

## Hamilton City Council

### Conditions to apply to Notice of Requirement in Hamilton City (HCC 168A)

Amended as of 20 April 2020

| <b>Definitions</b>            |   |
|-------------------------------|---|
| The Project                   | Means that part of the Southern Links network project subject to Hamilton City Council's Notice of Requirement (Designation 111) to be constructed and operated within the Peacocke Structure Plan Area and environs  |
| Local road                    | Means a road that is not a State highway or private road  |
| Directly affected parties     | Means owners and occupiers of properties within the designation boundary  |
| Affected in proximity parties | Means owners and occupiers of properties up to 200m beyond the designation boundary   |
| HCC                           | Hamilton City Council   |
| Construction Works            | Means when the contractor is established on site and starting earthworks. Construction works do not include Enabling Works as defined in these conditions.  |
| Enabling Works                | Shall include the following and similar activities : demolition and removal of buildings and structures and existing vehicle entrances, construction of site entrances and minor access tracking, fencing, tree felling and removal and other necessary vegetation clearance (of trees and/or vegetation that are not required to be retained by the ecological management conditions of this designation or any resource consent), relocation of underground and overhead services, geotechnical investigations, surveying, archaeological investigations, and establishment of erosion and sediment controls. |
| NoR                           | Notice of Requirement   |
| PCCP                          | Pre-construction Communication and Consultation Plan  |
| PAMEP                         | Property Acquisition and Management Engagement Practice   |
| CMP                           | Construction Management Plan  |
| CNVMP                         | Construction Noise and Vibration Management Plan  |
| CTMP                          | Construction Traffic Management Plan  |
| CCCP                          | Construction Communication and Consultation Plan  |
| CLMP                          | Concept Landscape Management Plan   |
| LMP                           | Landscape Management Plan   |
| EMMP                          | Ecological Management and Monitoring Plan   |
| HASMP                         | Heritage and Archaeological Site Management Plan  |

|       |  |
|-------|--|
| TNMP  | Transport Network Management Plan  |
| DMP   | Dust Management Plan   |
| CSMP  | Contaminated Soil Management Plan  |
| HSMP  | Hazardous Substances Management Plan   |
| TWEAR | Means the Southern Links Taangata Whenua Effects Assessment Report, January 2014, prepared by the Taangata Whenua Working Group representatives from: Ngaati Wairere, Ngaati Mahanga, Ngaati Koroki Kahukura, Ngaati Haua, Waikato Tainui. |

## GENERAL CONDITIONS

### 1.0 General Conditions

- 1.1 Except as modified by the Conditions below and subject to final design, the Project works shall be undertaken generally in accordance with the information provided by the Requiring Authority in its Notice of Requirement (NoR), its evidence and supporting documentation, including:
- a) *Southern Links: Notice of Requirement* by the NZ Transport Agency and Hamilton City Council dated 09 August 2013;
  - b) *Southern Links: Assessment of Environmental Effects and Supporting Information* (including technical appendices), prepared for the NZ Transport Agency and Hamilton City Council by AECOM New Zealand Limited and others, dated 05 August 2013;
  - c) *Southern Links – Scheme Assessment Report Drawings 1000-8000 series*, prepared for the NZ Transport Agency and Hamilton City Council by AECOM New Zealand Limited and Opus;
  - d) The Requiring Authorities' response dated 18 December 2013 to the Territorial Authorities' s92 request for further information;
  - e) *Hamilton Southern Links Concept Drainage Design*, prepared for the NZ Transport Agency and Hamilton City Council by AECOM New Zealand Ltd, dated 22 June 2012 and any subsequent changes;
  - f) *Southern Links Preliminary Design Philosophy Statement*, prepared for the NZ Transport Agency and Hamilton City Council by AECOM New Zealand Ltd, dated 19 June 2014;
  - g) *Southern Links Peacocks North/South Layout Plan and Long Section*, prepared by AECOM New Zealand Ltd and Opus, drawing number 60164546-C-20-3102 Revision C, updated 02/07/14; and
  - h) *Southern Links Cobham Drive Layout Plan and Long Section*, prepared by AECOM New Zealand Ltd and Opus, drawing number 60164546-C-20-4101 Revision C, updated 02/07/14.

- 1.2 Where there is any inconsistency between the NoR documentation and the designation conditions, the designation conditions shall prevail.
- 1.3 Pursuant to Section 184A(2)(c) of the RMA, the designation shall not lapse for a period of twenty (20) years after it is included in the Operative and Proposed Hamilton City District Plans.
- 1.4 Any reference in these Conditions to legislation or a Standard includes any later legislation or standard that amends or replaces it.

## **2.0 Management Plans General**

- 2.1 All works shall be carried out in accordance with the applicable Management Plan(s) and other plans required by these Conditions.
- 2.2 The following Management Plans must be submitted to the Territorial Authority Chief Executive or nominee for certification that they are consistent with the conditions of the designation:
  - a) Pre-Construction Communication and Consultation Plan;
  - b) Construction Management Plan;
  - c) Construction Noise and Vibration Management Plan;
  - d) Construction Traffic Management Plan;
  - e) Construction Communication and Consultation Plan;
  - f) Concept Landscape Management Plan;
  - g) Landscape Management Plan;
  - h) Heritage and Archaeological Site Management Plan;
  - i) Dust Management Plan;
  - j) Contaminated Soil Management Plan;
  - k) Hazardous Substances Management Plan;
  - l) Transport Network Management Plan;
  - m) Environmental Monitoring and Management Plan; and
  - n) Conservation Plan.

- 2.3** Within twenty (20) working days of receipt of any Management Plan for certification as required under Condition 2.2, the Territorial Authority shall notify the Requiring Authority as to whether the Management Plan is certified or whether inconsistencies with the relevant designation condition(s) have been identified and what matters are required to be addressed.
- 2.4** Construction Works shall not commence until the Requiring Authority has received the Territorial Authority Chief Executive or nominee's written certification for the relevant Management Plans.
- 2.5** Unless inconsistencies are identified that require addressing, any changes proposed to a certified Management Plan shall be confirmed in writing by the Requiring Authority and certified in writing by the Territorial Authority's Chief Executive or nominee within ten (10) working days of receipt of written confirmation, prior to implementation of those changes. Any changes to Management Plans shall remain consistent with the overall intent of the relevant Management Plan.
- 2.6** In the event of any dispute, disagreement or inaction arising in respect of the certification of Management Plans or certification of changes to Management Plans, that matter shall be referred in the first instance to the Territorial Authority Chief Executive to determine a process for resolution.
- a) If a resolution cannot be agreed, then the matter may be referred to an independent appropriately qualified person, agreeable to both parties, setting out the details of the matter to be referred for determination and the reasons the parties do not agree.
- b) The independent appropriately qualified person shall be appointed within ten (10) working days of the Requiring Authority or Territorial Authority giving notice of their intention to seek determination. The appointed person shall, as soon as possible, issue his or her decision on the matter. In making the decision, he or she shall be entitled to seek further information and hear from the parties as seen fit.
- 2.7** At all times during construction, the Requiring Authority shall ensure that a copy of the latest certified version of the Management Plans identified in Condition 2.2 is kept on site and all key personnel are made aware of each Plan's contents.
- 2.8** A copy of the latest certified version of each Management Plan identified in Condition 2.2 shall be available on the HCC's website at all times until effective completion of the Project.
- 2.9** The Property Acquisition and Management Engagement Practice shall be provided to the Territorial Authority Chief Executive or nominee for information only.
- 2.10** The Management Plans are not required to include all details for every stage of work at the time the plan is submitted for certification to the Territorial Authority Chief Executive or nominee. If further details are to be provided for later stages of work, the Management Plan shall specify which stages require further certification at a later

date. Management Plans for later stages of work shall be submitted to the Territorial Authority Chief Executive or nominee for certification prior to construction commencing in the relevant stage, and conditions 2.3 and 2.4 apply accordingly.

- 2.11** Where conditions require consultation with third parties in the development of Management Plans, these plans shall demonstrate how the views of that party (or parties) have been incorporated, and, where they have not, the reasons why.

## **PRE-CONSTRUCTION CONDITIONS**

### **3.0 Communication, Consultation and Property Liaison**

- 3.1** Within three (3) months of inclusion of the designation in the district plan, the Requiring Authority shall appoint a Communication, Consultation and Property Liaison Manager to implement the Pre-construction Communication and Consultation Plan (PCCP) (Condition 3.4 to 3.8) and Construction Communication and Consultation Plan (Condition 8.2 to 8.7). The Communication, Consultation and Property Liaison Manager (subject to Condition 8.1) shall be the main and readily accessible point of contact for the community, stakeholders, directly affected parties, and affected in proximity parties for the duration of the Project.

- 3.2** The Communication, Consultation and Property Liaison Manager's contact details shall be listed in the PCCP and on the HCC website.

- 3.3** The Communication, Consultation and Property Liaison Manager shall maintain a record of all contact received and any actions arising. These records shall be considered in the same manner as if they were a minute produced from a Community Liaison Group meeting.

#### **Pre-Construction Communication and Consultation Plan**

- 3.4** The PCCP shall be submitted to the Territorial Authority Chief Executive or nominee, within six (6) months of the Designation being confirmed, for certification. The PCCP shall be prepared by a suitable qualified and experienced person.

- 3.5** Implementation of the PCCP shall commence within nine (9) months from the inclusion of the designation in the district plan, until the commencement of the Construction Works.

- 3.6** The objective of the PCCP is to set out a framework to:

- a) Inform the community of Project progress and likely commencement of construction works and any proposed staging of works;
- b) Provide general updates on property acquisition and management, while respecting the privacy and confidentiality of individual landowner negotiations; and

- c) Determine how to engage with affected parties for identifying and implementing potential site specific mitigation measures.

**3.7** The PCCP shall set out how the Requiring Authority will:

- a) Inform the community of Project progress and likely commencement of Construction Works and programme;
- b) Engage with the community with an aim to fostering good relationships, and provide opportunities for learning about the Project; and
- c) Provide general updates on the property acquisition process.

**3.8** In addition to the matters set out in Condition 3.7 the PCCP shall also include:

- a) A communications framework that details the Requiring Authority's communication strategies, the accountabilities and timeframes for responding to inquiries and complaints, frequency of communications and consultation, the range of communication and consultation methods to be used (particularly with regards to communicating and consulting with tangata whenua (refer to Conditions 3.15 to 3.17) the Community Liaison Group (refer to Conditions 3.9 to 3.14), and the Landscape Management Plan (refer to Condition 14), and any other relevant communication matters;
- b) Details of the Communication, Consultation and Property Liaison Manager for the pre-construction period (Conditions 3.1 and 3.2) including their contact details (phone, email and postal address);
- c) Identification of directly affected or affected in proximity parties and stakeholders who will be consulted and communicated with; and
- d) Measures to receive, record and respond (if necessary) to feedback.

#### **Community Liaison Group**

**3.9** Within twelve (12) months of inclusion of the designation in the district plan, the Requiring Authority shall, after consultation with the Territorial Authority, establish a Community Liaison Group for the Peacocke Structure Plan area.

**3.10** The membership of the Community Liaison Group shall include representative(s) of the Requiring Authority and be open to all Directly Affected and/or Affected in Proximity parties in the Peacocke Structure Plan Area.

**3.11** The purpose of the Group shall be to:

- a) Provide a means for receiving regular updates on Project progress including updates on the programme and staging;
- b) Enable opportunities for individual and/or community concerns and issues to be reported to and responded to by the Requiring Authority, including access requirements that need to be addressed as part of the Construction Traffic Management Plan (Condition 12.5(a));
- c) Enable the Requiring Authority to be informed of any existing or proposed ecological enhancement or restoration on private property to inform the

development of any Concept Landscape Management Plan, Landscape Management Plan and/or Environmental Management and Monitoring Plan; and

- d) Provide an opportunity for the Requiring Authority to receive requests from individual landowners to establish planting, including on private property, in advance of construction which may enable the early establishment of screening and landscaping to assist in addressing adverse effects on amenity.

**3.12** The Requiring Authority shall invite the Group to meet at least annually until the commencement of construction and then at least once every three (3) months once Construction Works have commenced until six (6) months after completion of the Construction Works, or as otherwise agreed. Should a majority of Group members decline or not respond to an invitation to meet, the Requiring Authority is not required to hold that meeting.

**3.13** Once the Construction Works have commenced the Requiring Authority will provide an update to the Group on Project progression at least every three (3) months (or as otherwise agreed).

**3.14** The Requiring Authority shall provide a venue for meetings of the Community Liaison Group, invite all Group members to the meeting, and take and disseminate meeting minutes.

#### **Consultation with Waikato - Tainui**

**3.15** When required to consult with Tangata Whenua by the Conditions of this designation the Requiring Authority shall, through its Chief Executive or nominee, contact the Waikato Tainui Environment Manager, or successor, to convene a Tangata Whenua Working Group (“TWWG”). Waikato Tainui shall be invited to appoint a nominated representative to administer the liaison/coordination of this group/representatives to ensure:

- a) Each hapu is represented by the recognised/appointed person or persons;
- b) Administration of liaison/coordination occurs in a timely manner; and
- c) Any actions/direction or information from the TWWG representatives has a common voice for Iwi on all liaison/coordination matters.

**3.16** The TWWG shall comprise at least one representative from each of the following:

- a) Ngati Hauaa;
- b) Ngati Koroki Kahukura;
- c) Ngati Wairere;
- d) Ngati Maahanga; and
- e) The Requiring Authority.

**3.17** The Requiring Authority shall invite the TWWG to meet at least annually until the commencement of Construction Works to provide a means for receiving regular updates on project progress, including updates on programme and staging and to

discuss the consideration of mitigation measure set out in the TWEAR dated January 2014.

### **Consultation with network utility operators**

**3.18** During the design phase of the Project, the Requiring Authority shall give reasonable notice and make all reasonable endeavours to:

- a) Liaise with all relevant network utility operators in relation to any part of the works within the designation where their infrastructure may be affected; and
- b) Make reasonable and relevant changes requested by such network utility operators, to the relevant design plans and methodologies, to ensure that access to, maintenance and the operation of all network utility infrastructure within the designated area is not adversely affected.

### **Property acquisition and management engagement practice**

**3.19** With six (6) months of the inclusion of the designation in the district plan, the Requiring Authority shall provide to the Territorial Authority Chief Executive or nominee and directly affected landowners access to a document outlining the Requiring Authority's property acquisition and management engagement practice (PAMEP). The objective of the PAMEP is to provide clarity for directly affected landowners on how they can engage with the Requiring Authority on matters regarding property acquisition and management. The PAMEP shall, as a minimum:

- a) Include contact details (phone, email and postal address) for the Communication, Consultation and Property Liaison Manager (Condition 3.2).
- b) Identify timeframes within which the Requiring Authority will respond to enquiries.
- c) Describe the process which the Requiring Authority will follow for responding to specific:
  - i. Requests from landowners to purchase properties, including under s185 RMA, and for compassionate or hardship grounds;
  - ii. Requests from landowners to use land that is within the designation footprint but is not yet acquired by the Requiring Authority; and
  - iii. Complaints regarding the maintenance of properties acquired by the Requiring Authority.



