out in the ECOMP shall be designed to achieve the following outcomes:</u></p> <p><u>(a) Annual possum residual trap catch or wax tag index ≤ 5%;</u></p> <p><u>(b) Rats tracking tunnel index ≤ 5% prior to the bird breeding season (October); and</u></p> <p><u>(c) Mustelid residual trap catch ≤ 5% and/or tracking tunnel index ≤ 0.5%.</u></p>
EM.3C	<p><u>The methodology for pest plant management as set out in the ECOMP shall be designed to achieve the following outcomes:</u></p> <p><u>(a) No mature, fruiting and / or flowering individuals of weed species present within a control area and any weed species present are dead; and</u></p> <p><u>(b) No areas where weed species are smothering and / or out competing native vegetation including suppressing the natural regeneration processes.</u></p>
<u>Anns Creek Replacement Salt Marsh</u>	
EM.4A	<p>The ECOMP shall include details of a salt marsh restoration trial within Anns Creek Estuary along the western eastern shore of the Māngere Inlet. The purpose of the saltmarsh restoration trial is to determine the potential for re-establishment of the natural estuarine vegetation sequence and provide habitat for <i>Threatened</i> and <i>At Risk</i> avifauna. The trial details shall include:</p> <p>(a) The methodology – for (for example this may include, removal of mangroves from three strips of 30m x 20m adjacent to the coastal edge and replanting with oioi at</p>

September 2017:	New advice note to reference to the designation condition setting out detail of the Anns Creek Construction Restriction Area.
September 2017:	New section heading.
September 2017:	<p>Desired" removed from first sentence in response to question from the Board to Ms Hopkins.</p> <p>Extending the period of maintenance and delivery of restoration planting to 10 years, consistent with the evidence of Ms Myers.</p>
September 2017:	Correction to the location of the salt marsh trial area.

Ref	Condition
	<p>three different bed heights (being the existing bed height, at substrate height 0.25m above existing and 0.5m above existing);</p> <p>(b) The location, area, monitoring and duration of the trials; and</p> <p>(c) The process to reinstate the area should the trials be unsuccessful.</p>
EM.4B	<p>(a) At completion of the salt marsh trials undertaken in accordance with Condition EM.4A the Consent Holder shall provide a report to the Manager setting out the outcomes of the trial.</p> <p>(b) If the salt marsh trials are successful, the Consent Holder shall:</p> <p>(i) Provide the Manager with a confirmed methodology and <u>proposed</u> location of the recreated saltmarsh covering an area of approximately 10,000m² (or as otherwise agreed with the Council); and</p> <p>(ii) Undertake annual monitoring and maintenance (including pest plant control <u>management</u> and planting) of the planted recreated saltmarsh for a period of 5 years after planting, or until 90% cover of indigenous saltmarsh vegetation has established and <5% cover of pest plants is achieved.</p> <p>(c) Should the saltmarsh trials not be successful, the Consent Holder shall consult with the Manager to identify and implement an alternative and equivalent mitigation or offset measure.</p>
<i>Ecological Management Plan - Fish</i>	
EM.5	The ECOMP shall include measures to be undertaken by the Consent Holder to minimise potential adverse effects on native fish during works in watercourses related to Construction Works. These measures will include the capture and relocation of native fish where present prior to works within the relevant watercourse.
<i>Ecological Management Plan – Avifauna</i>	
EM.6	<p>The ECOMP shall include the following information in relation to Avifauna; the ECOMP shall include:</p> <p>(a) Measures proposed to minimise potential adverse effects of construction on banded rail and Australasian bittern including:</p> <p>(i) Non-intrusive survey of nesting activity within (impact) and adjacent (control) to the Project footprint prior to Commencement of Construction in Anns Creek Estuary and Anns Creek East. This information shall be used to inform the construction programme for works in the vicinity of nesting areas including, where required, any recommended seasonal restrictions for certain construction activities to minimise the effect on nesting birds;</p> <p>(ii) If nesting activity is confirmed adjacent (control) to the Project footprint, monitoring of nesting activity for two years following Completion of Construction to determine whether the works have adversely affected nesting activity and inform future assessments of effects for other projects;</p> <p>(iii) Specific mechanisms to manage effects on banded rail and Australasian bittern during construction works including:</p> <ul style="list-style-type: none"> Where practicable, removal of rail and bittern habitat during the non-breeding season;

September 2017: New section heading.
September 2017: Title and date of the Transport Agency guidelines corrected in Clause (b).

