



Notice of Requirement (Designation) Form

<p>For office use only: Private Bag 63002 Waterloo Quay Wellington 6140</p>	<p>Application number:</p> <p>Date received:</p>
---	--

This form must be accompanied by a completed Nationally Significant Proposals Application Form.

All legislative references relate to the Resource Management Act 1991 (RMA) unless stated otherwise.

You must serve the relevant local authority with notice of this matter together with notice of its lodgement with the EPA.

Part I: Notice of Requirement 1 by NZ Transport Agency for Alteration of Designation 6750

Sections 168(1), (2) and 181 and clause 4 of Schedule 1, RMA.

This part of the form reflects the information requirements of Form 18 of the Resource Management (Forms, Fees, and Procedure) Regulations 2003.

This application intends to give notice of a requirement for a designation (or alteration to a designation) for a public work (or project or work, or in respect of any land, water, subsoil, or airspace where a restriction is necessary for the safe or efficient functioning or operation of a public work or a project or work).

Give details of the nature of the proposed public work (or project or work).

Designation 6750 applies to State highway 1 (SH1) from Greville Road in the north to the Auckland Harbour Bridge in the south. The work, the subject of NOR1 extends from the current northern boundary of Designation 6750 to the vicinity of the Sunset Road overbridge, together with adjacent land. The site to which NOR1 applies is identified and legally described in the Notice of Requirement Plans and Notice of Requirement Property Information Table contained within Volume 1.

The nature of the proposed work is:

The work to which NOR1 relates forms part of the Project, described in Section 5 of the AEE.

The Project is a key component of the Western Ring Route, which is a Road of National Significance.

In summary, the key elements of the Project are as follows:

- SH1 & SH18 Motorway Interchange connections;
- State highway capacity and safety improvements;
- Busway extension from Constellation Bus station and a connection to Albany Bus Station;
- Reconfiguring Constellation Station; and
- Shared Use Path (SUP) provision along existing SH1 & SH18 routes for the full extent of the Project:
 - Constellation Bus Station to Oteha Valley Road.
 - Constellation Drive to Albany Highway.
 - Intermediate linkages to the local network.

The nature of the work the subject of this NOR includes the construction, operation and maintenance of the State highway and ancillary works including approaches, ramp connections, ancillary safety and operational services (including communications), vegetation removal, stormwater treatment, temporary construction works including storage areas and office facilities, maintenance and access areas, mitigation and restoration, ancillary structures and activities associated with these works.

The full extent of the works are identified at Section 5, Project Description, of the AEE. The nature of the proposed work to be authorised by NOR1 is as follows:

- Widening of SH1 northbound between Constellation Drive and Greville Road from 3 to 5 lanes, including along the causeway;
- Widening of SH1 southbound between Greville Road and Constellation Drive from 3 to 4 lanes;
- Motorway to motorway ramps from SH1 southbound to SH18 westbound and SH18 eastbound to SH1 northbound;
- Upper Harbour Highway overbridge additional southbound SH1 lane;
- Widening of the Greville Road overbridge;
- Widening of the Rosedale Road overbridge; and
- Safety barrier upgrades.

Give details of the nature of the proposed conditions that will apply (if relevant).

The nature of the proposed conditions that would apply are:

It is proposed that the Project will be subject to the proposed designation conditions set out at Appendix A of the AEE. Once constructed, access to the formed State highway will be restricted and controlled to provide safe and efficient movement of traffic and for associated activities that may be required.

The existing conditions applying to Designation 6750 that relate to previous works associated with bus shoulder improvements are proposed to be removed through the alteration to this designation.

ENVIRONMENTAL PROTECTION AUTHORITY

Give details of the effects that the public work (or project or work) will have on the environment, and the ways any adverse effects will be mitigated.

The AEE describes the existing environment (Section 4), the environmental effects of the Project (Section 9, and Volume 3) and proposed methods to avoid, remedy or mitigate adverse effects of the works associated with the Project (Section 10).

The actual and potential **positive effects** of the Project are:

- Effects on traffic and transportation during operation of the Project. This includes benefits for private vehicles, public transport, walking and cycling arising from improved travel times, decreases in vehicle numbers on local roads, safety benefits, quicker and more reliable public transport journeys, and additional shared use paths;
- Potential benefits to air quality on an airshed scale, resulting from vehicles relocating to more free flowing roads after the Project is complete;
- Proposed stormwater management devices treating significantly more stormwater than is currently the case;
- Benefits arising from the identification and possible removal of contaminated material and soil;
- Accessibility and connectivity benefits for local residents, leading to positive social impacts.