- 3.20** The Requiring Authority shall acquire the land identified as Lot 5 DPS 10393 at least six (6) months before construction works commence on that part of the Project within the required land identified in drawing number 60164546-C-20-6503 (refer to Southern Links - Scheme Assessment Report Drawings 6000 series, prepared for the NZ Transport Agency and Hamilton City Council by AECOM New Zealand Limited and Opus).
- 3.21** The amount of land the Requiring Authority is to acquire under condition 3.20 may be amended by mutual agreement between the Requiring Authority and the owner of the land
- 3.22** The Requiring Authority shall acquire the land identified in Annexure 2 at least six (6) months before construction works commence on that part of the Project within the required land identified in drawing number 60164546-C-20-3506, 60164546-C-20-3507 and 60164546-C-20-3508 (refer to Southern Links - Scheme Assessment Report Drawings 3000 series, prepared for the NZ Transport Agency and Hamilton City Council by AECOM New Zealand Limited and Opus).
- 3.23** The amount of land the Requiring Authority is to acquire under condition 3.22 may be amended by mutual agreement between the Requiring Authority and the owner of the land.
- 3.24** Indicative Collector Road (Neighbourhood Area 4 – Figure 2.3, Appendix 2, Proposed Hamilton District Plan).

Unless the need for the collector road between the land legally described as Pt Lot 1 and Pt Lot 2 DP 35271, and Lot 1 DPS 12991, has been determined as unnecessary by either a plan change or resource consent (master plan) the requiring authority shall ensure that the design of the arterial determines the location (crossing point) and grade separated formation (underpass or elevated) of the collector road, having regard to, but not being limited to:

- Urban design;
- Cost and feasibility (both in respect of the arterial road and collector road);
- Property access;
- Amenity;
- Network effects;
- Developability of the adjoining land areas legally described as Pt Lot 1 and Pt Lot 2 DP 35271, and Lot 1 DPS 12991;
- Other relevant criteria related to the master planning process described in the Peacockes Structure Plan provisions of the Hamilton City Proposed District Plan (or subsequent revisions).

No outline plan shall be submitted without inclusion of a record of consultation with the owners of land legally described as Pt Lot 1 and Pt Lot 2 DP 35271, and Lot 1 DPS 12991 regarding the options considered as part of the assessment set out above.

Advice Note:

As at the time of confirmation of this condition the land legally described as:

- Pt Lot 1 and Pt Lot 2 DP 35271 was owned by Alan Tsai, Joyce Li, Shih An Tseng and Hsueh Chu Chao; and
- Lot 1 DPS 12991 was owned by Adare Company Limited.

## **4.0 Te Awa Cycleway**

**4.1** The Requiring Authority shall ensure that the design of the final network in the vicinity of the Waikato River recognises and provides for the ongoing operation of the Te Awa pedestrian/cycleway.

## **5.0 Protected Trees**

**5.1** The Requiring Authority shall undertake best endeavours at the time of detailed design to retain the existence and health of the protected trees listed as T36.1 (English Oak), T36.3 (Pin Oak) and T36.4 (Pine) in the Hamilton City Proposed District Plan (Decisions Version - 2014).

## **6.0 Concept Landscape Management Plan**

**6.1** Prior to lodgement of any outline plans of works, the Requiring Authority shall submit a Concept Landscape Management Plan (CLMP) to the Territorial Authority Chief Executive or nominee for certification. The CLMP shall be prepared by a suitably qualified and experienced person and shall be developed after consultation with NZ Transport Agency and the Southern Links Tangata Whenua Working Group (TWWG).

**6.2** The objective of the CLMP is to provide the overview of the landscape and urban approach, which will subsequently be developed into the detailed LMP as the Project design progresses. The CLMP shall include:

- a) A vision statement;
- b) An outline of the landscape and urban design themes to be adopted for the entire length of the Project, including for overbridges, underbridges and noise barriers.
- c) An outline of the landscape design elements, including hard and soft landscape materials, planting types, sizes and spaces.
- d) Concept landscape plans showing the design scheme; and
- e) Planting management and maintenance requirements.

**6.3** The CLMP shall be in general accordance with the indicative landscape mitigation measures and urban design proposals outlined in the report titled Southern Links Network Urban Design and Landscape Framework, prepared by Opus, dated 05 August 2013.

- 6.4 The CLMP shall have regard to the natural character policies of the Waikato Regional Policy Statement.

## **7.0 Archaeological Investigation**

- 7.1 Prior to the commencement of detailed design, sufficient site-specific archaeological investigation, as set out in the recommendations in the Southern Links Designation Corridor Notice of Requirement Archaeological Assessment, prepared by Opus, dated 02 December 2013 in relation to the Requiring Authority's Designation, must be undertaken to determine the full extent of each archaeological site affected in part or whole by the designation footprint and to locate any intact archaeological features or deposits in order to take into account avoidance of archaeological remains during the development of detailed design plans. (Note: This may require permission from landowners adjacent to the designation and an authority from Heritage New Zealand for any in-ground investigation work).

## **CONSTRUCTION CONDITIONS**

### **8.0 Construction Communication and Consultation**

#### **Contact Person**

- 8.1 The Requiring Authority shall make a contact person available 24 hours, seven days a week for the duration of construction for public enquiries about the Construction Works.

#### **Construction Communication and Consultation Plan**

- 8.2 The Requiring Authority shall submit to the Territorial Authority Chief Executive or nominee a Construction Communication and Consultation Plan (CCCP) prepared by a suitably qualified and experienced person, which shall be implemented and complied with for the duration of the construction of the Project.
- 8.3 The CCCP shall be submitted to the Territorial Authority Chief Executive or nominee, no later than forty (40) working days prior to the commencement of any stage of Construction Works for certification or as otherwise agreed with the HCC Chief Executive or their nominee.
- 8.4 The objective of the Construction Communication and Consultation Plan is to set out a framework to ensure appropriate communication and consultation is undertaken with the relevant community, stakeholders, directly affected parties, and affected parties in proximity during the construction of the Project.
- 8.5 The CCCP shall set out how the Requiring Authority will:
- a) Inform the community of construction progress and future construction activities and constraints that could affect them;
  - b) Receive and respond to feedback on construction related matters; and
  - c) Provide information on key project milestones.

**8.6** The CCCP shall, as a minimum, include:

- a) A communications framework that details the Requiring Authority's communication strategies, the accountabilities and timeframes for responding to inquiries and complaints, frequency of communications and consultation, the range of communication and consultation methods to be used (including any modern and relevant communication methods, newsletters or similar, advertising), and any other relevant communication matters;
- b) The Communication, Consultation and Property Liaison Manager for the Project (required by Condition 3.2) including their contact details (phone, email and postal address);
- c) How the community, stakeholders, directly affected, and affected in proximity parties will be notified of the commencement of construction activities and works, the expected duration of the activities and works, and who to contact for any queries, concerns and complaints;
- d) Methods for communicating in advance any temporary traffic management measures, and permanent changes to road networks and layouts to the community, stakeholders, directly affected, and affected in proximity parties;
- e) Methods for communicating in advance proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding communities, and methods to record and deal with any concerns raised about such hours; and
- f) Methods for communicating and consulting in advance of construction works with emergency services (Police, Fire, Ambulance) on the location, timing and duration of Construction Works.

**8.7** The CCCP shall have regard to, and where appropriate implement, any relevant actions identified in the minutes arising from the Community Liaison Group meetings (Conditions 3.3 and 3.14).

**Advice Note:** *Because parts of the Project may be constructed ahead of other parts the Pre-Construction and Communication and Consultation Plan (required by Conditions 3.4 to 3.8) will continue to be implemented in conjunction with the Communication and Consultation Plan required under this Condition.*

## **9.0 Construction Management Plan**

- 9.1** No later than forty (40) working days prior to the commencement of any stage of Construction Works or as otherwise agreed with the HCC Chief Executive or their nominee, the Requiring Authority shall submit for certification a Construction Management Plan (CMP) to the Territorial Authority Chief Executive or nominee. The CMP shall be prepared by a suitably qualified and experienced person. The objective of the CMP is to avoid, remedy or mitigate any adverse effects of construction, through methods identified in the CMP. For the avoidance of doubt, the Requiring Authority may prepare a CMP in relation to each individual stage of its programme of works, provided that in each case it shall submit a CMP for certification in accordance with this Condition prior to any Construction Works commencing on a particular stage.
- 9.2** The CMP shall have regard to and where appropriate implement any relevant actions identified in the minutes arising from Community Liaison Group meetings (Conditions 3.3 and 3.14).
- 9.3** The CMP(s) shall include specific details relating to the construction and management of all works associated with the Project, including the following:
- a) Details of the site or Project manager, including their contact details (phone, facsimile (if any), postal address, email address);
  - b) Details of the contact person required by Condition 8.1 including name, phone number, email and postal address;
  - c) The location of large notice boards that clearly identify the name, phone number and address for service of the site or Project manager and the contact person required by Conditions 3.1 and 8.1;
  - d) Training requirements for employees, sub-contractors and visitors on construction procedures, environmental management and monitoring;
  - e) An outline construction programme of the works indicating, in particular, construction hours, likely time periods for partial or complete road closures, and anticipated traffic diversion effects;
  - f) Environmental incident and emergency management procedures;
  - g) Measures to be adopted to maintain the land affected by the works in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building materials and similar construction activities;
  - h) Location of workers' offices, conveniences (e.g. portaloos) and vehicle parking;
  - i) Procedures for controlling sediment runoff, dust and the removal of soil, debris and demolition and construction materials from public roads or places, including wheel wash for construction vehicles. Dust mitigation measures should include use of water sprays to control dust nuisance on dry or windy days;
  - j) Methods for earthworks management for earthworks adjacent to buildings and structures, including temporary and permanent stabilisation measures and monitoring of ground movement;

- k) Procedures for ensuring that residents in the immediate vicinity of construction areas are given prior notice of the commencement of Construction Works and are informed about the expected duration of the works;
- l) Procedures to be followed to ensure that iwi representatives are notified of the proposed commencement of Construction Works and of the discovery of any koiwi or other artefacts;
- m) Procedures to be followed in the event that any historic artefacts are disturbed, being in accordance with any Authority obtained under the Heritage New Zealand Pouhere Taonga Act 2014;
- n) Means of ensuring the safety of the general public; and
- o) Procedures for receiving and responding to complaints.

## **10.0 Complaints Management**

**10.1** Upon receiving a complaint during construction, the Requiring Authority shall instigate a process to address concerns or complaints received about adverse effects. This shall:

- a) Identify the nature of the complaint, and the location, date and time of the alleged incident / event(s);
- b) Acknowledge receipt of the complaint within 24 hours of receipt; and
- c) Respond to the complaint in accordance with any relevant Management Plan, which may include monitoring of the activity by a suitably qualified and experienced person and implementation of mitigation measures.

**10.2** A record of all complaints received shall be kept by the Requiring Authority. This record shall include:

- a) The name and address of the person(s) who raised the complaint (unless they elect not to provide this) and details of the complaint;
- b) Where practicable, weather conditions at the time of the concern or complaint, including wind direction and cloud cover if the complaint relates to noise or air quality;
- c) Known construction activities at the time and in the vicinity of the concern or complaint;
- d) Any other activities in the area unrelated to the Project construction that may have contributed to the complaint such as non-Project construction, fires, traffic accidents or unusually dusty conditions generally; and
- e) Remedial actions undertaken (if any) and the outcome of these, including monitoring of the activity.

- 10.3** This record shall be maintained on site, be available for inspection upon request, and shall be provided every three (3) months (or as otherwise agreed) to the Territorial Authority Chief Executive or nominee.
- 10.4** Where a complaint remains unresolved or a dispute arises, that matter shall be referred in the first instance to the Territorial Authority Chief Executive to determine a process for resolution.
- a) If a resolution cannot be agreed, then the matter may be referred to an independent appropriately qualified person, agreeable to both parties, setting out the details of the matter to be referred for determination and the reasons the parties do not agree.
  - b) The independent appropriately qualified person shall be appointed within ten (10) working days of the Requiring Authority or Territorial Authority giving notice of their intention to seek expert determination. That person shall, as soon as possible (and in any event no later than ten (10) working days of receiving the record of the complaint), issue his or her decision on the matter. In making the decision, he or she shall be entitled to seek further information and hear from the parties as seen fit.

## **11.0 Construction Noise and Vibration**

### **Construction Noise and Vibration Management Plan**

- 11.1** No later than forty (40) working days prior to the commencement of any stage of Construction Works or as otherwise agreed with the HCC Chief Executive or their nominee, the Requiring Authority shall submit a Construction Noise and Vibration Management Plan (CNVMP) to the Territorial Authority's Chief Executive Officer or nominee for certification. The CNVMP shall be prepared by a suitably qualified and experienced expert.

The objective of the CNVMP is to provide a framework for the development and implementation of identified Best Practicable Options to avoid, remedy or mitigate the adverse effects of noise and vibration during construction and to minimise the frequency, duration and degree of exceedance of the noise and vibration standards set out in Conditions 11.3 and 11.4.