Ref	Condition
	<ul style="list-style-type: none"> If rail and bittern are observed, undertake measures to encourage the birds away from the area, and commence vegetation clearance only when the birds have left the area; <p>(b) Measures to implement the Transport Agency's Guidelines for Managing Endangered Dotterels on NZ Transport Agency <u>Land</u> (dated <u>November 2012</u>) during Construction Works along the Māngere Inlet foreshore;</p> <p>(c) Details of measures to discourage or prevent access for pedestrians and dogs to roosting areas on the eastern most landform of the proposed reclamation foreshore headland in accordance with Condition C.1E(h).</p>
<i>Ecological offsets - Avifauna</i>	
EM.7A	<p>(a) In order to partially offset the adverse effects of the Project on avifauna values, the Consent Holder shall use reasonable endeavours to achieve statutory protection of:</p> <p>(i) An existing wading bird high tide roost within the Manukau Harbour (e.g. Puhinui, Kidds, Karaka or Clarks Beach shell banks); and</p> <p>(ii) An existing high tide roost within the Māngere Inlet; and</p> <p><u>(iii) An existing high tide roost at Ngarango Otainui Island.</u></p> <p>(b) This statutory protection may include, for example, classification of the high tide roost as a conservation area under the Conservation Act 1987, or as a wildlife sanctuary or wildlife refuge under the Wildlife Act 1953 <u>and may include closure to public access or to access at particular times or by particular vessels.</u></p> <p>(c) The Consent Holder shall consult with the Department of Conservation, Council and the Mana Whenua Group regarding the method of statutory protection and location of the high tide roosts to be protected, and shall use reasonable endeavours to confirm both the method of protection and the locations of the high tide roosts to be protected, within 12 months of Commencement of Construction.</p> <p>(d) The Consent Holder shall offer to the Department of Conservation to contribute towards its costs to apply for the appropriate statutory protection for the high tide roosts <u>and for appropriate interpretation signage (with information about the bird roosts and any access restrictions) to be installed once the statutory protection is in place.</u> The value of that contribution shall be agreed between the Consent Holder and the Department of Conservation.</p>
EM.7B	<p>(a) In order to partially offset the adverse effects of the Project on avifauna values, the Consent Holder shall take reasonable steps to construct a suitable single purpose high tide wading bird roost in Māngere Inlet.</p> <p>(b) The Consent Holder shall consult with the Department of Conservation, Council and the Mana Whenua Group regarding the location and design of the high tide roost to be constructed.</p> <p>(c) Subject to obtaining any necessary property rights and resource consents, the Consent Holder shall construct the high tide roost as part of the Construction Works, and maintain the high tide roost in a suitable state of repair for five years following the Completion of Construction.</p>
EM.7C	<p>(a) In order to partially offset the adverse effects of the Project on avifauna values, the Consent Holder shall, <u>within no less than one-six months of prior to</u> the Commencement of Construction, offer to the Department of Conservation to</p>

<p>September 2017:</p> <p>Amendment to Clause (a)(i)</p> <p>Amendment to Clause (b) in response to further discussion with Auckland Council. Wording agreed between the parties.</p> <p>Amendment to Clause (d) in response to further discussion with Auckland Council. Wording agreed between the parties.</p>
<p>September 2017:</p>

Ref	Condition
	<p>contribute towards its management programmes at South Island breeding sites along the major braided rivers (e.g. Rakaia and Waiau), of avifauna species affected by the Project.</p> <p>(b) The value of that contribution shall be agreed between the Consent Holder and the Department of Conservation. The contribution will <u>shall</u> be sufficient to support pest <u>animal</u> control over a river length of at least 20km (or equivalent), continuing for the entire EWL <u>construction period of the reclamation within the Māngere Inlet</u> plus five years after the Completion of Construction.</p>
<i>Herpetofauna (Lizards)</i>	
EM.8A	<p>Prior to the commencement of vegetation removal for Construction Works in areas identified as potential high and moderate quality habitat in <i>Technical Report 16: Ecological Impact Assessment</i> (dated November 2016), the Consent Holder shall provide to the Manager, information from a Suitably Qualified Person that identifies whether there are sufficient numbers of native lizards present within the area to trigger a requirement for a Lizard Management Plan (LMP).</p> <p>The information submitted shall include the results of a lizard survey undertaken to confirm the presence, or otherwise, of native lizards. The lizard survey shall be based on industry best practice survey methods and shall include all areas identified as potential high and moderate quality habitat within the Project footprint and shall be overseen by a Suitably Qualified Person.</p>
EM.8B	<p>A LMP is required if the lizard survey results in the detection of:</p> <p>(a) 1 or more individuals of a threatened or at-risk native lizard species within the survey area; or</p> <p>(b) 3 or more individuals of a not threatened native lizard species within a survey area as per the New Zealand Threat Classification series 17 '<i>Conservation Status of New Zealand Reptiles</i>', dated 2015.</p>
EM.8C	<p>The purpose of the LMP is to achieve the following objectives:</p> <p>(a) The population of each species of native lizard present on the site at which vegetation clearance is to occur is maintained or enhanced, either on the same site or at an appropriate alternative site; and</p> <p>(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.</p> <p>The LMP shall be prepared by a Suitably Qualified Person and shall address the following (where relevant):</p> <p>(a) Timing of implementation of the LMP;</p> <p>(b) A description of methodology for survey, trapping and relocation of lizards rescued including but not limited to: salvage protocols, relocation protocols (including method used to identify suitable relocation site(s)), nocturnal and diurnal capture protocols, supervised habitat clearance/transfer protocols, artificial cover object protocols, and opportunistic relocation protocols;</p> <p>(c) A description of the relocation site(s); including discussion of:</p>