The actual and potential **adverse effects** of the Project are:

Temporary adverse effects

- Effects on archaeology and historic heritage during construction are expected to be low to nil;
- Noise effects during construction which will need to be managed;
- Vibration effects during construction which could be significant for some properties, and will need to be managed;
- Effects on terrestrial ecology (vegetation, avifauna, lizards, bats) during construction, which are expected to be, at worst, moderate to minor, depending on the specific location;
- Effects on air quality arising from discharges of dust during construction, which could create significant amenity and nuisance effects for short periods of time;
- Effects on traffic and transportation during construction of the Project. This includes speed limit reductions, lane narrowing, prevention of some transport movements, and additional construction traffic;
- Construction water effects due to an increased risk of sediment being discharged to water bodies during construction activities, including works within streams and other water courses;
- Effects on freshwater ecology due to increased sedimentation during construction;
- Effects on landscape and visual amenity during construction, arising from earthworks and the removal of vegetation. Overall, these are expected to be very low to very high (depending on the location);
- Effects associated with disturbance of contaminated land, which will be managed;
- Effects associated with working within the closed Rosedale Landfill, including hazards from refuse, gas and leachate. These could be significant without appropriate management;
- Social effects during construction, such as annoyance and disruption from noise, vibration, dust, traffic disruption, and business disruption;

Permanent adverse effects

- Operational noise effects will in most instances be similar to those which would have been experienced without the Project. Nonetheless, noise barriers and building modification are proposed in some locations;
- Effects on archaeology and historic heritage during operation are expected to be low to nil;
- Vibration effects during operation are expected to be negligible for all receivers;
- Increased stormwater arising from additional impervious surfaces. This will be managed using additional stormwater structures, but may lead to increases in peak flood levels in some locations (with reduced peak flood levels in other locations);
- Effects on freshwater ecology due to increased stormwater runoff and additional culverting. These effects are expected to be less than minor;
- Effects on landscape and visual amenity arising from the loss of open space and vegetation, which are expected to be moderate to low, (depending on the location);

ENVIRONMENTAL PROTECTION AUTHORITY

- Negligible effects arising from the completion of works within Rosedale Landfill possibly impacting on groundwater recharge;
- Localised social effects arising from the impacts on reserves. These effects range from minor to significant. Businesses will also be affected by the need to relocate, or effects on their access;
- Effects on cultural heritage and Tangata Whenua values, which will be mitigated by managing effects on water, ecology, and identifying opportunities for Tangata Whenua to exercise kaitiakitanga;

Give details of the extent to which alternative sites, routes, and methods have been considered.

Section 7 of the AEE sets out the alternatives considered for the Project.

Give details of the reasons why the public work (or project or work) and the designation (or alteration) are reasonably necessary for achieving the objectives of the requiring authority.

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

The NZ Transport Agency's objective under Section 94 of the Land Transport Management Act 2003 (LTMA) is 'to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest'. The work, as part of the Project will assist the NZ Transport Agency to meet this objective.

The Project objectives are as follows:

1. To help facilitate interregional travel between Auckland and Northland by completing the Western Ring Route to motorway standard;
2. To improve connectivity of the SH1 & SH18 interchange;
3. To improve safety, efficiency, reliability and the capacity of
 - a. SH1 between SH18 and Albany; and
 - b. SH18 between SH1 and Albany Highway.
4. To provide safe walking and cycling facilities adjacent to SH1 and SH18 and connections to local transport networks;
5. To extend the Northern Busway from Constellation Bus Station to the Albany Bus Station.

The work subject of the alteration to Designation 6750 (NOR1) is particularly focussed on addressing Project objectives 1, 2 & 3.

The alteration to Designation 6750 is necessary because not all of the work will be within the footprint of the existing designation. NOR1 will secure the land required for the Project and will enable the Transport Agency to carry out the necessary works. The principal reasons for adopting the designation process to facilitate this Project are:

- It will allow the Transport Agency to achieve its statutory objective under the LTMA;
- It is necessary for the Transport Agency to achieve the specific Project objectives;
- The altered designation will allow the Transport Agency and/or its authorised agents to undertake the Project in accordance with the altered designation, notwithstanding anything to the contrary in the Proposed Auckland Unitary Plan (and any relevant operative district plan);
- State highway 1 is already designated in this location and an alteration to designation is the only method to expand the footprint of Designation 6750 and ensure it authorises the work for the Project;
- It will allow land required for the Project to be identified in the Proposed Auckland Unitary Plan (and any relevant operative district plan) to give a clear indication of the intended use of the land;
- The alteration to Designation 6750 in concert with the associated notices of requirement 2-6, enables the Project to be undertaken in a comprehensive and integrated manner; and
- The alteration to Designation 6750 protects the proposed route from future development which may otherwise preclude the construction of the Project.