- 11.2** The CNVMP shall be prepared in accordance with the State Highway Construction and Maintenance Noise and Vibration Guide (NZTA, 2013), and include the procedures, methods and measures for the control of noise and vibration associated with all relevant Project Construction Works.
- 11.3** Construction noise must be measured and assessed in accordance with NZS 6803:1999 'Acoustics Construction Noise' (NZS 6803:1999). The construction noise limits for the purposes of the CNVMP that are to be complied with, as far as practicable, are as given in Table A below:

| Day   | Time          | L <sub>Aeq(15min)</sub> | L <sub>AFmax</sub> |
|---|---------------|-------------------------|--------------------|
| Occupied PPFs (as defined in NZS 6806.2010) |               |                         |                    |
| Weekdays                                    | 0630h – 0730h | 60 dB                   | 75 dB              |
|   | 0730h – 1800h | 75 dB                   | 90 dB              |
|   | 1800h – 2000h | 70 dB                   | 85 dB              |
|   | 2000h – 0630h | 45 dB                   | 75 dB              |
| Saturday                                    | 0630h – 0730h | 60 dB                   | 75 dB              |
|   | 0730h – 1800h | 75 dB                   | 90 dB              |
|   | 1800h – 2000h | 45 dB                   | 75 dB              |
|   | 2000h – 0630h | 45 dB                   | 75 dB              |
| Sundays<br>and public<br>holidays           | 0630h – 0730h | 45 dB                   | 75 dB              |
|   | 0730h – 1800h | 55 dB                   | 85 dB              |
|   | 1800h – 2000h | 45 dB                   | 75 dB              |
|   | 2000h – 0630h | 45 dB                   | 75 dB              |
| Commercial and industrial receivers         |               |                         |                    |
| All   | 0730h – 1800h | 75 dB                   |                    |
|   | 1800h – 0730h | 80 dB                   |                    |

**Table A: Construction Noise Criteria**

**11.4** The CNVMP must describe the measures adopted to seek to meet the Category A vibration criteria set out in Table B below, where practicable. If measured or predicted vibration levels exceed the Category A criteria, then a suitably qualified and experienced person shall be engaged to assess and manage construction vibration to comply with the Category A criteria. If the Category A criteria cannot be practicably achieved, the Category B criteria in Table B below shall be applied. If measured or predicted construction vibration levels exceed the Category B criteria, then construction activity shall only proceed if vibration effects on those buildings at risk of exceeding the Category B criteria are assessed, monitored and mitigated by suitably qualified persons. The criteria are to be applied to either predicted ground vibrations, or measured in accordance with ISO 4866: 2010 and AS 2187-2: 2006.

| Receiver           | Details                                   | Category A   | Category B   | Location            |
|--------------------|---|--------------|--------------|---------------------|
| Occupied dwellings | Monday to Friday<br>6:30 am to<br>8:00 pm | 1.0 mm/s ppv | 5.0 mm/s ppv | Inside the building |



| Receiver                 | Details  | Category A    | Category B                       | Location            |
|--------------------------|--|---------------|----------------------------------|---------------------|
|                          | All hours Sunday and Monday to Saturday 8:00 pm to 6:30 am | 0.3 mm/s ppv  | 1.0 mm/s ppv                     |                     |
| Other occupied buildings | At all times   | 2.0 mm/s ppv  | 10.0 mm/s ppv                    |                     |
| All buildings            | Transient vibration  | 5.0 mm/s ppv  | BS 5228.2 Table B2 values        | Building foundation |
|                          | Continuous vibration                                       |               | 50% of BS 5228.2 Table B2 values |                     |
| Underground services     | Transient vibration  | 20.0 mm/s ppv | 30.0 mm/s ppv                    | On pipework         |
|                          | Continuous vibration                                       | 10.0 mm/s ppv | 15.0 mm/s ppv                    |                     |

**Table B: Construction Vibration Criteria**

**11.5** In addition to those matters detailed in the State Highway Construction and Maintenance Noise and Vibration Guide, the CNVMP shall address the following aspects with regard to managing the adverse effects of construction noise and vibration:

- a) Identification of affected dwellings and other sensitive locations where vibration criteria apply, which shall include all houses located within 50 metres of general road construction activities, and 100 metres of piling, where those activities are undertaken on peat;
- b) Predicted noise levels set out as minimum compliance distances for key activities and items of plant and identification of any dwellings or other sensitive locations where works will be required within those minimum compliance distances;
- c) Mitigation options, including alternative strategies where full compliance with the noise criteria in Table A above and/or the vibration criteria in Table B above cannot practicably be achieved;
- d) Requirements for building condition surveys of critical dwellings, prior to and after completion of construction works and during the works if required (including all buildings measured or predicted to exceed the Category B vibration criteria contained in Table B above) and processes for repair of any damage caused by the works.

**11.6** Where noise or vibration predictions made in accordance with the CNVMP show that levels from a particular activity or at a specific location might exceed the limits set out in Condition 11.3 and/or 11.4, or where measurements show that compliance is not being achieved, the Requiring Authority shall prepare Schedules to the CNVMP. These Schedules shall:

- a) be prepared in accordance with the State Highway Construction Noise and Vibration Guide and include the relevant details specified in the Guide, including activity specific and/or location specific noise and vibration predictions and mitigation;
- b) include noise limits for the activity and an overview of mitigation options that have been considered, identifying which of those options are practicable; and
- c) be provided to the Territorial Authority Chief Executive or nominee at least five (5) working days in advance of the relevant works being carried out and implemented, for certification.

**11.7** In the event that either:

- a) the Territorial Authority certifies the Schedule, or
- b) fails to advise the Requiring Authority of any concerns it has with the Schedule, within the five (5) working days period following receipt, then the activities covered by the Schedule may be carried out.

**11.8** If the Territorial Authority advises the Requiring Authority of a concern it has with the Schedule, then no activity related to that concern shall be carried out until the matter has been addressed by the Requiring Authority to the satisfaction of the Territorial Authority.

## **12.0 Construction Traffic Management Plan**

**12.1** A Construction Traffic Management Plan (CTMP), shall be prepared by a suitably qualified and experienced person in accordance with the NZTA Code of Practice for Temporary Traffic Management and after consultation with the Territorial Authority Chief Executive or nominee. The CTMP shall be submitted to the Territorial Authority Chief Executive or nominee, for certification that the plan satisfies this condition no later than forty (40) working days prior to the commencement of any stage during Construction Works or as otherwise agreed with the HCC Chief Executive or their nominee. Construction of any relevant stage of the Project shall not commence until the Requiring Authority has received the Chief Executive's or nominee's written certification of the CTMP for that stage of works.

**12.2** The objective of the CTMP is to provide a framework to be adopted by the Requiring Authority to ensure that the adverse traffic and access related effects of the construction of the Project will be avoided, remedied or mitigated.

**12.3** When requesting certification of a CTMP, the Requiring Authority shall provide the certifying Territorial Authority with a letter from each other Territorial Authority whose roads are affected by the Project's construction traffic confirming that the Requiring Authority has adequately consulted with that Territorial Authority in relation to

Condition 12.5(i) and any effects on that Territorial Authority's road network and included adequate measures to manage such effects.

**12.4** The CTMP shall have regard to and where appropriate implement any relevant actions identified in the minutes arising from Community Liaison Group meetings (Conditions 3.3 and 3.14).

**12.5** The CTMP shall describe the measures that will be undertaken to avoid, remedy or mitigate the local and network wide construction traffic effects of construction of the Project. In particular (but not limited to), the CTMP shall describe:

- a) Measures to maintain vehicle access to roads and property to defined and approved levels of service. The CTMP shall identify notification thresholds and processes for communicating with affected parties and shall consider whether there are specific user needs that require specific responses.
- b) Measures to maintain access for emergency vehicles, and methods to ensure that emergency service providers are regularly informed of the timing and sequencing of works, road closures and alternative routes.
- c) The manner in which service providers are regularly informed of the timing and sequencing of works, road closures and alternative routes.
- d) The timing and sequencing of any road closures that will be required and the nature and duration of any traffic management measures that will result, including any temporary restrictions, detours or diversions;
- e) Measures to ensure safe interaction between Project-related construction traffic and local road traffic where any temporary or existing local roads cross the Southern Links corridor.
- f) Measures to ensure safe access to the Project site.
- g) Measures to monitor the performance against agreed levels of service of all access points to the Project site, and all key state highway and arterial local road intersections used by Project-related construction traffic, and the procedures to be followed where intervention is deemed necessary in order to maintain acceptable and reasonable operating conditions on local roads and on the State Highway network.
- h) Measures to ensure that any staging of Construction Works will adequately avoid, remedy or mitigate traffic-related adverse effects.
- i) Measures to be adopted to identify routes to be used (and roads to be specifically avoided) for Project-related Heavy Commercial Vehicles (HCVs) for shifting bulk materials (such as earth fill or pavement materials or water) (Bulk HCVs) and implement temporary traffic management controls in accordance with the Code of Practice for Temporary Traffic Management (COPTTM).
- j) Measures to ensure the use and reinstatement (to a mutually agreed standard) of local roads to be used as haul roads. The CTMP shall also describe the assessment and monitoring of road conditions and implementation of mitigation works.

## **13.0 General Construction Traffic**

**13.1** The Requiring Authority shall ensure there is no off-site Project-related Bulk HCV traffic:

- a) on Sundays; or
- b) on public holidays or after 4.00 pm on working days prior to long weekends.

**13.2** The maximum hours of work for off-site Project-related Bulk HCVs shall be 7.00am – 7.00pm.

## **14.0 Landscape Management Plan**

**14.1** The Requiring Authority shall develop the certified CLMP (required by Condition 6.1) into a Landscape Management Plan (LMP). No later than forty (40) working days prior to construction commencing or as otherwise agreed with the HCC Chief Executive or their nominee, the Requiring Authority shall submit the LMP to the Territorial Authority Chief Executive or nominee for certification. For the avoidance of doubt, the Requiring Authority may prepare a LMP in relation to each stage of its programme of works, provided that for each stage it shall submit a LMP for certification prior to any construction activity commencing on a particular stage of work.

**14.2** The objective of the LMP is to maintain and enhance landscape, amenity and ecological values along the route and to mitigate any adverse visual, landscape, urban design and ecological effects of the Project or a particular stage of the Project. The LMP will identify the specific urban design and landscape measures to be implemented and maintained to achieve this objective.

**14.3** The LMP(s) shall be prepared, after consultation with TWWG and the Territorial Authority, by a suitably qualified and experienced landscape architect with appropriate urban design experience and shall include at least the following:

- a) The proposed landscape and urban design theme to be adopted for the entire length of the Project, including for overbridges, underbridges and noise barriers;
- b) Landscape plans that identify any vegetation to be retained, areas of landscape mitigation and ecological enhancement planting (taking into account the requirements of the Ecological Management and Monitoring Plan required by Condition 15), and the type and density of planting to be undertaken;
- c) Provision where practicable for the use of earth bunding with gently undulating forms for noise barriers and measures to integrate the design of noise mitigation measures;
- d) Integration of the landscape design with the design of noise mitigation measures so that the combined measures can be implemented in a co-ordinated manner;
- e) Measures to minimise clearing work to conserve soil and protect any existing vegetation to be retained;
- f) Measures to ensure the appropriate disposal of any invasive or noxious weeds cleared from the site;

- g) Measures to integrate cut and fill batters with the existing topography;
- h) Measures to be undertaken for topsoil and subsoil management so as to provide a viable growing medium for the areas to be planted with trees, shrubs and grass;
- i) The nature, programme and methods of rehabilitation to be implemented within borrow and spoil disposal areas and any areas identified as being required for the treatment of otherwise unsuitable earth material;
- j) A schedule of the species to be planted including botanical name, average plant height at time of planting and at maturity, and planting density;
- k) A planting specification, including planting and mulching techniques;
- l) Planting maintenance requirements over a five year period following planting and reinstatement of road verges and gullies;
- m) An implementation programme for all remedial and mitigation measures;
- n) Post-construction monitoring measures;
- o) Site specific planting and screening measures developed after consultation with directly affected property owners;
- p) Planting and screening measures developed after consultation with landowners of Riley Place and Montgomery Crescent adjoining the designation; and
- q) All plant species used in the Landscape Management Plan shall be selected to ensure that at their full maturity they do not protrude through the Hamilton Airport Obstacle Limitation Surface height restrictions as set out in the Hamilton City District Plan.

**14.4** The Requiring Authority shall provide the LMP to the parties referred to in Conditions 14.3(o) and 14.3(p) at least thirty (30) working days prior to submitting it to the Territorial Authority Chief Executive or nominee for certification.

**14.5** If the Requiring Authority has not received comment from any of the parties referred to in Conditions 14.3(o) and 14.3(p) within twenty (20) working days of providing them the LMP, the Requiring Authority may consider that the stakeholder concerned has no comment.

**14.6** The Requiring Authority shall include any comment from the parties referred to in Conditions 14.3(o) and 14.3(p) in the LMP, along with an explanation of where and why any comments have not been incorporated into the LMP(s), prior to submitting the LMP to the Territorial Authority.

## 15.0 Ecological Management and Monitoring Plan

- 15.1 The Requiring Authority shall, after consultation with the TWWG, Waikato Regional Council, the Territorial Authority, the Waikato River Authority, the Director-General of Conservation, the Mangakotukutuku Stream Care Group Incorporated, the Riverlea Environment Society and the NZ Transport Agency develop an Ecological Management and Monitoring Plan (EMMP). The EMMP shall be prepared by an appropriately qualified and experienced ecologist/s.
- 15.2 The EMMP shall be submitted to the Territorial Authority's Chief Executive or nominee, for certification. The EMMP must be submitted for certification within three (3) years after the date on which the designation is included in the Operative or Proposed HCC District Plan or at least forty (40) working days prior to the commencement of Construction Works, whichever event occurs earlier in time.

The EMMP certification requirement shall not apply to the construction of the Wairere Drive/Cobham Drive grade separated interchange, in the area set out on the plan (Bloxam, Burnett and Olliver Drawing Ref 145300/00/P/7511 Revision A, entitled Wairere Drive/Cobham Drive Grade Separated Interchange – Extent of Ecological Management and Monitoring Plan Exemption, dated 22.11.2017) in Annexure 3 to these conditions. Notwithstanding that exemption, the design and construction of the extent of the Wairere Drive/Cobham Drive grade separated interchange in the area set out on the plan in Annexure 3 shall incorporate the mitigations and recommendations contained within the report prepared by Kessels Ecology, dated 14.12.2017, entitled Hamilton City Council, Wairere/Cobham Drive Ecological Management and Monitoring Plan, subject to any amendments required to comply with permits issued by the Department of Conservation under the Wildlife Act 1956 and/or resource consent conditions imposed by Waikato Regional Council.

The EMMP shall include performance measures, actions, methods, trigger levels and monitoring programmes designed to achieve the objectives specified below.

The objectives of the EMMP shall be to demonstrate how the Requiring Authority intends to achieve no net loss of terrestrial, wetland and stream biodiversity values. It shall provide details on how monitoring, management and mitigation of the significant adverse effects of construction activities and Project operation is to be undertaken, including but not limited to effects on:

- a) Long-Tailed Bats, with the aim of enhancing long-tailed bat habitat within the city boundary;
- b) Avifauna, with the aim of enhancing the extent and quality of habitat for native species;
- c) Lizards, with the aim of enhancing the extent and quality of habitat for native species; and
- d) Indigenous vegetation, aquatic and wetland values, with the aim of restoring indigenous vegetation to the gullies and margins of the Waikato River in accordance with the objectives and policies of the Hamilton Gully Reserves Management Plan: 2007 (or its successor) as these relate to biodiversity, with

the species and composition of vegetation restored reflecting as far as possible the natural ecosystems that were likely to be originally representative of gully systems and riparian margins of the Waikato River as defined in Clarkson & Clarkson (1997)<sup>1</sup>.

**15.3** The EMMP shall set out the methodologies and processes that will be used to achieve these objectives and shall include, but will not be limited to:

- a) Ecological management;
  - i) Vegetation and habitat management;
  - ii) Management of effects on long-tailed bats, avifauna, and lizards;
- b) Ecological monitoring; and
- c) Habitat restoration/offset mitigation on the following basis:
  - (i) A minimum 1:1 restoration ratio for areas of gully, bat habitat and river margin affected by the designation (including habitat dominated by exotic vegetation).
  - (ii) a minimum 3:1 restoration ratio for significant indigenous habitats (including indigenous forests, wetlands, seeps and springs) affected by the designation.

The total area to be restored based on the ratio in (i) and (ii) above shall be a minimum of 11.46 hectares.

- (iii) Gully habitat restoration proposed by the EMMP shall generally align with Wall, K and B.D. Clarkson 2006: Gully restoration guide: a guide to assist in the ecological restoration of Hamilton's gully system. Third Revised Edition. Hamilton City Council (or an updated version).
- (iv) Animal Pest Control, undertaken for a period of twenty (20) years, at known significant roost sites (significant roost sites being maternity roost sites or other roost sites used by multiple bats on a regular basis). Any measures implemented must be determined by an Animal Pest Control specialist as having a reasonable prospect of being effective. The duration or nature of Animal Pest Control in accordance with this condition can be altered should monitoring of the Animal Pest Control demonstrate that it is ineffective, or to allow alternative Animal Pest Control approaches to be trialled. Any alteration to the duration or nature of Animal Pest Control shall necessitate a review of the EMMP in accordance with condition 15.7.