<p>Amendment to Clause (a) to provide for the offset to commence early to ensure the offset measures are in place at the time of construction commencement.</p> <p>Amendment to Clause (b) to address the summary statement of Dr Bull.</p>

Ref	Condition
	<ul style="list-style-type: none"> provision for additional refugia, if required e.g. depositing salvaged logs, wood or debris for newly released native skinks that have been rescued; any protection mechanisms (if required) to ensure the relocation site is maintained (e.g.) covenants, consent notices etc.; and any pest plant and <u>pest</u> animal management to ensure the relocation site is maintained as appropriate habitat. <p>(d) Monitoring methods, including but not limited to: baseline lizard surveys within the affected site (pre-translocation survey), surveys to identify potential translocation release sites, monitoring to evaluate translocation success (post-translocation monitoring), and monitoring of any pest control; and</p> <p>(e) A post-vegetation clearance search for remaining lizards.</p>
EM.8D	If a LMP is required under Condition EM.8A, this shall be submitted to the Manager for certification in accordance with Condition RC.9 prior to the commencement of any vegetation removal in areas of potential high and moderate quality.
	<p>Advice note:</p> <p><i>The capture, handling and relocation of native lizards may require a Wildlife Permit under the Wildlife Act 1953.</i></p>
<u>Supervision during construction</u>	
EM.9	<p>The Consent Holder shall engage a Suitably Qualified Person during Construction Works to advise on day-to-day measures to achieve the outcomes in Condition EM.1A(b) and to oversee ecological restoration planting in the areas <u>set out in Condition 2.B below</u> to ensure that this is implemented in accordance with best practice. <u>The Suitably Qualified Person shall also advise on the landscape planting to be undertaken along the northern Māngere Inlet as part of the Project.</u></p> <p>(a) Ecological planting in Gloucester Park South;</p> <p>(b) Landscape planting along the Northern Māngere Inlet;</p> <p>(c) Ecological planting in Anns Creek Estuary;</p> <p>(d) Ecological planting Anns Creek East;</p> <p>(e) Ecological planting at; and</p> <p>(f) Ecological planting at.</p>
<u>Ecological research</u>	
EM.10	<p>(a) The Consent Holder shall implement research (e.g. through scholarships or a specific project) which investigates opportunities to increase scientific knowledge and <u>of succession and</u> recolonisation of intertidal soft and hard shore food sources for foraging birds in the Māngere Inlet.</p> <p>(b) <u>The research shall commence following Completion of Construction within the Māngere Inlet.</u></p> <p>(c) Unless otherwise agreed between the Consent Holder and the Manager, the research shall involve:</p>

<p>September 2017:</p> <p>Clauses (a) – (f) deleted as these are now listed in Condition 2A.</p>
<p>September 2017:</p> <p>Amendment following further discussion with Auckland Council. The wording of the condition has been agreed between the parties.</p>

Ref	Condition
	<p>(i) Monitoring the recolonisation of intertidal soft and hard shore sediment organisms within areas of disturbed sediment annually, at the same time of year, for five years.- <u>The research shall comprise collection of replicate core samples within areas of disturbed intertidal sediment and at similar sites where sediment is not disturbed (control sites), sieving sediment using a 0.5mm mesh and analysis of benthic invertebrate community composition in the residual fraction. Community composition, species abundance and diversity shall be analysed among years; and for a period of at least 12 months within control and treatment plots (assessing survival, percentage cover, species abundance and diversity); and</u></p> <p><u>(ii) Monitoring the natural recolonisation of newly created artificial intertidal hard shore substrate by marine invertebrate species over a three-year period. The research shall compare natural recolonisation of hardshore species to new artificial hardshore to similar areas where organisms are experimentally transplanted in order to determine if recolonisation processes can be accelerated. A range of hardshore species (including snails and limpets) shall be experimentally transplanted and confined within structures. Community composition, species diversity and abundance or percentage cover shall be analysed among years. Comparison to existing similar artificial hardshore areas within the inlet should also be undertaken if possible. Scientifically testing if transplantation of organisms assists with the rate of community establishment and the biodiversity of that community.</u></p> <p><u>(d) In the event that the Consent Holder and the Manager agree to an amended research methodology, the amended methodology shall be designed to achieve the purpose in (a) above.</u></p> <p>(e) The research shall be undertaken in conjunction with a suitable tertiary institution and with supervision from a Suitably Qualified Person. The outcomes of the research shall be provided to Council and the Department of Conservation within 12 months of Completion of Construction, <u>unless otherwise agreed with the Manager,</u> and submitted to a relevant scientific journal if appropriate to do so.</p>
<i>Anns Creek East Management Area</i>	
EM.11A	The Consent Holder shall use its best endeavours to establish and facilitate a working group to identify proposed measures for long term integrated environmental management of the Anns Creek East area, being the area in the immediate vicinity of Section 1 SO 69440 at Anns Creek East.
EM.11B	<p>(a) The following parties shall be invited to participate in the <u>Anns Creek Working Group</u> working group:</p> <ul style="list-style-type: none"> (a) The owners of land in the Anns Creek East area; (b) Department of Conservation; (c) Auckland Council; (d) Auckland Transport; (e) KiwiRail; and (f) The Mana Whenua Group. <p><u>(b) The Requiring Authority shall be responsible for all reasonable costs associated with administrative support to the Anns Creek Working Group.</u></p>