ENVIRONMENTAL PROTECTION AUTHORITY

Give details of any resource consents needed for the proposed activity and indicate whether they have (or have not) been applied for.

The following resource consents are needed for the proposed activity and have been applied for:

Land use consents, water permits and discharge permits are required for the Project. Section 1 of Section 6, AEE includes a comprehensive table of all the consents being sought.

Give details of the consultation (or no consultation) undertaken with parties likely to be affected.

The following consultation has been undertaken with parties that are likely to be affected:

Extensive consultation has been undertaken with persons likely to be affected by the Project and works. This includes:

- Meeting with all owners and occupiers of directly affected properties;
- Letters to all owners and occupiers of properties in the vicinity of the Project;
- Follow up phone calls;
- Provision of information to and discussions with operators of affected network utilities;
- Provision of information to and meetings with all iwi groups who indicated an interest in the area of the Project;
- Public information days and meetings with stakeholders
- Meetings with statutory authorities; and
- Follow up meetings and correspondence.

A detailed description of consultation undertaken in relation to the Project including specific parties consulted is contained in Section 8 of the AEE.

Communication and liaison with affected parties will continue throughout the Project until its completion.

Feedback has helped identify issues of importance to the community and mana whenua (landscape planting, stormwater management). In addition to this, stakeholder engagement with Watercare Services Ltd and Auckland Council Closed Landfill Team has influenced the Project design within the Rosedale Waste Water Treatment site and the Rosedale Closed Landfill.

Attach information required to be included in this notice by the district plan, regional plan, or any regulations made under the Act.

The NZ Transport Agency attaches the following information required to be included in this notice by the District Plan, Regional Plan or any regulations made under the Resource Management Act 1991.

The following documents are contained within separate volumes as detailed below:

- Volume 1 – Notices of Requirement forms including a list of all owners and occupiers pursuant to Clause 2, Schedule 4 of the RMA, Resource Consent Applications and Other Statutory Approvals
- Volume 2 – Assessment of Environmental Effects
- Volume 3 – Technical Assessments
- Volume 4 – Urban Design & Landscape Framework
- Volume 5 – Scheme Plans and Drawings

In particular, the following are included within Volume 1:

- Notice of Requirement Property Information Table (indicating affected properties)
- Notice of Requirement Plans (identifying the area covered by the Notices of Requirement)

Part II: Additional Optional Information

This part of the form includes additional information that will help in processing the application.

Please tick which of the below options for a requiring authority apply:

- A Minister of the Crown
- A local authority
- A network utility operator approved as a requiring authority under section 167. (Please provide the Gazette Notice reference approving the applicant as a requiring authority).

- 20/978; 3 March 1994; The Resource Management (Approval of Transit New Zealand as a Requiring Authority) Notice 1994.
- 2015-go6742; 19 November 2015; The Resource Management (Approval of NZ Transport Agency as a Requiring Authority) Notice 2015.

Copies of the Gazette Notices are included in Appendix B to the Assessment of Environmental Effects (AEE).

Please tick whether restrictions will apply to the designation:

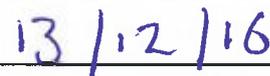
- No restrictions/conditions on the designation are proposed
- Restrictions/conditions applying to the designation are proposed
- Changes to the existing restrictions/conditions applying to the designation are proposed.

Part III: Signature

I hereby certify that, to the best of my knowledge and belief, the information given in this application is true and correct.

I acknowledge that I have read and understood any requirements detailed on the Nationally Significant Proposals Application Form. I understand that the EPA can recover any actual and reasonable costs associated with processing this application.

I understand that I must serve the relevant local authority with notice of this matter together with notice of its lodgement with the EPA.

**Brett Gliddon, State Highways Manager - Auckland /Northland,
New Zealand Transport Agency**

Signature of applicant (or person authorised to sign on behalf of application) Date

Note: Please complete the checklist on the following page prior to lodging this application. The checklist is designed to assist you in providing all relevant information and is not intended to be an exhaustive list of requirements.