**15.4** The EMMP shall include:

- a) Identification of areas and timeframes for establishment of advance restoration / mitigation planting, as far as practicable ahead of construction activities taking into account land ownership, accessibility and the timing of available funding;

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<sup>1</sup> Clarkson, B. R. & Clarkson, B. D. (July 1997 – revised April 2000). Indigenous Vegetation Types of Hamilton City. A report prepared for the Ministry of the Environment. Landcare Research.

- b) Consideration of opportunities to integrate existing restoration planting on public or private land with the restoration/mitigation planting to be undertaken as part of this designation in order to enhance ecological benefit; this shall include but not be limited to the restoration planting undertaken to date adjacent to the Mangakotukutuku Stream and on the following private properties:
  - Lot 2 DPS 83799 (M & M Shaw)
  - Lot 2 DP 313598 (G James)
- c) Identification of areas and timeframes for establishment of incremental restoration / mitigation planting to be undertaken as property is acquired by or vested in the Territorial Authority through the Public Works Act or the Resource Management Act;
- d) Provision for the coordination of construction works and environmental protection and restoration programmes;
- e) Provision for the engagement of suitably qualified and experienced ecologists to develop appropriate procedures to manage effects on long-tailed bats, avifauna, and lizards, where habitats are affected;
- f) The nature of any weed and / or pest control considered appropriate (timing, extent and location) in restoration / mitigation planting areas;
- g) The nature and extent of stock proof fencing (if required) that is to be established around the boundaries of restoration / mitigation planting areas;
- h) Provisions, where practicable, for the salvage of elements of indigenous flora and fauna that is being destroyed as a result of the construction of the Project and its translocation to appropriate restoration areas; and
- i) Provisions to ensure all restored areas are legally protected in perpetuity, where practicable.

**15.5** The EMMP provisions for Long-Tailed Bat Management shall include, but not be limited to, the following:

- a) Details of measures to avoid, minimise and monitor roost removal and habitat loss (including specific minimum standards determined by a recognised bat ecologist for roost tree identification and monitoring of roost trees before their removal, recognising the limitations for determining roost tree occupancy in some situations), as well as habitat replacement and enhancement;
- b) Details of the provision of alternative roosting sites (including suitable indigenous or exotic trees for roost habitat, their ongoing management to enhance their roosting potential (for example, encouraging cavity formation or providing artificial bat houses), with artificial roosts installed as far in advance of construction as possible);
- c) Details of measures to minimise habitat fragmentation and alteration to bat movement (e.g. creating possible bat crossing points such as a bridge/ tunnels/ culverts; reducing the effect of road lighting by creating 'dark zones' at key bat habitats, aligning streetlights in certain ways or installing baffles on lighting columns to reduce the 'spill' of light away from the road);



- d) The establishment of buffer zones and hop overs along the Project route in advance of construction (where feasible), during and after construction to encourage bat avoidance of the road and maintaining important bat flyway navigational references, if deemed appropriate by a recognised bat ecologist;
- e) Details of measures to minimise disturbance from construction activities within the vicinity of any active roosts that are discovered until such roosts are confirmed to be vacant of bats, as determined by a recognised bat ecologist using current best practice;
- f) Details of ongoing monitoring and reporting of bat activity, including the establishment of adequate baseline survey and post construction monitoring to identify and assess changes in bat activity and behavioural patterns that may occur as a result of construction and operation of the Project network at all locations where bats are detected. The specific priority objectives of monitoring shall include:
  - i) Determining the effects of lighting and roads on the movement of bats and what other key potential barriers (e.g. bridges, embankments) are to movement;
  - ii) Monitoring to gauge the effectiveness of the Animal Pest Control required by condition 15.3(c) (iv); and
  - iii) Identification, protection and ongoing monitoring of key habitats (e.g. maternal roosting sites and foraging sites).
- g) Specific minimum standards as determined by a suitably qualified bat ecologist for minimising disturbance associated with construction activities around active roosts within the footprint of the Project or its vicinity that do not require removal. This includes the preparation of a pre-tree felling protocol following consultation with the Department of Conservation. The purpose of the pre-tree felling protocol shall be to avoid the injury or mortality of roosting long-tailed bats; and
- h) Monitoring shall be carried out over the long-tailed bat breeding season and peak activity period (beginning of November to the end of April), first commencing two (2) years prior to Construction Works starting, and continuing during construction and five (5) years post construction for the first stage of the Project, and shall ensure adequate site coverage incorporating all potential roosting and foraging habitats as well as suitable control sites. The timeframes for the monitoring in accordance with this condition shall only be triggered with respect to the first stage of Construction Works for any part of the Project.

**15.6** The EMMP shall outline the aquatic surveys to be undertaken by a suitably qualified and experienced ecologist/s prior to lodgement of resource consent applications with the Regional Council. These shall include, but will not be limited to:

- a) Fish surveys of waterways (including drains and wetlands) using a recognised protocol prior to stream crossing design to determine the fish community and therefore likely fish passage and fish recovery requirements where culverts are to be installed; and times when instream works are to be avoided so as not to adversely impact on peak periods of fish migration and spawning; and

- b) Surveys to determine aquatic quality and character of habitats impacted by stream crossings where instream habitats will be impacted (e.g. culverts) so that an appropriate methodology can be used to mitigate loss of ecological value that has not already been accounted for by advanced mitigation restoration (e.g. presence of mudfish)

**15.7** The Requiring Authority may review the EMMP at any time to make provision for the future grant of resource consents required to authorise components of the Project, and any staging of construction of the Project network, within Hamilton City. The Requiring Authority shall consult with the TWWG, Waikato Regional Council, the Territorial Authority, the Waikato River Authority, the Director-General of Conservation, the Mangakotukutuku Stream Care Group Incorporated, the Riverlea Environment Society and the NZ Transport Agency in preparing any review to the EMMP. The Requiring Authority shall submit any review of the EMMP to the Territorial Authority's Chief Executive for certification.

**Advice Note:**

*The outcomes of the EMMP will be relevant in the development of the LMP (Condition 14.3(b)).*

## **16.0 Heritage and Archaeological Site Management Plan**

**16.1** The Requiring Authority shall give at least twenty (20) working days written notice of the date that construction is intended to commence to:

- a) The Project archaeologist to establish with the contractor a working relationship that will comply with good practice during the earthworks stage of the construction; and
- b) The Territorial Authority;
- c) The TWWG to enable it to:
  - i) Allocate a representative to liaise with the Project archaeologist, and who will be actively involved in the archaeological work associated with the Project;
  - ii) Clarify with the contractor the location of the archaeological sites and the procedures that will be observed;
  - iii) Provide the names of their representatives who are to be contacted for cultural advice and guidance in the event of a discovery of any buried archaeological deposits found during the Project;
  - iv) Undertake any appropriate cultural ceremonies on the archaeological sites; and
  - v) Arrange for the inspection of the earthworks in the vicinity of the archaeological sites.

- 16.2** Prior to the commencement of Construction Works the Requiring Authority shall provide to the Territorial Authority evidence that Archaeological Authorities have been obtained, as appropriate, to modify, damage or destroy any of the known archaeological sites likely to be affected during the construction works.
- 16.3** No later than forty (40) working days prior to the commencement of any earthworks or construction works or as otherwise agreed with the HCC Chief Executive or their nominee, the Requiring Authority shall submit a Heritage and Archaeological Site Management Plan (HASMP) prepared by a suitably qualified and experienced archaeologist to the Territorial Authority Chief Executive or nominee for certification.
- 16.4** The HASMP shall be prepared after consultation with the TWWG and with Heritage New Zealand. The objective of the HASMP is to describe the measures that will be taken to avoid or mitigate effects on archaeological sites within the designation. As a minimum the HASMP shall include the following:
- a) Measures that will be taken to protect or avoid archaeological sites (or insitu archaeological remains) from damage during construction;
  - b) Roles and responsibilities associated with managing the archaeological aspects of the Project;
  - c) Provision for training for staff and contractors in the archaeological aspects of the Project;
  - d) Provision for any revisions required to the HASMP during the course of the Project;
  - e) An Accidental Discovery Protocol (*ADP*) (noting that in the event of any conflicting provisions where any part of the site is operating under an Authority from Heritage New Zealand, the ADP contained within that Authority shall take precedence) so that in the event that any archaeological sites, remains, artefacts, taonga (Maori artefacts) or koiwi are unearthed, dislodged, uncovered or otherwise found or encountered during Construction Works (“the Discovery”), the Requiring Authority shall:
    - i) Advise taangata whenua, the Project archaeologist, and the Territorial Authority as appropriate, within one day of the Discovery;
    - ii) Cease works in any part of the Project site affected by the Discovery;
    - iii) Contact the NZ Police, the Coroner and Heritage New Zealand as appropriate;
    - iv) Undertake specific preservation measures to address any Discovery that includes water-logged or wet archaeological materials; and
    - v) Not recommence works in the parts of the Project site affected by the Discovery until all necessary statutory authorisations or consents have been obtained;
  - f) Twenty (20) working days prior to the Requiring Authority providing the HASMP or any revisions in accordance with Condition 2.5 to the Territorial Authority, a draft version of the plan will be provided to the TWWG and to Heritage New

Zealand for their review. The Requiring Authority shall consider any feedback provided and provide a written response within the finalised HASMP detailing:

- i) Whether any feedback has been provided by the TWWG and Heritage New Zealand;
  - ii) Where feedback has been provided, how it has been incorporated into the HASMP; and
  - iii) Where feedback has been provided but not been incorporated into the HASMP, the reasons why not; and
- g) Provisions for providing any new information on archaeological sites to the New Zealand Archaeological Association for the purpose of updating the national archaeological site record database.

**16.5** Conservation Plans shall be prepared for the long-term management of those significant archaeological sites (part or whole) within the area of the designation that remain unaffected by the construction of the Project once construction is completed. Conservation Plans shall be prepared by a suitably qualified and experienced person. The Historic and Cultural Heritage Assessment Criteria employed in the Waikato Regional Policy Statement shall be used to determine if a site has sufficient significance to warrant the preparation of a Conservation Plan. All sites partly or wholly within the designation will be tested against these criteria. These Conservation Plans shall:

- a) Not be limited to the surface visible remains but recognise the importance of sub-surface deposits;
- b) Be prepared by a suitably qualified archaeologist; and
- c) Be submitted to the Territorial Authority Chief Executive or nominee for certification.

**16.6** No later than twenty (20) working days prior to the Requiring Authority providing any Conservation Plan to the Territorial Authority Chief Executive or nominee, a draft version of the plan shall be provided to the TWWG and to Heritage New Zealand for their review. The Requiring Authority shall consider any feedback provided and provide a written response within the finalised Conservation Plans detailing:

- a) Whether any feedback has been provided by the TWWG and Heritage New Zealand;
- b) Where feedback has been provided, how it has been incorporated into the Conservation Plans; and
- c) Where feedback has been provided but not been incorporated into the Conservation Plans, the reasons why not.

## **17.0 Drainage**

**17.1** Subject to the requirement of any resource consent, the construction and operation of the Project shall not increase flooding risk to surrounding land and/or property.

## **18.0 Network Infrastructure**

**18.1** To ensure that there are no interruptions to supply or adverse effects on network utility infrastructure, the Requiring Authority shall, subject only to reasonable planned interruption, either:

- a) Protect the utility from any activity which may interfere with the proper functioning of the services; or
- b) Seek to relocate it to the same or a similar standard (including property rights) as the operator currently has; or
- c) Seek to repair or replace, at the Requiring Authority's expense, any infrastructure damaged during construction to the reasonable satisfaction of the affected network utility operator.

## **19.0 Dust Management Plan**

**19.1** Prior to the commencement of Construction Works, the Requiring Authority shall prepare a Dust Management Plan (DMP). The DMP shall be prepared by a suitably qualified and experienced person. The Requiring Authority shall implement the DMP at all times during the Project. The objective of the DMP shall be to ensure that Construction Works are undertaken in a manner to ensure that no discharge of airborne particulate matter (dust) causes an adverse effect on the amenity value of any person beyond the designation boundary.

**19.2** The DMP shall be provided to the Territorial Authority Chief Executive or nominee for certification at least forty (40) working days prior to the commencement of Construction Works or as otherwise agreed with the HCC Chief Executive or their nominee.

**19.3** As a minimum the DMP shall include the following details:

- a) Mitigation measures to be implemented during construction to minimise dust emissions;
- b) Methods for the daily visual monitoring of dust emissions and assessing the effectiveness of the mitigation measures implemented;
- c) Procedures for responding to process malfunctions and accidental dust discharges;
- d) Criteria, including consideration of weather conditions and procedures, for the use of water sprays on stockpiles and operational areas of the Project;
- e) Continuous monitoring of meteorology;
- f) Monitoring of construction vehicle maintenance;

- g) Complaints investigation, monitoring and reporting;
- h) The identification of staff and contractors' responsibilities; and
- i) Appropriate DMP review procedures.

## **20.0 Removed by Alteration to Designation - 20 April 2020**

### **21.0 Hazardous Substances Management Plan**

**21.1** Prior to the commencement of Construction Works, the Requiring Authority shall prepare a Hazardous Substances Management Plan (HSMP). The HSMP shall be prepared by a suitable qualified and experienced person. The Requiring Authority shall implement the HSMP at all times during the Project. The objective of the HSMP shall be to avoid, remedy or mitigate the adverse effects of Construction Works on human health and the environment which may result from the use of hazardous substances.

**21.2** The HSMP shall be provided to the Territorial Authority Chief Executive Officer or nominee for certification at least forty (40) working days prior to the commencement of Construction Works or as otherwise agreed with the HCC Chief Executive or their nominee.

**21.3** As a minimum the HSMP shall include the following details:

- a) Details of the type and volumes of hazardous substances to be used and stored during the construction phase of the Project;
- b) Procedures for the proper storage, handling, transport and disposal of hazardous substances in accordance with best practice and national standards and regulations;
- c) The equipment, systems and procedures to be used to minimise the risk of spills or leaks of hazardous substances;
- d) Procedures to notify and report to the Territorial Authority within 24 hours of a spill or leak involving 10 litres or more of a hazardous substance occurring; and

- e) Procedures to be followed to identify causes of spills or leaks of a hazardous substance and to avoid their recurrence.

## 22.0 Construction Lighting

22.1 The Requiring Authority shall implement procedures at all times during construction to manage light spill (if any) to residences from any night lighting that is required on the site.

## OPERATIONAL CONDITIONS

### 23.0 Operational Noise

23.1 For the purposes of Conditions 23.2 - 23.20 the following terms will have the following meanings:

- a) **BPO** – means the Best Practicable Option.
- b) **Noise Assessment** – means the Noise Assessment prepared in accordance with Condition 23.2.
- c) **NZS 6806:2010** – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads.
- d) **Noise Criteria Categories** – means the groups of preference for time-averaged sound levels established in accordance with NZS 6806:2010 when determining the BPO mitigation option; i.e. Category A – primary noise criterion, Category B, secondary noise criterion and Category C – internal noise criterion.
- e) **PPF** – means only the premises and facilities identified in green, orange or red in the Noise Assessment.
- f) **Structural Mitigation** – has the same meaning as in NZS 6806:2010.
- g) **Original Noise Report** – the assessment of road traffic noise and construction noise effects prepared by Opus International Consultants Ltd, report reference 231635.09 as lodged with the Notice of Requirement.