<p>September 2017:</p> <p>New Clause (b) added to confirm that the Transport Agency will be responsible for reasonable costs for the group.</p>

Ref	Condition
EM.11C	<p>The purpose of the Anns Creek Working Group is, in relation to the Anns Creek East area, to:</p> <ul style="list-style-type: none"> (a) Identify opportunities to integrate mitigation works associated with the Project with any other environmental enhancement activities being undertaken on land or in the CMA adjoining the boundary of the Project site; (b) Identify opportunities to provide long term integrated environmental management and legal protection of mitigation works associated with the Project and adjacent high value habitat including plant habitats and the mosaic of lava, saltmarsh and freshwater ecosystems; and (c) Identify the mechanisms to deliver the opportunities identified in (b) above.
EM.11D	<p>The Consent Holder shall provide a report to the Manager on the activities and outcomes of the working group, including any agreed measures for long term integrated environmental management, within 12 months of Commencement of Works, and a further progress report on the implementation of those measures within 24 months of Commencement of Works.</p>
<i>Ngarango Otainui Island</i>	
EM.12A	<ul style="list-style-type: none"> (a) The ECOMP shall include the following information related to habitat enhancement at Ngarango Otainui Island: <ul style="list-style-type: none"> (i) pest plant and pest animal control, (ii) planting for bird roosting; and (iii) erosion stabilisation with a preference for soft engineering solutions (b) The detail of those or other measures to be developed in accordance with Condition EM.12B. (c) The purpose of the habitat enhancement of the island is primarily to provide long term protection of safe high tide roost sites in the Māngere Inlet post-construction for species such as royal spoonbill, shags and herons.
EM.12B	<p>In relation to Ngarango Otainui Island, the Consent Holder shall engage with Department of Conservation, Council and the Mana Whenua Group to:</p> <ul style="list-style-type: none"> (a) Develop outcomes for long-term integrated ecological management of the island; (b) Undertaken site investigations to characterise habitat type and to identify ecological issues and opportunities for restoration and habitat enhancement; and (c) Prepare and implement an ecological management strategy and plan with outcomes, responsibilities, timeframes for implementation, and ongoing annual management and monitoring.

Works in Watercourses (W)

Ref	Condition
<i>Construction Design Approval</i>	
WW.1	<p>At least 20 working days prior to commencement of streamworks within Hill Street Stream, Southdown Stream, Anns Creek, Clemow Stream and Miami Stream, the Consent Holder shall submit construction design details for stream realignment and installation of culverts or other structures within watercourses to the Manager for approval. The details shall include, but not be limited to:</p> <ul style="list-style-type: none"> (a) Detailed design of the proposed streamworks including long sections and cross sections, proposed riparian planting, and any other proposed freshwater habitat improvements; and (b) Erosion and sediment control in accordance with WW.5.
<i>Construction of Streamworks</i>	
WW.2	<p>The Consent Holder shall forward a detailed streamworks construction programme and methodology to the Manager for approval at least 10 working days prior to the commencement of those streamworks, and shall provide regular updates during the streamworks. The information provided shall include details of:</p> <ul style="list-style-type: none"> (a) The commencement date and expected duration of the streamworks; (b) The location of any works and structures in relation to the streamworks; (c) Procedures for the capture and relocation of fish associated with temporary and permanent stream diversions; and (d) Dates for the implementation of erosion and sediment controls.
WW.3	<p>Once approved under Condition WW.2, any material amendments to the streamworks construction programme and methodology shall be submitted to the Manager for approval prior to any amendment being implemented.</p>
WW.4	<p>Streamworks shall be carried out only during periods when all flows, up to the 24 hour 20 year return period storm event, can be diverted around the area of works. During periods of flow greater than the capacity of the diversion, up to the 100 year flood event, a stabilised flowpath shall be provided to ensure no scour or erosion occurs and so that flows can pass safely around or through the area of works with minimum nuisance, damage and sediment generation or discharge.</p>
WW.5	<p>All erosion and sediment controls associated with the streamworks shall be constructed and installed in accordance with Auckland Council's GD2016/005: Erosion Sediment Control Guide for Land Disturbing Activities in the Auckland Region.</p>
WW.6	<p>The Consent Holder shall ensure that any temporary dam structure built within the stream shall be constructed from non-erodible material (such as sandbags or sheet piles).</p>