Notice of Requirement Application Checklist

In accordance with the standard Form 18 of the Resource Management (Forms, Fees, and Procedure) Regulations 2003 requirements, the following should be provided:	✓
A description of the proposed public work.	✓
The proposed conditions that would apply.	✓
The necessity of the proposed for achieving the objectives of the requiring authority.	✓
A discussion of the actual and potential effects of the change or cancellation on the environment in sufficient detail to satisfy the purpose for which it is required.	✓
A discussion regarding how actual or potential effects of the change or cancellation will be avoided, remedied, or mitigated.	✓
A discussion of alternative methods, sites, or routes that have been considered.	✓
Evidence that all additional resource consents required for the matter have been applied for.	✓
*A list of persons who are potentially adversely affected by the proposal and any consultation undertaken with those identified.	✓

Notice of Requirement (Designation) Form

For office use only:
Private Bag 63002
Waterloo Quay
Wellington 6140

Application number:

Date received:

This form must be accompanied by a completed Nationally Significant Proposals Application Form.

All legislative references relate to the Resource Management Act 1991 (RMA) unless stated otherwise.

You must serve the relevant local authority with notice of this matter together with notice of its lodgement with the EPA.

Part I: Notice of Requirement 2 by NZ Transport Agency for Alteration of Designation 6751

Sections 168(1), (2) and 181 and clause 4 of Schedule 1, RMA.

This part of the form reflects the information requirements of Form 18 of the Resource Management (Forms, Fees, and Procedure) Regulations 2003.

This application intends to give notice of a requirement for a designation (or alteration to a designation) for a public work (or project or work, or in respect of any land, water, subsoil, or airspace where a restriction is necessary for the safe or efficient functioning or operation of a public work or a project or work).

Give details of the nature of the proposed public work (or project or work).

Designation 6751 applies to State highway 1 (SH1) from Greville Road in the south to Lonely Track Road in the north. The work, the subject of NOR2 extends from the current southern boundary of Designation 6751 to the vicinity of the Oteha Valley Interchange in the north, together with adjacent land. The site to which NOR2 applies, is identified and legally described in the Notice of Requirement Plans and Notice of Requirement Property Information Table, at Volume 1.

The nature of the proposed work is:

The work to which NOR2 relates forms part of the Project, described in Section 5 of the AEE.

The Project is a key component of the Western Ring Route, which is a Road of National Significance. In summary, the key elements of the Project are as follows:

- SH1 & SH18 Motorway Interchange connections;
- State highway capacity and safety improvements;
- Busway extension from Constellation Bus Station and a connection to Albany Bus Station;
- Reconfiguring Constellation Bus Station; and
- Shared Use Path (SUP) provision along existing SH1 & SH18 routes for the full extent of the Project
 - Constellation Bus Station to Oteha Valley Road.
 - Constellation Drive to Albany Highway.
 - Intermediate linkages to the local network.

The nature of the work the subject of this NOR includes the construction, operation and maintenance of the State highway and ancillary works including approaches, ramp connections, ancillary safety and operational services (including communications), vegetation removal, stormwater treatment, temporary construction works including storage areas and office facilities, maintenance and access areas, mitigation and restoration, ancillary structures and activities associated with these works.

The full extent of the works are identified at Section 5, Project Description, of the AEE. The nature of the proposed work to be authorised by NOR2 is as follows:

- Widening of SH1 northbound between Greville Road and Oteha Valley Interchange to provide for an additional lane;
- Widening of SH1 northbound between Greville Road and Oteha Valley Interchange to provide for a heavy commercial vehicle (HCV) climbing lane;
- Replacement of the McClymonts Road overbridge.
- Safety Barrier upgrades

Give details of the nature of the proposed conditions that will apply (if relevant).

The nature of the proposed conditions that would apply are:

It is proposed that the Project will be subject to the proposed designation conditions set out at Appendix A of the AEE. Once constructed, access to the formed State highway will be restricted and controlled to provide safe and efficient movement of traffic and for associated activities that may be required.

Give details of the effects that the public work (or project or work) will have on the environment, and the ways any adverse effects will be mitigated.

The AEE describes the existing environment (Section 4), the environmental effects of the Project (Section 9, and Volume 3) and proposed methods to avoid, remedy or mitigate adverse effects of the works associated with the Project (Section 10).

The actual and potential **positive effects** of the Project are:

- Effects on traffic and transportation during operation of the Project. This includes benefits for private vehicles, public transport, walking and cycling arising from improved travel times, decreases in vehicle numbers on local roads, safety benefits, quicker and more reliable public transport journeys, and additional shared use paths;
- Potential benefits to air quality on an airshed scale, resulting from vehicles relocating to more free flowing roads after the Project is complete;
- Proposed stormwater management devices treating significantly more stormwater than is currently the case;
- Benefits arising from the identification and possible removal of contaminated material and soil;
- Accessibility and connectivity benefits for local residents, leading to positive social impacts.