#### **Noise Assessment Report (prior to construction)**

23.2 The Requiring Authority shall appoint a suitably qualified acoustics specialist, a suitably qualified planner approved by the Council, and other designers, to determine the BPO for road-traffic noise mitigation in accordance with NZS 6806:2010. No later than six (6) months prior to Construction Works starting, the Requiring Authority shall submit to the Territorial Authority Chief Executive or nominee a Road-traffic Noise Assessment Report ('Noise Assessment') detailing the assessment process, 'Selected Options' for noise mitigation, and the Noise Criteria Categories for all PPFs ('Identified Categories'). The Requiring Authority shall implement the Selected Options for noise

mitigation identified in the Noise Assessment as part of the Project, in order to achieve the Identified Categories where practicable, subject to Conditions 23.4–23.20 below.

- 23.3** The Noise Assessment shall only consider those PPFs existing on the date the Notice of Requirement was publicly notified (29 January 2014), including PPFs at the properties set out in the attached PPF list (**Annexure 1** to these conditions).
- 23.4** The detailed design of the Structural Mitigation measures of the Selected Options (the “Detailed Mitigation Options”) shall be undertaken by a suitably qualified acoustics specialist prior to Construction Works commencing and, subject to Condition 23.5, shall include, as a minimum, the following:
- a) Noise barriers with the location, length and height in general accordance with the Noise Assessment; and
  - b) Low-noise road surfaces in general accordance with the Noise Assessment.

#### **Amendments to Noise Assessment Report**

- 23.5** Where the design of the Detailed Mitigation Options identifies that it is not practicable to implement a particular Structural Mitigation measure in the location or of the length or height included in the Selected Options then either:
- a) if the design of the Structural Mitigation measure could be changed so that it would still achieve the same Identified Category A or Category B at all relevant PPFs, and a suitably qualified planner approved by the Hamilton City Council certifies to the Council that the changed Structural Mitigation is consistent with adopting the BPO in accordance with NZS 6806:2010, the Detailed Mitigation Options may include the changed mitigation measure; or, if that is not practicable,
  - b) if the changed design of the Structural Mitigation measure would change the Noise Criteria Category at any relevant PPF from Category A or B to Category C but a suitably qualified planner approved by the Hamilton City Council certifies to the Council that the changed Structural Mitigation is consistent with adopting the BPO in accordance with NZS 6806:2010, the Detailed Mitigation Options may include the changed mitigation measure.

- 23.6** The Detailed Mitigation Options shall be implemented prior to completion of construction of the Project, with the exception of any low-noise road surfaces, which shall be implemented within twelve (12) months of completion of construction.

#### **Operational Noise Limits**

**23.7** *Removed 2 May 2019.*

#### **Operational Noise Monitoring**

- 23.8** Prior to construction, the Requiring Authority shall arrange for a suitably qualified and experienced acoustics specialist approved by the Territorial Authority Chief Executive or nominee to undertake a minimum of 10 (ten) representative measurements of



ambient noise levels. Measurements shall be undertaken in accordance with the requirements of Section 5.2 of NZS6806:2010.

- 23.9** Following completion of the work, the Requiring Authority shall arrange for a suitably qualified and experienced acoustics specialist approved by the Territorial Authority Chief Executive or nominee to undertake traffic noise monitoring at the same sites surveyed in Condition 23.8 above, within 2 years following completion of construction of the Project, and following the application of any low-noise road surfaces that are required. Measurements shall be undertaken in accordance with the requirements of Section 5.2 of NZS6806:2010.
- 23.10** The results of the noise level monitoring in accordance with Condition 23.8 above shall be used to verify the computer noise model of the Detailed Mitigation Options. Where monitoring identifies that the applicable standards of Condition 23.7 above are not being met, the Requiring Authority shall undertake mitigation measures to ensure compliance is achieved as soon as practicable.
- 23.11** A report describing the findings of monitoring required by conditions 23.9 and 23.10 shall be provided to the Territorial Authority Chief Executive or nominee within one month of the measurements in 23.9 being completed. The Report shall include (as a minimum):
- a) Comparison of the results to the computer noise model of the Detailed Mitigation Options;
  - b) Identification of where compliance with the requirements of Condition 23.7 have been achieved; and
  - c) Identification of where compliance with the requirements of Condition 23.7 have not been achieved and the mitigation measures proposed to ensure compliance is achieved as soon as practicable.

### **Category C PPFs**

- 23.12** Prior to construction of the Project, a suitably qualified acoustics specialist shall identify those PPFs which, following implementation of all the Structural Mitigation included in the Detailed Mitigation Options, are not in Noise Categories A or B and where Building-Modification Mitigation may be required to achieve 40dB LAeq (24h) inside habitable spaces ('Category C Buildings').
- 23.13** Prior to commencement of Construction Works in the vicinity of a Category C Building, the Requiring Authority shall write to the owner of each Category C Building seeking access to such building for the purpose of measuring internal noise levels and assessing the existing building envelope in relation to noise reduction performance.
- 23.14** If the owner(s) of the Category C Building allows the Requiring Authority access to the property within twelve (12) months of the date of the Requiring Authority's letter (sent pursuant to Condition 23.13), then no more than twelve (12) months prior to commencement of construction of the Project, the Requiring Authority shall instruct a suitably qualified acoustics specialist to visit the building to measure internal noise

levels and assess the existing building envelope in relation to noise reduction performance.

**23.15** Where a Category C Building is identified, the Requiring Authority shall be deemed to have complied with Conditions 23.13 or 23.14 above where:

- a) The Requiring Authority (through its acoustics specialist) has visited the building; or
- b) The owner of the Category C Building allows the Requiring Authority's access, but the Requiring Authority could not gain entry for some relevant reason (such as entry denied by a tenant); or
- c) The owner of the Category C Building did not allow the Requiring Authority access to the property within the time period set out in Condition 23.14 (including where the owner(s) did not respond to the Requiring Authority letter (sent pursuant to Condition 23.13 within that period)); or
- d) The owner of the Category C Building cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

If any of (b) to (d) above apply to a particular Category C Building, the Requiring Authority shall not be required to implement any Building-Modification Mitigation at that Category C Building.

**23.16** Subject to Condition 23.15, within six (6) months of the assessment required under Condition 23.14, the Requiring Authority shall give written notice to the owner of each Category C Building:

- a) Advising of the options available for Building-Modification Mitigation to the building; and
- b) Advising that the owner has six (6) months within which to decide whether to accept Building-Modification Mitigation for the building, and if the Requiring Authority has advised the owner that more than one option for Building-Modification Mitigation is available, to advise which of those options the owner prefers.

**23.17** Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of an affected building, the mitigation shall be implemented (including the Requiring Authority obtaining any third party authorisations required to implement the mitigation) in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.

**23.18** Subject to Condition 23.15, where Building-Modification Mitigation is required, the Requiring Authority shall be deemed to have complied with Condition 23.10 above where:

- a) The Requiring Authority has completed Building-Modification Mitigation to the Category C Building; or

- b) The owner of the Category C Building did not accept the Requiring Authority offer to implement Building-Modification Mitigation prior to the expiry of the timeframe stated in Condition 23.16(b) above (including where the owner did not respond to the Requiring Authority within that period); or
- c) The owner of the Category C Building cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

### **Maintenance of Detailed Mitigation Measures**

**23.19** The Requiring Authority shall manage and maintain the Detailed Mitigation Options to ensure that, to the extent practicable, those mitigation works retain their noise reduction performance for at least ten (10) years after the opening of the Project to the public.

**23.20** Within twelve (12) months of opening any new section of road to the public, the Requiring Authority shall submit a post-construction noise review report to the Territorial Authority Chief Executive or nominee. The report shall include details of the following post-construction verification checks and actions:

- a) The noise model used for the assessment required by condition 23.2 shall be rerun using the as-built positions of roads, earthworks and barriers. Any differences from the Identified Categories, not previously assessed in accordance with condition 23.5, shall be reported.
- b) A visual inspection of each noise barrier shall be made from the far edge of the road corridor at the closest point to each PPF or cluster of PPFs. The relationship of the PPFs and barrier shall be compared with that shown in the noise model. The height above local ground level of each noise wall shall be physically measured and noise walls shall be inspected to check for any gaps.
- c) Road surfaces shall be visually inspected to confirm they are of the type assumed in the noise model.
- d) Any remedial actions to address issues identified in checks required by conditions 23.20(a), (b) and (c) above.

## **24.0 Transport Network Management Plan**

**24.1** As part of the outline plan, the Requiring Authority shall submit a Transport Network Management Plan (TNMP), to be certified by the Territorial Authority Chief Executive or nominee. The objective of the TNMP is to provide a framework to ensure that any adverse effects associated with the operation of the Project can be avoided, remedied or mitigated. The TNMP shall describe proposed procedures, requirements and standards necessary for achieving the objective of the TNMP and shall include (but not be limited to):

- d) An updated Design Philosophy Statement that establishes the standards, philosophies and references for construction final design outcomes required to achieve the objective of the TNMP. This shall include the intersection design philosophy as a part of a whole-route approach to road and intersection management and operation.

- e) The localised traffic impacts together with accompanying mitigation measures required as a direct or indirect result of road closures, diversions, new intersection arrangements and other measures needed to accommodate the Project;
- f) The provision of cycle infrastructure and the design of cycle features and whether they are consistent with current best practice guidelines;
- g) The provision of pedestrian infrastructure and whether the design of pedestrian infrastructure is consistent with current best practice guidelines;
- h) Consideration of staged bus service infrastructure features such as, but not limited to:
  - i) Bus priority detection equipment at all signalised intersections along the route;
  - ii) Bus stopping lay-bys at appropriate locations along the route;
  - iii) Passenger waiting facilities and shelters with bus information as part of the final road design; and
  - iv) Bus priority measures at all non-signalised, controlled intersections;
- i) The provision of pedestrian and cyclist connectivity to and from Hamilton Gardens and along the Waikato River and Peacocke gully system; and
- j) The provision of pedestrian and cyclist connectivity from areas west of the Peacocke North-South Major Arterial to areas east of the arterial in the vicinity of the Glenview Club.

**24.2** In managing traffic safety effects across the whole of the Project (or staged Project) at the detailed design stage, the Requiring Authority shall undertake a Road Safety Audit for the relevant stage of the Project in accordance with NZ Transport Agency's Road Safety Audit (RSA) for Projects. A copy of the RSA shall be provided to the Territorial Authority Chief Executive or nominee.

**24.3** In managing traffic effects of the completed Works (or staged completed Works) at their implementation as operational measures, the Requiring Authority shall undertake a Post Implementation Review (PIR) in accordance with NZ Transport Agency's PIR policy, having regard to the Project objectives and the objectives of the TNMP. A copy of the PIR shall be provided to the Territorial Authority Chief Executive or nominee.

## **25.0 Implementation of Landscape Management Plan(s)**

**25.1** The landscape and visual mitigation measures identified in the approved LMP(s) shall be implemented:

- a) As soon as areas become available for planting due to the progress of the works (having regard to the relevant planting season); and/or
- b) Within twelve months of the road construction being issued a Certificate of Practical Completion in accordance with NZS 3910:2013 Conditions of Contract

for Building and Civil Engineering Construction, unless the seasonal timing of works makes some planting impracticable, in which case such planting shall be completed no later than twenty four (24) months after the issue of the Certificate.

## **26.0 Maintenance and Monitoring of Landscape Management Plan(s)**

**26.1** The Requiring Authority shall undertake inspections at one (1) year, two (2) years and five (5) years after the implementation of the LMP(s) in accordance with Condition 25.1 to confirm that the planting has been completed and that significant areas and plants have established successfully. A report from a suitably qualified and experienced landscape architect on the outcome of each inspection shall be forwarded to the Territorial Authority Chief Executive or nominee within one month of completion. Each report shall identify any significant areas of planting that have not become established and shall recommend if and when any remedial works should be undertaken. Any recommendations made in the report for remedial works shall be implemented.

## **27.0 Operational Lighting**

**27.1** Lighting shall be designed and screened to minimise the amount of lighting overspill and illumination of existing dwelling, and shall ensure that:

- a) All carriageway lighting is designed in accordance with “Road Lighting Standard AS/NZS1158”; and
- b) All other lighting is designed in accordance with the relevant rules of the Operative Hamilton City District Plan.

## **Advisory Notes**

### **A Regional Consents**

All necessary consents must be obtained from the Waikato Regional Council prior to commencement of construction works.

### **B Authority under the Heritage New Zealand Pouhere Taonga Act 2014**

The Requiring Authority will need to obtain an authority from Heritage New Zealand to destroy, damage or modify any archaeological sites in accordance with the Heritage New Zealand Pouhere Taonga Act 2014.

### **C Consultation and Liaison with Regional and Local Agencies**

The Requiring Authority should carry out adequate and timely consultation with regional and local agencies such as the Waikato Regional Council, Waikato District Council and Waipa District Council (or their successors) with regard to programming and planning commencement of Construction Works and provide a timetabled construction plan.

### **D Tangata Whenua Contact Details**

Contact details for the hapu listed in the conditions above can be obtained through the office of Waikato-Tainui.

### **E Wildlife Act 1953**

The requirements of condition 15 are in addition to any obligation the Requiring Authority has in respect of absolutely protected wildlife under the Wildlife Act 1953.

**F** As part of implementing the EMMP the Requiring Authority will maintain a record of the loss or retention of habitat and the provision of offset planting, to ensure that when the works that cumulatively comprise the full HCC Southern Links network is completed the necessary offset has been undertaken. This record will include habitat removed outside of the designation boundary directly associated with construction projects relying on the HCC Southern Links designation. All off-sets are calculated at the relevant ratio set out in condition 15 above.