Reasons for suggested changes
<p>July 2017:</p> <p>Hill Street Stream removed as its inclusion was an error – this stream is not freshwater and is an artificial watercourse as defined by the Unitary Plan.</p>

Ref	Condition
WW.7	The Consent Holder shall ensure that when dewatering the in-stream works area, no sediment-laden water shall be discharged directly into a watercourse. Any sediment-laden water must be treated in an appropriate sediment treatment device in accordance with Auckland Council's <i>GD2016/005: Erosion Sediment Control Guide for Land Disturbing Activities in the Auckland Region</i> .
WW.8	All machinery shall be maintained and operated in a way which ensures that spillages of fuel, oil and similar contaminants are prevented, particularly during refuelling and machinery servicing.
WW.9	Within three months of completion of the works, the Consent Holder shall submit to the Manager As-Built Plans certified by an s Suitably q Qualified p Person to confirm that the works have been carried out in accordance with the approved design under Condition WW.1.
WW.10	The Consent Holder shall implement the riparian planting approved under Condition WW.1 within 12 months of Completion of Construction.

Reasons for suggested changes

Groundwater and Settlement (G)

Ref	Condition
<i>Groundwater and Settlement Management Plan</i>	
G.1	<p>A Groundwater and Settlement Management Plan (GSMP) shall be prepared by a s<u>S</u>uitably q<u>Q</u>ualified p<u>P</u>erson and submitted to the Manager for certification in accordance with <u>the process set out in</u> Condition RC.9 prior to Commencement of Construction with potential groundwater and settlement effects.</p> <p>The purpose of the GSMP is to outline the measures to be adopted to monitor and respond to any changes in groundwater beyond the boundary of the Project site arising from construction activities.</p> <p>The GSMP shall incorporate the matters in Conditions G.2 to G.7 including:</p> <p>(a) Details of groundwater monitoring including:</p> <ol style="list-style-type: none"> A schedule of groundwater monitoring bores identifying piezometer depth and geological unit; Details of final bore construction and piezometer installation; The location of the groundwater monitoring bores and monitoring cross sections; The methods and frequency of groundwater level and groundwater quality monitoring; The groundwater trigger levels (level and quality); and Procedures to follow in the event of trigger levels being exceeded. <p>(b) Details for ground settlement monitoring including:</p> <ol style="list-style-type: none"> The predicted total estimated settlement and building damage categories; A schedule of ground settlement monitoring markers confirmed in Condition G.5; The methods and frequency of ground settlement monitoring; Alert and alarm levels where Alert = 75% of the theoretical or agreed level and Alarm = 100% of the theoretical or agreed value with due consideration of the seasonal range of ground movement and tidal influence of groundwater identified by pre-construction monitoring; and Procedures to follow in the event of trigger levels being exceeded. <p>(c) Reporting requirements.</p>
G.1A	<p><u>The Consent Holder shall install a borehole to a depth of 0.5 m below the planned depth of the proposed stormwater pipeline on the site at 19-21 Sylvia Park Road (Lot 1 DP 65735) to confirm the nature of the fill and the depth to groundwater. If groundwater is encountered, the hole shall be completed with a standpipe piezometer and groundwater level monitored in the borehole during construction of the stormwater pipeline within the site.</u></p>
G.2	<p>The Consent Holder shall monitor groundwater levels and quality in the groundwater monitoring bores confirmed in Condition G.1 and keep records of the water level measurement and corresponding date. Where exceedances occur these shall be reported to the Manager within 3 working days.</p>
G.3	<p>All monitoring data obtained in accordance with Condition G.2 shall be compared to the predicted groundwater level for each borehole. Where groundwater levels are exceeded, the</p>

Reasons for suggested changes
<p>July 2017: Amendment to clarify that it is the process set out in RC.9 that applies.</p>
<p>July 2017: New condition in response to legal submissions of Stratex.</p>

Ref	Condition
	to the construction methodology or mitigation works to the affected building (subject to building owner approval and any additional statutory approvals required).

Reasons for suggested changes

Air Quality (AQ)