The actual and potential **adverse effects** of the Project are:

Temporary adverse effects

- Effects on archaeology and historic heritage during construction are expected to be low to nil;
- Noise effects during construction which will need to be managed;
- Vibration effects during construction which could be significant for some properties, and will need to be managed;
- Effects on terrestrial ecology (vegetation, avifauna, lizards, bats) during construction, which are expected to be, at worst, moderate to minor, depending on the specific location;
- Effects on air quality arising from discharges of dust during construction, which could create significant amenity and nuisance effects for short periods of time;
- Effects on traffic and transportation during construction of the Project. This includes speed limit reductions, lane narrowing, prevention of some transport movements, and additional construction traffic;
- Construction water effects due to an increased risk of sediment being discharged to water bodies during construction activities, including works within streams and other water courses;
- Effects on freshwater ecology due to increased sedimentation during construction;
- Effects on landscape and visual amenity during construction, arising from earthworks and the removal of vegetation. Overall, these are expected to be very low to very high (depending on the location);
- Effects associated with disturbance of contaminated land, which will be managed;
- Effects associated with working within the closed Rosedale Landfill, including hazards from refuse, gas and leachate. These could be significant without appropriate management;
- Social effects during construction, such as annoyance and disruption from noise, vibration, dust, traffic disruption, and business disruption;

Permanent adverse effects

- Operational noise effects will in most instances be similar to those which would have been experienced without the Project. Nonetheless, noise barriers and building modification are proposed in some locations;
- Effects on archaeology and historic heritage during operation are expected to be low to nil;
- Vibration effects during operation are expected to be negligible for all receivers;
- Increased stormwater arising from additional impervious surfaces. This will be managed using additional stormwater structures, but may lead to increases in peak flood levels in some locations (with reduced peak flood levels in other locations);
- Effects on freshwater ecology due to increased stormwater runoff and additional culverting. These effects are expected to be less than minor;
- Effects on landscape and visual amenity arising from the loss of open space and vegetation, which are expected to be moderate to low, (depending on the location);
- Negligible effects arising from the completion of works within Rosedale Landfill possibly impacting on groundwater recharge;
- Localised social effects arising from the impacts on reserves. These effects range from minor to significant. Businesses will also be affected by the need to relocate, or effects on their access;
- Effects on cultural heritage and Tangata Whenua values, which will be mitigated by managing effects on water, ecology, and identifying opportunities for Tangata Whenua to exercise kaitiakitanga;

Give details of the extent to which alternative sites, routes, and methods have been considered.

Section 7 of the AEE sets out the alternatives considered for the Project.

Give details of the reasons why the public work (or project or work) and the designation (or alteration) are reasonably necessary for achieving the objectives of the requiring authority.

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

The NZ Transport Agency's objective under Section 94 of the Land Transport Management Act 2003 (LTMA) is 'to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest'. The work, as part of the Project will assist the NZ Transport Agency to meet this objective.

The Project objectives are as follows:

6. To help facilitate interregional travel between Auckland and Northland by completing the Western Ring Route to motorway standard;
7. To improve connectivity of the SH1 & SH18 interchange;
8. To improve safety, efficiency, reliability and the capacity of
 - c. SH1 between SH18 and Albany; and
 - d. SH18 between SH1 and Albany Highway.
9. To provide safe walking and cycling facilities adjacent to SH1 and SH18 and connections to local transport networks;
10. To extend the Northern Busway from Constellation Bus Station to the Albany Bus Station.

The work subject of the alteration to Designation 6751 (NOR2) is particularly focussed on addressing Project objectives 1, 2 & 3.

The alteration to Designation 6751 is necessary because not all of the work will be within the footprint of the existing designation. NOR2 will secure the land required for the Project and will enable the Transport Agency to carry out the necessary works. The principal reasons for adopting the designation process to facilitate this Project are:

- It will allow the Transport Agency to achieve its statutory objective under the LTMA
- It is necessary for the Transport Agency to achieve the specific Project objectives;
- The altered designation will allow the NZ Transport Agency and/or its authorised agents to undertake the Project in accordance with the altered designation, notwithstanding anything to the contrary in the Proposed Auckland Unitary Plan (and any relevant operative district plan);
- State highway 1 is already designated in this location and an alteration to designation is the only method to expand the footprint of Designation 6751 and ensure it authorises the work for the Project;
- It will allow land required for the Project to be identified in the Proposed Auckland Unitary Plan (and any relevant operative district plan) to give a clear indication of the intended use of the land;
- The alteration to Designation 6751 in concert with the associated NOR1 & 3-6, enables the Project to be undertaken in a comprehensive and integrated manner; and
- The alteration to Designation 6751 protects the proposed route from future development which may otherwise preclude the construction of the Project.