## **Annexures**

1. PPF list (Condition 23.3)
2. Land to be acquired (Condition 3.22 and 3.23)
3. Extent of Ecological Management and Monitoring Plan Exemption (Condition 15.2)
4. Designation Boundary Adjustment Plans – 20 April 2020



**Annexure 1 PPF List (Condition 23.3)**

| <b>Project link</b>                                 | <b>Nearest chainage</b> | <b>Number</b> | <b>Street name</b> |
|---|-------------------------|---------------|--------------------|
| HCC Major Arterial – Cobham Connection              | 2020                    | 101           | Bader Street       |
| HCC Major Arterial – Cobham Connection              | 2020                    | 103           | Bader Street       |
| HCC Major Arterial – Cobham Connection              | 2020                    | 105           | Bader Street       |
| HCC Major Arterial – Cobham Connection              | 2040                    | 107           | Bader Street       |
| HCC Major Arterial – Cobham Connection              | 2000                    | 101A          | Bader Street       |
| Ring Road   | 160                     | 97            | Brookfield Street  |
| Ring Road   | 160                     | 99            | Brookfield Street  |
| Ring Road   | 160                     | 101           | Brookfield Street  |
| Ring Road   | 160                     | 103           | Brookfield Street  |
| Ring Road   | 160                     | 97A           | Brookfield Street  |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 7             | Cabourne Drive     |
| Ring Road   | 760                     | 301           | Cobham Drive       |
| Ring Road   | 740                     | 303           | Cobham Drive       |
| Ring Road   | 800                     | 306           | Cobham Drive       |
| Ring Road   | 800                     | 308           | Cobham Drive       |
| Ring Road   | 800                     | 310           | Cobham Drive       |
| Ring Road   | 760                     | 311           | Cobham Drive       |
| Ring Road   | 800                     | 312           | Cobham Drive       |
| Ring Road   | 760                     | 313           | Cobham Drive       |
| Ring Road   | 760                     | 315           | Cobham Drive       |
| Ring Road   | 740                     | 323           | Cobham Drive       |
| Ring Road   | 740                     | 111A          | Cobham Drive       |
| Ring Road   | 820                     | 306A          | Cobham Drive       |
| Ring Road   | 760                     | 315B          | Cobham Drive       |
| Ring Road   | 760                     | 317A          | Cobham Drive       |
| Ring Road   | 740                     | 317B          | Cobham Drive       |
| Ring Road   | 700                     | 321A          | Cobham Drive       |
| Ring Road   | 720                     | 321B          | Cobham Drive       |
| Ring Road   | 180/360                 | 45            | Dey Street         |
| Ring Road   | 220                     | 63            | Dey Street         |



| <b>Project link</b>                                 | <b>Nearest chainage</b> | <b>Number</b> | <b>Street name</b> |
|---|-------------------------|---------------|--------------------|
| Ring Road   | 140                     | 65            | Dey Street         |
| Ring Road   | 120                     | 67            | Dey Street         |
| Ring Road   | 100                     | 69            | Dey Street         |
| Ring Road   | 80                      | 71            | Dey Street         |
| Ring Road   | 60                      | 73            | Dey Street         |
| Ring Road   | 40                      | 75            | Dey Street         |
| Ring Road   | 20                      | 81            | Dey Street         |
| Ring Road   | 20                      | 83            | Dey Street         |
| Ring Road   | -60                     | 105           | Dey Street         |
| Ring Road   | -80                     | 109           | Dey Street         |
| Ring Road   | 100                     | 69A           | Dey Street         |
| Ring Road   | 80                      | 71A           | Dey Street         |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 96            | Dixon Road         |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 97            | Dixon Road         |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 98            | Dixon Road         |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 100           | Dixon Road         |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 102           | Dixon Road         |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 103           | Dixon Road         |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 104           | Dixon Road         |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 105           | Dixon Road         |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 107           | Dixon Road         |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 109           | Dixon Road         |
| North-South Major Arterial                          | 3840                    | 239           | Dixon Road         |
| Ring Road   | 1240                    | 1             | Echobank Place     |

| <b>Project link</b>                                 | <b>Nearest chainage</b> | <b>Number</b> | <b>Street name</b> |
|---|-------------------------|---------------|--------------------|
| Ring Road   | 1240                    | 2             | Echobank Place     |
| Ring Road   | 1100                    | 12            | Echobank Place     |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 5             | Exeter Street      |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 7             | Exeter Street      |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 9             | Exeter Street      |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 11            | Exeter Street      |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 13            | Exeter Street      |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 15            | Exeter Street      |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 17            | Exeter Street      |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 19            | Exeter Street      |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 21            | Exeter Street      |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 23            | Exeter Street      |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 25            | Exeter Street      |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 27            | Exeter Street      |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 29            | Exeter Street      |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 31            | Exeter Street      |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 33            | Exeter Street      |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 35            | Exeter Street      |

| <b>Project link</b>                                 | <b>Nearest chainage</b> | <b>Number</b> | <b>Street name</b> |
|---|-------------------------|---------------|--------------------|
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 37            | Exeter Street      |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 39            | Exeter Street      |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 41            | Exeter Street      |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 43            | Exeter Street      |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 45            | Exeter Street      |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 47            | Exeter Street      |
| East-West Minor Arterial Connection at Dixon/Ohaupo |                         | 49            | Exeter Street      |
| Ring Road   | 140                     | 6             | Flynn Road         |
| Ring Road   | 260                     | 20            | Flynn Road         |
| Ring Road   | 280                     | 22            | Flynn Road         |
| Ring Road   | 440                     | 48            | Flynn Road         |
| Ring Road   | 440                     | 50            | Flynn Road         |
| Ring Road   | 460                     | 52            | Flynn Road         |
| Ring Road   | 480                     | 54            | Flynn Road         |
| Ring Road   | 500                     | 56            | Flynn Road         |
| Ring Road   | 540                     | 58            | Flynn Road         |
| Ring Road   | 580                     | 60            | Flynn Road         |
| Ring Road   | 600                     | 62            | Flynn Road         |
| Ring Road   | 680                     | 63            | Flynn Road         |
| Ring Road   | 620                     | 64            | Flynn Road         |
| Ring Road   | 640                     | 66            | Flynn Road         |
| Ring Road   | 720                     | 67            | Flynn Road         |
| Ring Road   | 660                     | 68            | Flynn Road         |
| Ring Road   | 720                     | 69            | Flynn Road         |
| Ring Road   | 680                     | 70            | Flynn Road         |
| Ring Road   | 720                     | 71            | Flynn Road         |
| Ring Road   | 680                     | 72            | Flynn Road         |

| <b>Project link</b> | <b>Nearest chainage</b> | <b>Number</b> | <b>Street name</b> |
|---------------------|-------------------------|---------------|--------------------|
| Ring Road           | 700                     | 74            | Flynn Road         |
| Ring Road           | 700                     | 76            | Flynn Road         |
| Ring Road           | 720                     | 78            | Flynn Road         |
| Ring Road           | 720                     | 80            | Flynn Road         |
| Ring Road           | 720                     | 82            | Flynn Road         |
| Ring Road           | 720                     | 84            | Flynn Road         |
| Ring Road           | 740                     | 86            | Flynn Road         |
| Ring Road           | 740                     | 88            | Flynn Road         |
| Ring Road           | 740                     | 90            | Flynn Road         |
| Ring Road           | 160                     | 12B           | Flynn Road         |
| Ring Road           | 180                     | 14A           | Flynn Road         |
| Ring Road           | 200                     | 16A           | Flynn Road         |
| Ring Road           | 240                     | 18B           | Flynn Road         |
| Ring Road           | 300                     | 24A           | Flynn Road         |
| Ring Road           | 320                     | 28B           | Flynn Road         |
| Ring Road           | 340                     | 30B           | Flynn Road         |
| Ring Road           | 360                     | 32B           | Flynn Road         |
| Ring Road           | 380                     | 36B           | Flynn Road         |
| Ring Road           | 420                     | 40A           | Flynn Road         |
| Ring Road           | 400                     | 40B           | Flynn Road         |
| Ring Road           | 500                     | 56A           | Flynn Road         |
| Ring Road           | 720                     | 65A           | Flynn Road         |
| Ring Road           | 720                     | 73A           | Flynn Road         |
| Ring Road           | 740                     | 73B           | Flynn Road         |
| Ring Road           | 740                     | 90A           | Flynn Road         |
| Ring Road           | 740                     | 90B           | Flynn Road         |
| Ring Road           | 60                      | 1             | Fox Lane           |
| Ring Road           | 60                      | 2             | Fox Lane           |
| Ring Road           | 80                      | 3             | Fox Lane           |
| Ring Road           | 100                     | 4             | Fox Lane           |
| Ring Road           | 100                     | 5             | Fox Lane           |
| Ring Road           | 140                     | 6             | Fox Lane           |
| Ring Road           | 120                     | 7             | Fox Lane           |
| Ring Road           | 160                     | 8             | Fox Lane           |

| <b>Project link</b>        | <b>Nearest chainage</b> | <b>Number</b> | <b>Street name</b> |
|----------------------------|-------------------------|---------------|--------------------|
| Ring Road                  | 40                      | 1A            | Fox Lane           |
| Ring Road                  | 200                     | 3             | Fox Street         |
| Ring Road                  | 260                     | 4             | Fox Street         |
| Ring Road                  | 200                     | 5             | Fox Street         |
| Ring Road                  | 200                     | 7             | Fox Street         |
| Ring Road                  | 160                     | 11            | Fox Street         |
| Ring Road                  | 140                     | 13            | Fox Street         |
| Ring Road                  | 200                     | 15            | Fox Street         |
| Ring Road                  | 200                     | 17            | Fox Street         |
| Ring Road                  | 140                     | 19            | Fox Street         |
| Ring Road                  | 140/200                 | 42            | Fox Street         |
| Ring Road                  | 140                     | 62            | Fox Street         |
| Ring Road                  | 120                     | 64            | Fox Street         |
| Ring Road                  | 100                     | 66            | Fox Street         |
| Ring Road                  | 80                      | 72            | Fox Street         |
| Ring Road                  | 80                      | 74            | Fox Street         |
| Ring Road                  | 20                      | 82            | Fox Street         |
| Ring Road                  | 20                      | 86            | Fox Street         |
| Ring Road                  | 0                       | 94            | Fox Street         |
| Ring Road                  | 120                     | 64A           | Fox Street         |
| Ring Road                  | 60                      | 74A           | Fox Street         |
| Ring Road                  | 40                      | 78A           | Fox Street         |
| Ring Road                  | 40                      | 78B           | Fox Street         |
| Ring Road                  | 180                     | 7A            | Fox Street         |
| North-South Major Arterial | 4860                    | 84            | Hall Road          |
| North-South Major Arterial | 4760                    | 92            | Hall Road          |
| North-South Major Arterial | 4640                    | 104           | Hall Road          |
|                            |                         |               |                    |
| North-South Major Arterial | 4340                    | 140           | Hall Road          |
| East-West Minor Arterial   | 4200                    | 143           | Hall Road          |
|                            |                         |               |                    |
| North-South Major Arterial | 4200                    | 146           | Hall Road          |
| Dixon/Ohaupo               | 4140                    | 148           | Hall Road          |
| Dixon/Ohaupo               |                         | 20            | Homestead Place    |

| <b>Project link</b> | <b>Nearest chainage</b> | <b>Number</b> | <b>Street name</b>  |
|---------------------|-------------------------|---------------|---------------------|
| Dixon/Ohaupo        |                         | 22            | Homestead Place     |
| Dixon/Ohaupo        |                         | 24            | Homestead Place     |
| Dixon/Ohaupo        |                         | 22A           | Homestead Place     |
| Dixon/Ohaupo        |                         | 24A           | Homestead Place     |
| Dixon/Ohaupo        |                         | 26A           | Homestead Place     |
| Dixon/Ohaupo        |                         | 26B           | Homestead Place     |
| Ring Road           | 880                     | 103           | Howell Avenue       |
| Ring Road           | 880                     | 107           | Howell Avenue       |
| Ring Road           | 880                     | 109           | Howell Avenue       |
| Ring Road           | 880                     | 111           | Howell Avenue       |
| Ring Road           | 840                     | 113           | Howell Avenue       |
| Ring Road           | 860                     | 115           | Howell Avenue       |
| Ring Road           | 880                     | 101B          | Howell Avenue       |
| Ring Road           | 900                     | 99A           | Howell Avenue       |
| Ring Road           | 900                     | 99B           | Howell Avenue       |
| Ring Road           | 60                      | 18            | Hungerford Crescent |
| North-South         | 2500                    | 1             | McEwan Place        |
| North-South         | 2540                    | 2             | McEwan Place        |
| North-South         | 2500                    | 3             | McEwan Place        |
| North-South         | 2540                    | 4             | McEwan Place        |
| North-South         | 2520                    | 5             | McEwan Place        |
| North-South         | 2540                    | 6             | McEwan Place        |
| North-South         | 2480                    | 7             | McEwan Place        |
| North-South         | 2540                    | 8             | McEwan Place        |
| North-South         | 2500                    | 9             | McEwan Place        |
| North-South         | 2560                    | 10            | McEwan Place        |
| North-South         | 2520                    | 11            | McEwan Place        |
| North-South         | 2580                    | 12            | McEwan Place        |
| North-South         | 2600                    | 14            | McEwan Place        |
| North-South         | 2580                    | 16            | McEwan Place        |
| North-South         | 2560                    | 18            | McEwan Place        |
| North-South         | 2540                    | 20            | McEwan Place        |
| North-South         | 2500                    | 5A            | McEwan Place        |
| Cobham Drive        | 1400                    | 33            | Montgomery Crescent |

| <b>Project link</b>                    | <b>Nearest chainage</b> | <b>Number</b> | <b>Street name</b>  |
|--|-------------------------|---------------|---------------------|
| Cobham Drive                           | 1420                    | 35            | Montgomery Crescent |
| Cobham Drive                           | 1540                    | 36            | Montgomery Crescent |
| Cobham Drive                           | 1440                    | 37            | Montgomery Crescent |
| Cobham Drive                           | 1560                    | 38            | Montgomery Crescent |
| Cobham Drive                           | 1460                    | 39            | Montgomery Crescent |
| Cobham Drive                           | 1560                    | 40            | Montgomery Crescent |
| Cobham Drive                           | 1460                    | 41            | Montgomery Crescent |
| Cobham Drive                           | 1580                    | 42            | Montgomery Crescent |
| Cobham Drive                           | 1480                    | 43            | Montgomery Crescent |
| Cobham Drive                           | 1580                    | 44            | Montgomery Crescent |
| Cobham Drive                           | 1500                    | 45            | Montgomery Crescent |
| Cobham Drive                           | 1600                    | 46            | Montgomery Crescent |
| Cobham Drive                           | 1520                    | 47            | Montgomery Crescent |
| Cobham Drive                           | 1620                    | 48            | Montgomery Crescent |
| Cobham Drive                           | 1520                    | 49            | Montgomery Crescent |
| Cobham Drive                           | 1640                    | 50            | Montgomery Crescent |
| Cobham Drive                           | 1680                    | 52            | Montgomery Crescent |
| Cobham Drive                           | 1700                    | 54            | Montgomery Crescent |
| Cobham Drive                           | 1720                    | 56            | Montgomery Crescent |
| Cobham Drive                           | 1760                    | 58            | Montgomery Crescent |
| Cobham Drive                           | 1780                    | 60            | Montgomery Crescent |
| HCC Major Arterial – Cobham Connection | 1620                    | 61            | Montgomery Crescent |
| HCC Major Arterial – Cobham Connection | 1640                    | 63            | Montgomery Crescent |
| HCC Major Arterial – Cobham Connection | 1640                    | 65            | Montgomery Crescent |
| HCC Major Arterial – Cobham Connection | 1660                    | 67            | Montgomery Crescent |
| HCC Major Arterial – Cobham Connection | 1680                    | 69            | Montgomery Crescent |
| HCC Major Arterial – Cobham Connection | 1700                    | 71            | Montgomery Crescent |
| HCC Major Arterial – Cobham Connection | 1720                    | 73            | Montgomery Crescent |
| HCC Major Arterial – Cobham Connection | 1740                    | 75            | Montgomery Crescent |
| HCC Major Arterial – Cobham Connection | 1780                    | 77            | Montgomery Crescent |
| HCC Major Arterial – Cobham Connection | 1780                    | 79            | Montgomery Crescent |