Ref	Condition
AQ.1	<p>The Consent Holder shall avoid, as far as practicable, dust, offensive or objectionable odour and fumes arising from construction activities at any point beyond the boundary of the Project site that borders a highly sensitive receiver or air pollution sensitive land use.</p> <p>Beyond the boundary of the Project site there shall be no dust, particulate, smoke, ash or fume caused by discharges from the Project site that, in the opinion of the Manager or a nominated an enforcement officer is the cause of a noxious, dangerous, offensive or objectionable effect.</p>
Construction Air Quality Management Plan	
AQ.2	<p>As part of the CEMP prepared in accordance with Condition RC.10, the Consent Holder shall prepare a Construction Air Quality Management Plan (CAQMP) to meet Condition AQ.1.</p> <p>The CAQMP shall outline the measures to be adopted to avoid, as far as practicable, <u>the effects of</u> dust, offensive or objectionable odour and fumes arising from construction activities beyond the boundary of the Project site that borders a highly sensitive receiver <u>or air pollution sensitive land use</u>.</p> <p>The CAQMP shall, as a minimum, address the following:</p> <ul style="list-style-type: none"> (a) Description of the works, anticipated equipment/ processes and durations; (b) Periods of time when emissions of odour, dust or fumes might arise from construction activities; (c) Identification of air pollution sensitive land uses likely to be adversely affected by emissions of odour, dust or fumes from construction activities; (d) Methods for mitigating dust that may arise from construction site exits used by trucks, potentially including the use of vacuum sweeping, water sprays or wheel washes for trucks; (e) Methods for mitigating odour that may arise from ground disturbing construction activities; (f) Methods for maintaining and operating construction equipment and vehicles in order to manage visual emissions of smoke from exhaust tailpipes (g) Methods for undertaking and reporting on the results of daily inspections of construction activities that might give rise to odour, dust or fumes; (h) Methods for monitoring and reporting on the state of air quality during construction, including Total Suspended Particulate, wind speed, wind direction, air temperature and rainfall; (i) Procedures for maintaining contact with stakeholders, notifying of proposed construction activities and handling complaints about odour, dust or fumes; (j) Construction operator training procedures; and (k) Contact numbers for key construction staff, staff responsible for managing air quality during construction and Council officers; and (l) <u>Identification of contingency measures to address verified effects on property in the event of a process malfunction or an accidental dust discharge.</u>
AQ.3	The CAQMP shall be prepared in general accordance with the guidance contained in the <i>Good Practice Guide for Assessing and Managing Dust, Ministry for Environment, 2016</i> and the <i>Good</i>

Reasons for suggested changes
<p>April 2017: Amendment to respond to the submission by Mercury Ltd (#126377).</p> <p>June 2017: Replacement of condition in response to the evidence of Mr Crimmins for Auckland Council.</p> <p>June 2017: Adding reference to the Auckland Council Manger for compliance matters.</p>
<p>April 2017: Amendments to respond to the submission by Mercury Ltd (Submission 126377).</p>

Ref	Condition
	<i>Practice Guide for Assessing and Managing Odour, Ministry for Environment, 2016</i> and shall be implemented throughout the entire construction period of the Project.
AQ.4	The Consent Holder shall undertake all works in accordance with the CAQMP for the duration of Construction Works.

Reasons for suggested changes

Storage and Manufacture of Concrete (CB)

Ref	Condition
CB.1	The Consent Holder shall ensure that beyond the boundary of the Project site there shall be no discharges, including hazardous air pollutants, dust or visible emissions, caused by the operation of the concrete batching plant that, in the opinion of the Manager <u>or nominated enforcement officer</u> , are noxious, dangerous, offensive or objectionable or does or could cause adverse effects on human health, the environment or property.
CB.2	Air displaced from the Concrete Batching Plant during silo filling or concrete batching shall be vented to atmosphere via filter units designed to have a maximum particulate discharge concentration of no greater than 30 mg/m ³ . Supplier information regarding the filters shall be kept on site to confirm compliance with this specification.
CB.3	Each cement silo on site shall be fitted with a high fill alarm that shall be adequately maintained and be operating whenever bulk cement is being transferred into that silo. In the event of the alarm operating, filling into that silo shall cease immediately and shall not be resumed until the cause has been located and remedied.
CB.4	The Concrete Batching Plant shall be operated with the associated emission control equipment being fully operational and functioning correctly.
CB.5	All ducting and emission control equipment shall be maintained in good condition and as far as practicable be free from leaks in order to prevent the escape of fugitive emissions.
CB.6	The Consent Holder shall undertake visual assessments of the filter units and dust emissions at least once per operating day while the Concrete Batching Plant is in use.
CB.7	The Consent Holder shall record information regarding air discharges and the filter units, including: <ul style="list-style-type: none"> (a) Any maintenance or repairs; (b) Bag replacement details; (c) Any malfunction or breakdown of the plant leading to abnormal air discharges; and (d) Daily visual assessments of the filter units and dust emissions.