Give details of any resource consents needed for the proposed activity and indicate whether they have (or have not) been applied for.

The following resource consents are needed for the proposed activity and have been applied for:

Land use consents, water permits and discharge permits are required for the Project. Section 1 of Section 6, AEE includes a comprehensive table of all the consents being sought.

ENVIRONMENTAL PROTECTION AUTHORITY

Give details of the consultation (or no consultation) undertaken with parties likely to be affected.

The following consultation has been undertaken with parties that are likely to be affected:

Extensive consultation has been undertaken with persons likely to be affected by the Project and works. This includes:

- Meeting with all owners and occupiers of directly affected properties;
- Letters to all owners and occupiers of properties in the vicinity of the Project;
- Follow up phone calls;
- Provision of information to and discussions with operators of affected network utilities;
- Provision of information to and meetings with all iwi groups who indicated an interest in the area of the Project;
- Public information days and meetings with stakeholders
- Meetings with statutory authorities; and
- Follow up meetings and correspondence.

A detailed description of consultation undertaken in relation to the Project including specific parties consulted is contained in Section 8 of the AEE.

Communication and liaison with affected parties will continue throughout the Project until its completion.

Feedback has helped identify issues of importance to the community and mana whenua (landscape planting, stormwater management).

Attach information required to be included in this notice by the district plan, regional plan, or any regulations made under the Act.

The NZ Transport Agency attaches the following information required to be included in this notice by the District Plan, Regional Plan or any regulations made under the Resource Management Act 1991.

The following documents are contained within separate volumes as detailed below:

- Volume 1 – Notices of Requirement forms including a list of all owners and occupiers pursuant to Clause 2, Schedule 4 of the RMA, Resource Consent Applications and Other Statutory Approvals
- Volume 2 – Assessment of Environmental Effects
- Volume 3 – Technical Assessments
- Volume 4 – Urban Design & Landscape Framework
- Volume 5 – Scheme Plans and Drawings

In particular, the following are included within Volume 1:

- Notice of Requirement Property Information Table (indicating affected properties)
- Notice of Requirement Plans (identifying the area covered by the Notices of Requirement)

Part II: Additional Optional Information

This part of the form includes additional information that will help in processing the application.

Please tick which of the below options for a requiring authority apply:

- A Minister of the Crown
- A local authority
- A network utility operator approved as a requiring authority under section 167. (Please provide the Gazette Notice reference approving the applicant as a requiring authority).

ENVIRONMENTAL PROTECTION AUTHORITY

- 20/978; 3 March 1994; The Resource Management (Approval of Transit New Zealand as a Requiring Authority) Notice 1994.
- 2015-go6742; 19 November 2015; The Resource Management (Approval of NZ Transport Agency as a Requiring Authority) Notice 2015.

Copies of the Gazette Notices are included in Appendix B to the Assessment of Environmental Effects (AEE).

Please tick whether restrictions will apply to the designation:

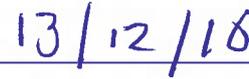
- No restrictions/conditions on the designation are proposed
- Restrictions/conditions applying to the designation are proposed
- Changes to the existing restrictions/conditions applying to the designation are proposed.

Part III: Signature

I hereby certify that, to the best of my knowledge and belief, the information given in this application is true and correct.

I acknowledge that I have read and understood any requirements detailed on the Nationally Significant Proposals Application Form. I understand that the EPA can recover any actual and reasonable costs associated with processing this application.

I understand that I must serve the relevant local authority with notice of this matter together with notice of its lodgement with the EPA.

**Brett Gliddon, State Highways Manager - Auckland /Northland,
NZ Transport Agency**

Signature of applicant (or person authorised to sign on behalf of application) Date

Note: Please complete the checklist on the following page prior to lodging this application. The checklist is designed to assist you in providing all relevant information and is not intended to be an exhaustive list of requirements.