| <b>Project link</b>                    | <b>Nearest chainage</b> | <b>Number</b> | <b>Street name</b>  |
|--|-------------------------|---------------|---------------------|
| HCC Major Arterial – Cobham Connection | 1920                    | 83            | Montgomery Crescent |
| HCC Major Arterial – Cobham Connection | 1940                    | 85            | Montgomery Crescent |
| HCC Major Arterial – Cobham Connection | 1980                    | 91            | Montgomery Crescent |
| Ring Road                              | -60                     | 93            | Naylor Street       |
| Ring Road                              | -40                     | 97            | Naylor Street       |
| Ring Road                              | -40                     | 99            | Naylor Street       |
| Ring Road                              | -20                     | 108           | Naylor Street       |
| Ring Road                              | 0                       | 112           | Naylor Street       |
| Ring Road                              | 0                       | 114           | Naylor Street       |
| Ring Road                              | 0                       | 116           | Naylor Street       |
| Ring Road                              | 20                      | 112A          | Naylor Street       |
| Ring Road                              | -80                     | 99A           | Naylor Street       |
| Ring Road                              | -60                     | 99B           | Naylor Street       |
| North-South                            | 2100                    | 3             | Norrie Street       |
| North-South                            | 2140                    | 11            | Norrie Street       |
| North-South                            | 2120                    | 11A           | Norrie Street       |
| Dixon/Ohaupo                           |                         | 295           | Ohaupo Road         |
| Dixon/Ohaupo                           |                         | 299           | Ohaupo Road         |
| Dixon/Ohaupo                           |                         | 301           | Ohaupo Road         |
| Dixon/Ohaupo                           |                         | 354           | Ohaupo Road         |
| Dixon/Ohaupo                           |                         | 356           | Ohaupo Road         |
| Dixon/Ohaupo                           |                         | 358           | Ohaupo Road         |
| Dixon/Ohaupo                           |                         | 364           | Ohaupo Road         |
| Dixon/Ohaupo                           |                         | 1/350         | Ohaupo Road         |
| Dixon/Ohaupo                           |                         | 1/366         | Ohaupo Road         |
| Dixon/Ohaupo                           |                         | 2/350         | Ohaupo Road         |
| Dixon/Ohaupo                           |                         | 2/366         | Ohaupo Road         |
| Dixon/Ohaupo                           |                         | 293A          | Ohaupo Road         |
| Dixon/Ohaupo                           |                         | 293B          | Ohaupo Road         |
| Dixon/Ohaupo                           |                         | 295B          | Ohaupo Road         |
| Dixon/Ohaupo                           |                         | 297A          | Ohaupo Road         |
| Dixon/Ohaupo                           |                         | 297B          | Ohaupo Road         |
| Dixon/Ohaupo                           |                         | 3/350         | Ohaupo Road         |

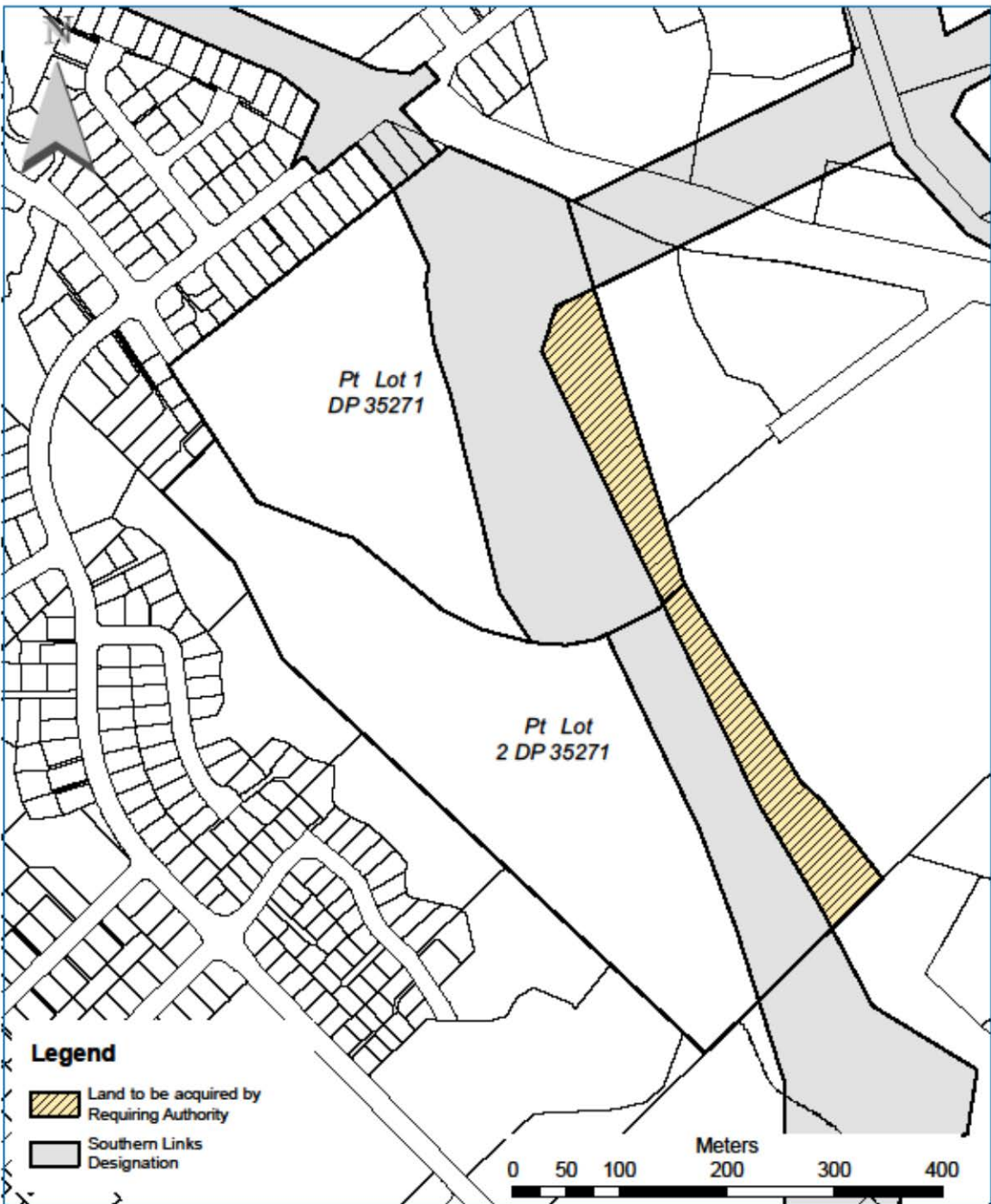


| <b>Project link</b> | <b>Nearest chainage</b> | <b>Number</b> | <b>Street name</b> |
|---------------------|-------------------------|---------------|--------------------|
| Dixon/Ohaupo        |                         | 3/366         | Ohaupo Road        |
| Dixon/Ohaupo        |                         | 366A          | Ohaupo Road        |
| Dixon/Ohaupo        |                         | 366B          | Ohaupo Road        |
| Dixon/Ohaupo        |                         | 4/350         | Ohaupo Road        |
| Dixon/Ohaupo        |                         | 4/366         | Ohaupo Road        |
| North-South         | 2020                    | 89            | Peacockes Lane     |
| North-South         | 3740                    | 111           | Peacockes Lane     |
| North-South         | 3760                    | 112           | Peacockes Lane     |
| North-South         | 2600                    | 87            | Peacockes Road     |
| North-South         | 2720                    | 88            | Peacockes Road     |
| North-South         | 2600                    | 89            | Peacockes Road     |
| North-South         | 2700                    | 90            | Peacockes Road     |
| North-South         | 2600                    | 91            | Peacockes Road     |
| North-South         | 2600                    | 93            | Peacockes Road     |
| North-South         | 2600                    | 95            | Peacockes Road     |
| North-South         | 2700                    | 96            | Peacockes Road     |
| North-South         | 2600                    | 97            | Peacockes Road     |
| North-South         | 2700                    | 98            | Peacockes Road     |
| North-South         | 2640                    | 99            | Peacockes Road     |
| North-South         | 2700                    | 100           | Peacockes Road     |
| North-South         | 2700                    | 102           | Peacockes Road     |
| North-South         | 2680                    | 104           | Peacockes Road     |
| North-South         | 2680                    | 108           | Peacockes Road     |
| North-South         | 2680                    | 110           | Peacockes Road     |
| North-South         | 2680                    | 112           | Peacockes Road     |
| North-South         | 2680                    | 114           | Peacockes Road     |
| North-South         | 2680                    | 128           | Peacockes Road     |
| North-South         | 2680                    | 130           | Peacockes Road     |
| North-South         | 2680                    | 132           | Peacockes Road     |
| North-South         | 2640                    | 133           | Peacockes Road     |
| North-South         | 2700                    | 134           | Peacockes Road     |
| North-South         | 2720/1900               | 138           | Peacockes Road     |
| North-South         | 2700/1760               | 214           | Peacockes Road     |
| North-South         | 1460                    | 229           | Peacockes Road     |

| <b>Project link</b> | <b>Nearest chainage</b> | <b>Number</b> | <b>Street name</b> |
|---------------------|-------------------------|---------------|--------------------|
| North-South         | 1480                    | 245           | Peacockes Road     |
| North-South         | 1540/140                | 261           | Peacockes Road     |
| North-South         | 1700/180                | 266           | Peacockes Road     |
| North-South         | 1580/240                | 269           | Peacockes Road     |
| North-South         | 1000                    | 337           | Peacockes Road     |
| North-South         | 980                     | 354           | Peacockes Road     |
| North-South         | 1040                    | 361           | Peacockes Road     |
| North-South         | 1260                    | 378           | Peacockes Road     |
| North-South         | 4600                    | 440           | Peacockes Road     |
| North-South         | 2240                    | 442           | Peacockes Road     |
| North-South         | 5840                    | 634           | Peacockes Road     |
| North-South         | 5920                    | 635           | Peacockes Road     |
| North-South         | 5900                    | 645           | Peacockes Road     |
| North-South         | 5900                    | 690           | Peacockes Road     |
| North-South         | 1880                    | 274A          | Peacockes Road     |
| North-South         | 1940                    | 274B          | Peacockes Road     |
| North-South         | 1060                    | 362A          | Peacockes Road     |
| North-South         | 1160                    | 362B          | Peacockes Road     |
| North-South         | 6140                    | 4/625         | Peacockes Road     |
| North-South         | 6060                    | 5/625         | Peacockes Road     |
| North-South         | 2740                    | 82A           | Peacockes Road     |
| North-South         | 2740                    | 82B           | Peacockes Road     |
| North-South         | 2740                    | 82C           | Peacockes Road     |
| North-South         | 2700                    | 84A           | Peacockes Road     |
| North-South         | 2720                    | 84B           | Peacockes Road     |
| North-South         | 2700                    | 86A           | Peacockes Road     |
| North-South         | 2720                    | 86B           | Peacockes Road     |
| North-South         | 2720                    | 90A           | Peacockes Road     |
| North-South         | 2700                    | 94A           | Peacockes Road     |
| North-South         | 2720                    | 94B           | Peacockes Road     |
| North-South         | 2720                    | 96A           | Peacockes Road     |
| North-South         | 2760                    | 4             | Plateau Drive      |
| North-South         | 2780                    | 6             | Plateau Drive      |
| North-South         | 2820                    | 8             | Plateau Drive      |

| <b>Project link</b>                    | <b>Nearest chainage</b> | <b>Number</b> | <b>Street name</b> |
|--|-------------------------|---------------|--------------------|
| North-South                            | 2860                    | 12            | Plateau Drive      |
| North-South                            | 2700                    | 1A            | Plateau Drive      |
| North-South                            | 2740                    | 1B            | Plateau Drive      |
| HCC Major Arterial – Cobham Connection | 2480                    | 10            | Riley Place        |
| HCC Major Arterial – Cobham Connection | 2460                    | 12            | Riley Place        |
| HCC Major Arterial – Cobham Connection | 2460                    | 14            | Riley Place        |
| HCC Major Arterial – Cobham Connection | 2420                    | 16            | Riley Place        |
| HCC Major Arterial – Cobham Connection | 2380                    | 17            | Riley Place        |
| HCC Major Arterial – Cobham Connection | 2440                    | 18            | Riley Place        |
| HCC Major Arterial – Cobham Connection | 2380                    | 19            | Riley Place        |
| HCC Major Arterial – Cobham Connection | 2460                    | 20            | Riley Place        |
| HCC Major Arterial – Cobham Connection | 2380                    | 21            | Riley Place        |
| HCC Major Arterial – Cobham Connection | 2440                    | 22            | Riley Place        |
| HCC Major Arterial – Cobham Connection | 2340                    | 23            | Riley Place        |
| HCC Major Arterial – Cobham Connection | 2420                    | 24            | Riley Place        |
| HCC Major Arterial – Cobham Connection | 2360                    | 25            | Riley Place        |
| HCC Major Arterial – Cobham Connection | 2380                    | 27            | Riley Place        |
| HCC Major Arterial – Cobham Connection | 2400                    | 29            | Riley Place        |
| HCC Major Arterial – Cobham Connection | 2400                    | 15A           | Riley Place        |
| HCC Major Arterial – Cobham Connection | 1720                    | 43            | Slim Street        |
| HCC Major Arterial – Cobham Connection | 1740                    | 45            | Slim Street        |
| Ring Road                              | 2640                    | 1             | Waiora Terrace     |
| Ring Road                              | 1320                    | 36            | Weston Lea Drive   |
| Ring Road                              | 1380                    | 46            | Weston Lea Drive   |
| Ring Road                              | 1340                    | 55            | Weston Lea Drive   |
| Ring Road                              | 1420                    | 62            | Weston Lea Drive   |
| Ring Road                              | 540                     | 70            | Weston Lea Drive   |
| Ring Road                              | 600                     | 71            | Weston Lea Drive   |

| <b>Project link</b>                    | <b>Nearest chainage</b> | <b>Number</b> | <b>Street name</b> |
|--|-------------------------|---------------|--------------------|
| Ring Road                              | 680                     | 84            | Weston Lea Drive   |
| HCC Major Arterial – Cobham Connection | 1800                    | 1             | Wingate Street     |
| HCC Major Arterial – Cobham Connection | 1820                    | 2             | Wingate Street     |
| HCC Major Arterial – Cobham Connection | 1820                    | 3             | Wingate Street     |
| HCC Major Arterial – Cobham Connection | 1900                    | 4             | Wingate Street     |
| HCC Major Arterial – Cobham Connection | 1840                    | 5             | Wingate Street     |
| HCC Major Arterial – Cobham Connection | 1940                    | 6             | Wingate Street     |
| HCC Major Arterial – Cobham Connection | 1860                    | 7             | Wingate Street     |
| HCC Major Arterial – Cobham Connection | 1980                    | 8             | Wingate Street     |
| HCC Major Arterial – Cobham Connection | 1900                    | 9             | Wingate Street     |
| HCC Major Arterial – Cobham Connection | 1980                    | 10            | Wingate Street     |
| HCC Major Arterial – Cobham Connection | 1920                    | 11            | Wingate Street     |
| HCC Major Arterial – Cobham Connection | 2000                    | 12            | Wingate Street     |
| HCC Major Arterial – Cobham Connection | 1960                    | 13            | Wingate Street     |
| HCC Major Arterial – Cobham Connection | 1980                    | 15            | Wingate Street     |
| HCC Major Arterial – Cobham Connection | 2020                    | 10A           | Wingate Street     |
| HCC Major Arterial – Cobham Connection | 2000                    | 15A           | Wingate Street     |
| HCC Major Arterial – Cobham Connection | 1800                    | 1A            | Wingate Street     |
| HCC Major Arterial – Cobham Connection | 1980                    | 4A            | Wingate Street     |