Reasons for suggested changes
<p>June 2017: Amendment of condition in response to the evidence of Mr Crimmins for Auckland Council.</p>

Leachate (L)

Ref	Condition
L.1	<p><u>(a) The Consent Holder shall undertake further assessment and if necessary, soil and groundwater investigations in the area of uncontrolled fill between the Pikes Point West and Pikes Point East Closed Landfills (Lot 1 DP135209), for the following purposes:</u></p> <p><u>(i) To characterise the nature of the fill materials; and</u></p> <p><u>(ii) To inform the design of leachate infrastructure.</u></p> <p><u>(b) The results of the investigations shall be provided to and discussed with the landowner and occupier and provided to the Manager.</u></p>
L.12	<p>The Consent Holder shall monitor leachate from the replacement Pikes Point Closed Landfill interception drain at the location where collected leachate is discharged via the piped network to the stormwater system.</p> <p>The monitoring shall include:</p> <p>(a) Continuous monitoring of leachate flow for a period of 24 months following commissioning;</p> <p>(b) Monthly sampling of leachate for a period of 24 months following commissioning of the stormwater system. The samples shall be analysed for total ammoniacal nitrogen (NH4N) and the result compared with a trigger level;</p> <p>(c) The trigger level NH4N concentration will-which shall be derived from the Australian and New Zealand Environmental Conservation Council, <i>Australian Guidelines for Fresh and Marine Waters</i>, 2000 (ANZECC 2000) marine water quality guideline, 90% level of protection (1.2 mg/L) allowing for reasonable mixing in the receiving water and treatment in the stormwater wetland/biofiltration system. <u>The trigger level shall be provided to the Manager;</u></p> <p>(d) If the trigger level is exceeded on two consecutive monitoring events, then the leachate flow will be redirected to trade waste until further monitoring for at least two monthly monitoring events measures NH4N concentrations below the trigger level;</p> <p>(e) If there are no trigger level exceedances over the 24 month period then leachate quality monitoring shall be discontinued; and</p> <p>(f) In the event of trigger level exceedance(s), the monthly monitoring shall be extended for no less than 6 months from the date of the last exceedance.</p> <p>The results of the leachate monitoring shall be provided to the Manager in an annual report submitted by February of each year, or an alternative date as agreed with the Manager.</p>
L.2	<p>Where the Construction Works require the removal of existing Auckland Council closed landfill groundwater monitoring bores, the Consent Holder shall relocate the monitoring bores in consultation with Council and shall provide access to the Council or its agent to the relocated.</p> <p>Access to Council closed landfill groundwater monitoring bores shall be provided for the duration of Construction Works.</p>

Reasons for suggested changes
<p>June 2017:</p> <p>Condition added in response to outcomes of Expert Conferencing Joint Witness Statement – Closed Landfills, dated 25 May 2017.</p>
<p>September 2017:</p> <p>Amendments for clarification</p>
<p>April 2017:</p> <p>Amended to respond to the submission from Auckland Council (Submission 126336).</p> <p>June 2017:</p> <p>Condition relocated to become CL.9 so that is it attached to the land use consent.</p>

Stormwater and Impervious Surfaces (SW)

Ref	Condition																																											
<i>Stormwater Design</i>																																												
SW.1	<p>The Consent Holder shall design the stormwater management devices and systems in general accordance with the stormwater drawings referred to in Condition RC.1.</p> <p>The Consent Holder may make modifications to the stormwater management devices and systems shown on those drawings, including the use of alternative Council approved stormwater management devices, provided that the equivalent performance and compliance as set out in Table SW.1 is achieved.</p>																																											
SW.2	<p>The stormwater management devices shall be designed and constructed to achieve the design requirements as set out in Table SW1:</p> <p>Table SW1: Design requirements</p> <table border="1"> <thead> <tr> <th rowspan="2">Project Catchment</th> <th rowspan="2">Receiving Environment</th> <th colspan="3">Design Requirements</th> </tr> <tr> <th>Total Project Road Area (upgraded and new) to be treated (ha)</th> <th>Total Out-of-Project catchment area to be treated (ha)</th> <th>Peak flow attenuation to pre-development flow rates at the receiving environment (with climate change adjustment to 2121)</th> </tr> </thead> <tbody> <tr> <td>Wharangi Street to Galway Street</td> <td>Mankauau Harbour</td> <td>9.4ha to 75% TSS removal</td> <td>1.7ha to 75% TSS removal</td> <td>Not required</td> </tr> <tr> <td>Galway Street to Anns Creek Viaducts</td> <td>Māngere Inlet</td> <td>12.2ha to 75% TSS removal</td> <td>6.1ha to 75% TSS removal or BPO</td> <td>Not required</td> </tr> <tr> <td>Anns Creek Viaducts to Hugo Johnston Drive</td> <td>Southdown Wetland Reserve</td> <td>1.9ha to 75% TSS removal</td> <td>0.6ha to 75% TSS removal</td> <td>2 year ARI 10 year ARI 100 year ARI</td> </tr> <tr> <td>Hugo Johnston Drive to SH1 Mt Wellington</td> <td>Anns Creek</td> <td>8.3ha to 75% TSS removal</td> <td>8.7ha to 75% TSS removal</td> <td>Not required</td> </tr> <tr> <td>SH1 Mt Wellington to Panama Road</td> <td>Clemow Stream</td> <td>7.0ha to 75% TSS removal</td> <td>2.7ha to 75% TSS removal</td> <td>Not required</td> </tr> <tr> <td>Panama Road to Princes Street</td> <td>Ōtāhuhu Creek</td> <td>4.9ha to 75% TSS removal</td> <td>6.5ha to 75% TSS removal</td> <td>Not required</td> </tr> <tr> <td>Princes Street to southern extent of Project</td> <td>Tributary of the Tamaki River</td> <td>3.8ha to 75% TSS removal</td> <td>2.1ha to 75% TSS removal</td> <td>2 year ARI 10 year ARI 100 year ARI</td> </tr> </tbody> </table>	Project Catchment	Receiving Environment	Design Requirements			Total Project Road Area (upgraded and new) to be treated (ha)	Total Out-of-Project catchment area to be treated (ha)	Peak flow attenuation to pre-development flow rates at the receiving environment (with climate change adjustment to 2121)	Wharangi Street to Galway Street	Mankauau Harbour	9.4ha to 75% TSS removal	1.7ha to 75% TSS removal	Not required	Galway Street to Anns Creek Viaducts	Māngere Inlet	12.2ha to 75% TSS removal	6.1ha to 75% TSS removal or BPO	Not required	Anns Creek Viaducts to Hugo Johnston Drive	Southdown Wetland Reserve	1.9ha to 75% TSS removal	0.6ha to 75% TSS removal	2 year ARI 10 year ARI 100 year ARI	Hugo Johnston Drive to SH1 Mt Wellington	Anns Creek	8.3ha to 75% TSS removal	8.7ha to 75% TSS removal	Not required	SH1 Mt Wellington to Panama Road	Clemow Stream	7.0ha to 75% TSS removal	2.7ha to 75% TSS removal	Not required	Panama Road to Princes Street	Ōtāhuhu Creek	4.9ha to 75% TSS removal	6.5ha to 75% TSS removal	Not required	Princes Street to southern extent of Project	Tributary of the Tamaki River	3.8ha to 75% TSS removal	2.1ha to 75% TSS removal	2 year ARI 10 year ARI 100 year ARI
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SW.3	<p>The Consent Holder shall ensure that the design of stormwater management devices does not result in any increase of flooding levels greater than 50mm within areas immediately adjacent to the Project or the downstream receiving environment.</p>																																											