Notice of Requirement Application Checklist

In accordance with the standard Form 18 of the Resource Management (Forms, Fees, and Procedure) Regulations 2003 requirements, the following should be provided:	✓
A description of the proposed public work.	<input checked="" type="checkbox"/>
The proposed conditions that would apply.	<input checked="" type="checkbox"/>
The necessity of the proposed for achieving the objectives of the requiring authority.	<input checked="" type="checkbox"/>
A discussion of the actual and potential effects of the change or cancellation on the environment in sufficient detail to satisfy the purpose for which it is required.	<input checked="" type="checkbox"/>
A discussion regarding how actual or potential effects of the change or cancellation will be avoided, remedied, or mitigated.	<input checked="" type="checkbox"/>
A discussion of alternative methods, sites, or routes that have been considered.	<input checked="" type="checkbox"/>
Evidence that all additional resource consents required for the matter have been applied for.	<input checked="" type="checkbox"/>
*A list of persons who are potentially adversely affected by the proposal and any consultation undertaken with those identified.	<input checked="" type="checkbox"/>



Notice of Requirement (Designation) Form

For office use only: Private Bag 63002 Waterloo Quay Wellington 6140	Application number: Date received:
---	---

This form must be accompanied by a completed Nationally Significant Proposals Application Form.

All legislative references relate to the Resource Management Act 1991 (RMA) unless stated otherwise.

You must serve the relevant local authority with notice of this matter together with notice of its lodgement with the EPA.

Part I: Notice of Requirement 3 by NZ Transport Agency for Alteration of Designation 6756

Sections 168(1), (2) and 181 and clause 4 of Schedule 1, RMA.

This part of the form reflects the information requirements of Form 18 of the Resource Management (Forms, Fees, and Procedure) Regulations 2003.

This application intends to give notice of a requirement for a designation (or alteration to a designation) for a public work (or project or work, or in respect of any land, water, subsoil, or airspace where a restriction is necessary for the safe or efficient functioning or operation of a public work or a project or work).

Give details of the nature of the proposed public work (or project or work).

Designation 6756 applies to State highway 18 (SH18) from the Upper Harbour Bridge in the west to the vicinity of Paul Matthews Road in the east. The work, the subject of NOR3 extends from the Albany Highway in the west to SH1 in the east, together with adjacent land. The site to which NOR3 applies, is identified and legally described in the Notice of Requirement Plans and Notice of Requirement Property Information Table at Volume 1.

The nature of the proposed work is:

The work to which NOR3 relates forms part of the Project, described in detail in the AEE at Volume 2.

The Project is a key component of the Western Ring Route, which is a Road of National Significance. In summary, the key elements of the Project are as follows:

- SH1 & SH18 Motorway Interchange connections;
- State highway capacity and safety improvements;
- Busway extension from Constellation Bus Station and a connection to Albany Bus Station;
- Reconfiguring Constellation Bus Station; and
- Shared Use Path (SUP) provision along existing SH1 & SH18 routes for the full extent of the Project:
 - Constellation Bus Station to Oteha Valley Road.
 - Constellation Drive to Albany Highway.
 - Intermediate linkages to the local network.

The nature of the work the subject of this NOR includes the construction, operation and maintenance of the State highway and ancillary works including approaches, ramp connections, ancillary safety and operational services (including communications), vegetation removal, stormwater treatment, temporary construction works including storage areas and office facilities, maintenance and access areas, mitigation and restoration, ancillary structures and activities associated with these works.

The full extent of the works are identified at Section 5, Project Description, of the AEE. The nature of the proposed work to be authorised by NOR3 is as follows:

- Upgrading of SH18 to full motorway standard, including the closure of Paul Matthews Drive and Unsworth Drive Intersections.
- Motorway to motorway ramps from SH1 southbound to SH18 westbound and SH18 eastbound to SH1 northbound with associated bridge structures.
- Improvements to Caribbean Drive intersection and associated works to maintain local network connectivity.
- Safety Barrier upgrades
- Shared Use Path (SUP) for walking and cycling along the corridor from Constellation Interchange to Albany Highway, including local network connections.

Give details of the nature of the proposed conditions that will apply (if relevant).

The nature of the proposed conditions that would apply are:

It is proposed that the Project will be subject to the proposed designation conditions set out at Appendix A of the AEE. Once constructed, access to the formed State highway will be restricted and controlled to provide safe and efficient movement of traffic and for associated activities that may be required.

Give details of the effects that the public work (or project or work) will have on the environment, and the ways any adverse effects will be mitigated.

The AEE describes the existing environment (Section 4), the environmental effects of the Project (Section 9, and Volume 3) and proposed methods to avoid, remedy or mitigate adverse effects of the works associated with the Project (Section 10).