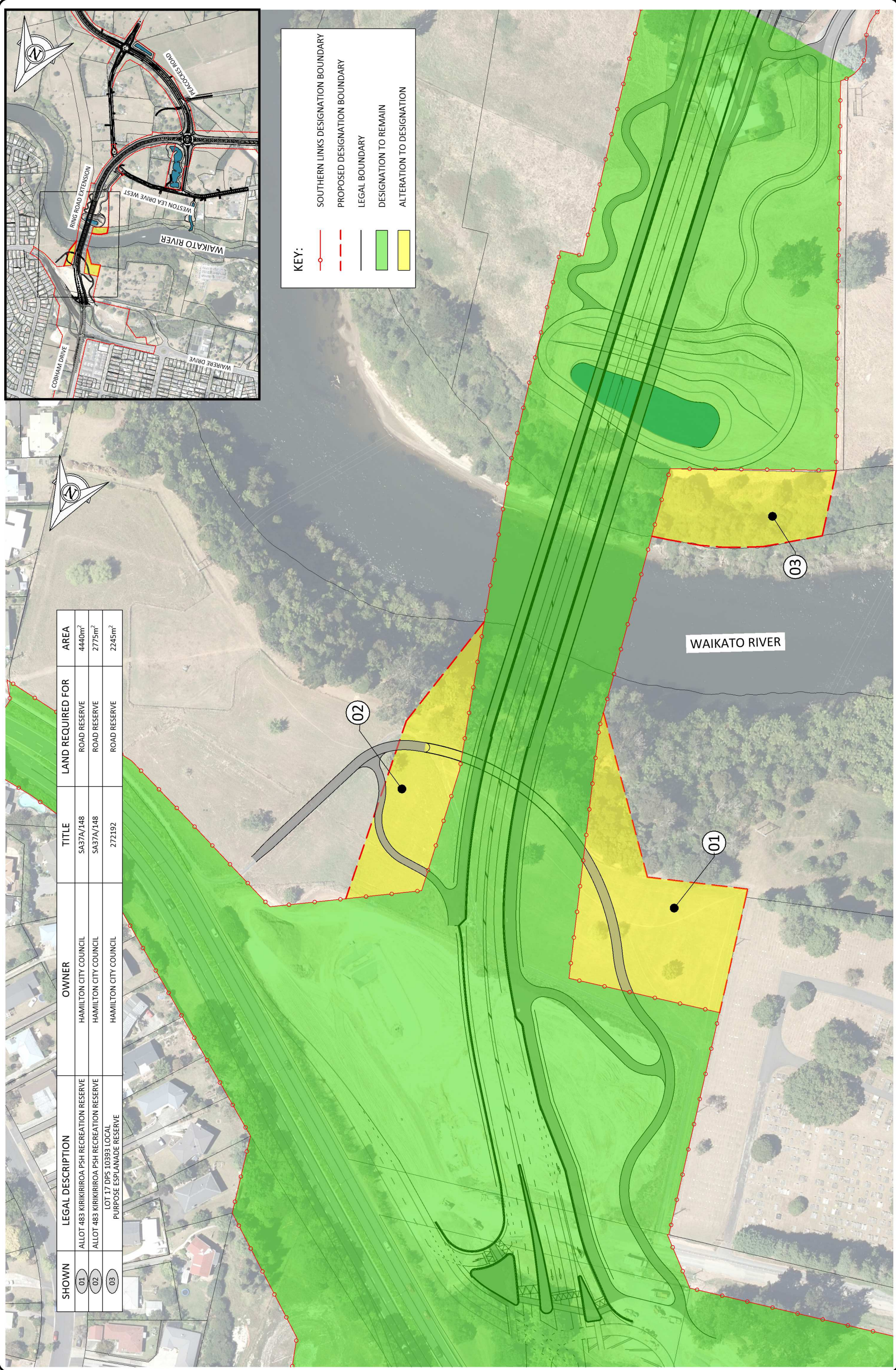
Annexure 2 Land to be acquired (Condition 3.22 and 3.23)

100mm  
SCALE FOR VALIDATING SIZE OF A3 PLOT ONLY



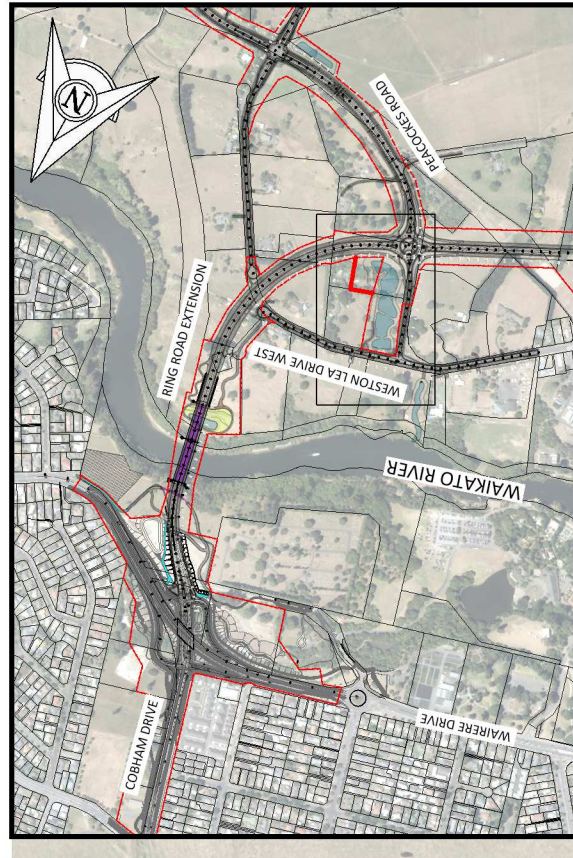
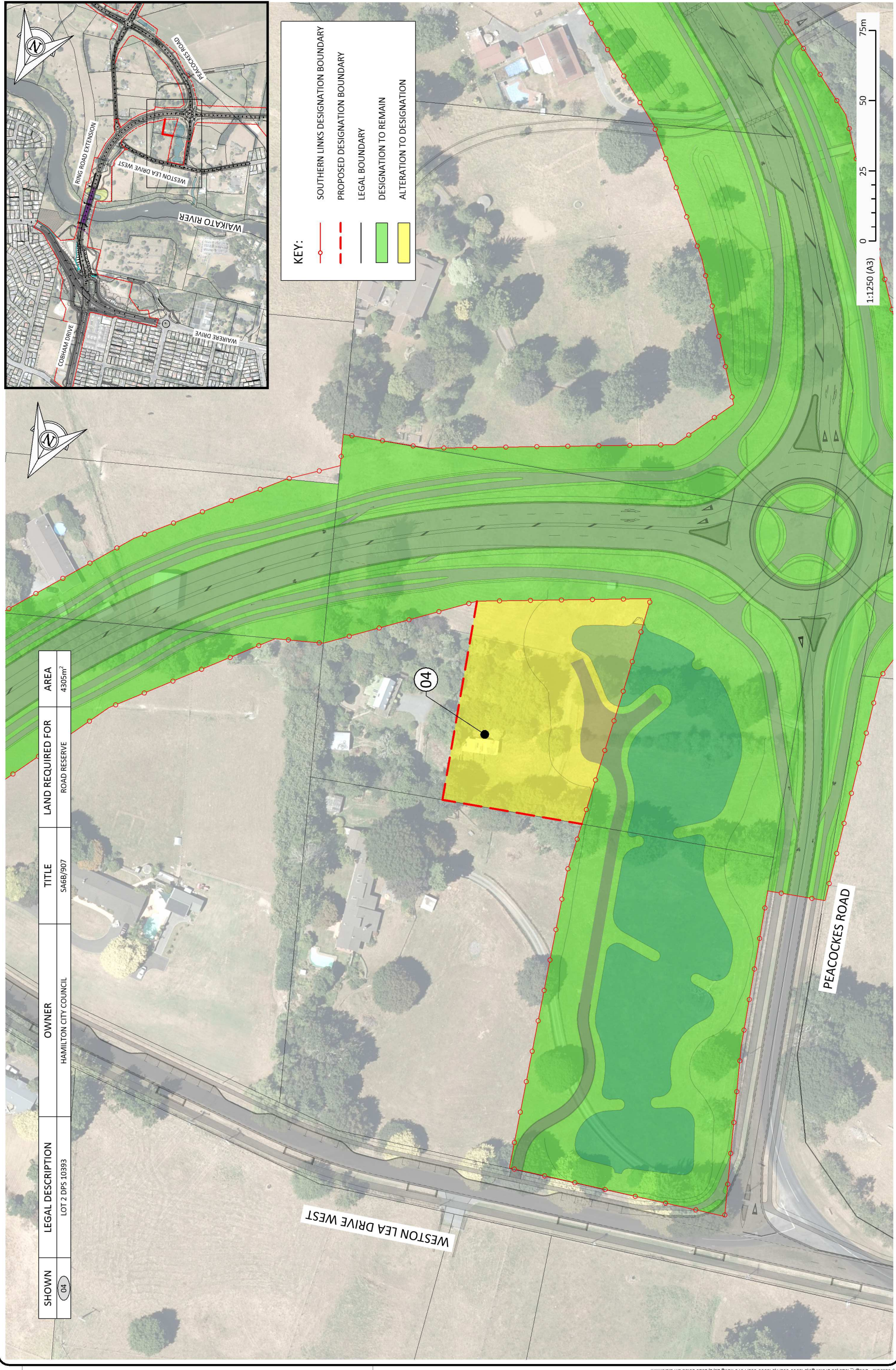
K:\145300 Waikato Interchange\Drawings\145300\_00\_P\_7511.dwg 22/11/2017 10:42 a.m. abt

|                             |  |                       |  |  |  |  |  |                              |                                    |
|-----------------------------|--|-----------------------|--|--|--|--|--|------------------------------|------------------------------------|
| Designed<br>GT              |  | Checked<br>EVW        |  |  |  | Project<br>WAIRERE DRIVE/COBHAM DRIVE INTERCHANGE<br><b>ANNEXURE 3</b> | Drawing<br>EXTENT OF ECOLOGICAL MANAGEMENT AND MONITORING PLAN EXEMPTION | Status<br><b>PRELIMINARY</b> |                                    |
| Drawn<br>AB                 |  | Approved<br>TK        |  |  |  |  |  | Date<br>22.11.2017           | Scale (Original Size A3)<br>1:2000 |
| Date<br>22/11/17            |  | Initial Issue         |  | mx model version:                      |  | Drawing Number<br>145300/00 /P /7511                                   |  | Revision<br>A                |                                    |
| Version 2.04 – October 2013 |  | Issue/revision detail |  | Phone 64-7-838 0144, Fax 64-7-839 0431 |  | © copyright  |  |                              |                                    |



| SHOWN | LEGAL DESCRIPTION                                | OWNER                 | TITLE     | LAND REQUIRED FOR | AREA               |
|-------|--|-----------------------|-----------|-------------------|--------------------|
| 01    | ALLOT 483 KIRIKIRIROA PSH RECREATION RESERVE     | HAMILTON CITY COUNCIL | SA37A/148 | ROAD RESERVE      | 4440m <sup>2</sup> |
| 02    | ALLOT 483 KIRIKIRIROA PSH RECREATION RESERVE     | HAMILTON CITY COUNCIL | SA37A/148 | ROAD RESERVE      | 2775m <sup>2</sup> |
| 03    | LOT 17 DP5 10393 LOCAL PURPOSE ESPLANADE RESERVE | HAMILTON CITY COUNCIL | 272192    | ROAD RESERVE      | 2245m <sup>2</sup> |

|   |  |  |  |   |  |  |  |  |  |
|---|--|--|--|---|--|--|--|--|--|
| <p>BLOXAM<br/>BURNETT<br/>OLLIVER</p> <p>Phone: +64 7 838 0154, Fax: +64 7 839 0431</p> |  | <p>Hamilton City Council<br/>Te Kaunihera o Kiriikiriroa</p> |  | <p>PROJECT<br/>PEACOCKE<br/>STRATEGIC TRANSPORT<br/>PROJECT</p> |  | <p>DRAWING<br/>LAND DESIGNATION PLAN<br/>SHEET 1</p> |  | <p>STATUS<br/><b>PRELIMINARY</b></p>       |  |
| <p>DESIGNED<br/>LV</p> <p>DRAWN<br/>AA</p> <p>CHK<br/>APPRT</p>                         |  | <p>CHECKED<br/>CM</p> <p>APPROVED<br/>JG</p>                 |  | <p>DATE<br/>24/02/2020</p>                                      |  | <p>DATE<br/>04/02/2020</p>                           |  | <p>SCALE (ORIGINAL SIZE A3)<br/>1:1500</p> |  |
| <p>INITIAL ISSUE FOR INFORMATION<br/>DATE</p>   |  | <p>ISSUE/REVISION DETAIL</p>                                 |  | <p>DATE<br/>24/02/2020</p>                                      |  | <p>REVISION<br/>145900-001A-0703</p>                 |  | <p>REVISION<br/>A</p>                      |  |



**KEY:**

- SOUTHERN LINKS DESIGNATION BOUNDARY
- - - PROPOSED DESIGNATION BOUNDARY
- LEGAL BOUNDARY
- DESIGNATION TO REMAIN
- ALTERATION TO DESIGNATION

|       |                   |                       |          |                   |                    |
|-------|-------------------|-----------------------|----------|-------------------|--------------------|
| SHOWN | LEGAL DESCRIPTION | OWNER                 | TITLE    | LAND REQUIRED FOR | AREA               |
| 04    | LOT 2 DPS 10393   | HAMILTON CITY COUNCIL | S46B/907 | ROAD RESERVE      | 4305m <sup>2</sup> |

|   |  |   |  |  |   |  |                                   |
|---|--|---|--|--|---|--|-----------------------------------|
| <p>DESIGNED: LV</p> <p>DRAWN: AA</p> <p>CHK: CM</p> <p>APPR: JG</p> <p>DATE: 21/02/2020</p> |  | <p>CHECKED: CM</p> <p>APPROVED: JG</p>                          |  | <p>CLIENT:</p> <p>BLOXAM BURNETT OLLIVER</p> <p>Phone: +64-7-838 0154, Fax: +64-7-839 0431</p> | <p>PROJECT:</p> <p>PEACOCKE STRATEGIC TRANSPORT PROJECT</p> | <p>DRAWING:</p> <p>LAND DESIGNATION PLAN SHEET 2</p> | <p>STATUS:</p> <p>PRELIMINARY</p> |
| <p>INITIAL ISSUE FOR INFORMATION</p> <p>DATE: 21/02/2020</p>                                |  | <p>ISSUE/REVISION DETAIL</p> <p>AM CM JG</p> <p>BY CHK APPR</p> |  |  |   |  |                                   |