Reasons for suggested changes
<p>April 17:</p> <p>The column with "<i>Total Out-of-Project catchment area to be treated</i>" has been removed from the table as these areas are outside the scope of the discharge consent sought by the Transport Agency (i.e. the consent only covers stormwater discharges from the new impervious surfaces created by the EWL Project and a section of SH1 between Mt Wellington and Princes Street).</p>

Ref	Condition
	<ul style="list-style-type: none"> (b) Details of plant species, plant numbers, density and distribution; and (c) Details of proposed pest plant management.
SW.12	All planting of stormwater management devices (including treatment / conveyance swales) shall be undertaken in accordance with the approved planting plan(s).
<i>As-Built Plans – Stormwater System</i>	
SW.13	The Consent Holder shall supply As-Built Plans for the stormwater management devices to the Manager within 30 working days of the practical completion of the stormwater management devices.
SW.14	<p>The As-Built Plans shall be signed off by a Chartered Engineer and include but not be limited to:-</p> <ul style="list-style-type: none"> (a) The surveyed locations and elevations of all stormwater structures, which shall be measured to the nearest 0.1 metre with co-ordinates expressed in terms of the New Zealand Transverse Mercator Projection and DOSLI datum; (b) Stormwater management device details including locations, dimensions, volumes, flood levels, sections, treatment efficiencies, inlet, discharge rates and outlet structures; (c) Photographs at all stormwater systems outfall locations; and (d) Documentation of any discrepancies between the approved design plans under Condition SW.6 and the As-Built Plans.
<i>Stormwater Operation and Maintenance Plan</i>	
SW.15	<p>A Stormwater Operation and Maintenance Plan shall be submitted to the Manager for certification 20 working days prior to commencement of the operation of the stormwater management system.</p> <p>The Stormwater Operation and Maintenance Plan shall include, but not be limited to:</p> <ul style="list-style-type: none"> (a) Details of the person or organisation that will hold responsibility for long-term maintenance of the stormwater management system; (b) A programme for regular maintenance and inspection of the stormwater management system; (c) A programme for the collection and disposal of debris and sediment collected by the stormwater management devices or practices; (d) Procedures for post storm inspection and maintenance; (e) A programme for inspection and maintenance of the outfalls; (f) General inspection checklists for all aspects of the stormwater management system, including visual checks; (g) A programme for inspection and maintenance of vegetation associated with the stormwater management devices; and (h) A requirement to retain records of all inspections and maintenance for the stormwater management system, for the preceding three years.
SW.16	The Consent Holder shall ensure that the stormwater systems are managed in accordance with the Stormwater Operation and Maintenance Plan.

Reasons for suggested changes

Ref	Condition
SW.17	Any material amendments or alterations to the approved Stormwater Operation and Maintenance Plan shall be submitted to the Manager in writing for certification at least 20 working days prior to implementation.

Reasons for suggested changes