The actual and potential **positive effects** of the Project are:

- Effects on traffic and transportation during operation of the Project. This includes benefits for private vehicles, public transport, walking and cycling arising from improved travel times, decreases in vehicle numbers on local roads, safety benefits, quicker and more reliable public transport journeys, and additional shared use paths;
- Potential benefits to air quality on an airshed scale, resulting from vehicles relocating to more free flowing roads after the Project is complete;

- Proposed stormwater management devices treating significantly more stormwater than is currently the case;
- Benefits arising from the identification and possible removal of contaminated material and soil;
- Accessibility and connectivity benefits for local residents, leading to positive social impacts.

The actual and potential **adverse effects** of the Project are:

Temporary adverse effects

- Effects on archaeology and historic heritage during construction are expected to be low to nil;
- Noise effects during construction which will need to be managed;
- Vibration effects during construction which could be significant for some properties, and will need to be managed;
- Effects on terrestrial ecology (vegetation, avifauna, lizards, bats) during construction, which are expected to be, at worst, moderate to minor, depending on the specific location;
- Effects on air quality arising from discharges of dust during construction, which could create significant amenity and nuisance effects for short periods of time;
- Effects on traffic and transportation during construction of the Project. This includes speed limit reductions, lane narrowing, prevention of some transport movements, and additional construction traffic;
- Construction water effects due to an increased risk of sediment being discharged to water bodies during construction activities, including works within streams and other water courses;
- Effects on freshwater ecology due to increased sedimentation during construction;
- Effects on landscape and visual amenity during construction, arising from earthworks and the removal of vegetation. Overall, these are expected to be very low to very high (depending on the location);
- Effects associated with disturbance of contaminated land, which will be managed;
- Effects associated with working within the closed Rosedale Landfill, including hazards from refuse, gas and leachate. These could be significant without appropriate management;
- Social effects during construction, such as annoyance and disruption from noise, vibration, dust, traffic disruption, and business disruption;

Permanent adverse effects

- Operational noise effects will in most instances be similar to those which would have been experienced without the Project. Nonetheless, noise barriers and building modification are proposed in some locations;
- Effects on archaeology and historic heritage during operation are expected to be low to nil;
- Vibration effects during operation are expected to be negligible for all receivers;
- Increased stormwater arising from additional impervious surfaces. This will be managed using additional stormwater structures, but may lead to increases in peak flood levels in some locations (with reduced peak flood levels in other locations);
- Effects on freshwater ecology due to increased stormwater runoff and additional culverting. These effects are expected to be less than minor;
- Effects on landscape and visual amenity arising from the loss of open space and vegetation, which are expected to be moderate to low, (depending on the location);
- Negligible effects arising from the completion of works within Rosedale Landfill possibly impacting on groundwater recharge;
- Localised social effects arising from the impacts on reserves. These effects range from minor to significant. Businesses will also be affected by the need to relocate, or effects on their access;
- Effects on cultural heritage and Tangata Whenua values, which will be mitigated by managing effects on water, ecology, and identifying opportunities for Tangata Whenua to exercise kaitiakitanga;

Give details of the extent to which alternative sites, routes, and methods have been considered.

Section 7 of the AEE sets out the alternatives considered for the Project.

ENVIRONMENTAL PROTECTION AUTHORITY

Give details of the reasons why the public work (or project or work) and the designation (or alteration) are reasonably necessary for achieving the objectives of the requiring authority.

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

The NZ Transport Agency's objective under Section 94 of the Land Transport Management Act 2003 (LTMA) is 'to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest'. The work, as part of the Project will assist the NZ Transport Agency to meet this objective.

The Project objectives are as follows:

11. To help facilitate interregional travel between Auckland and Northland by completing the Western Ring Route to motorway standard;
12. To improve connectivity of the SH1 & SH18 interchange;
13. To improve safety, efficiency, reliability and the capacity of
 - e. SH1 between SH18 and Albany; and
 - f. SH18 between SH1 and Albany Highway.
14. To provide safe walking and cycling facilities adjacent to SH1 and SH18 and connections to local transport networks;
15. To extend the Northern Busway from Constellation Bus Station to the Albany Bus Station.

The work the subject of the alteration to Designation 6756 (NOR3) is particularly focussed on addressing Project objectives 1, 2, 3 & 4.

The alteration to Designation 6756 is necessary because not all of the work will be within the footprint of the existing designation. NOR3 will secure the land required for the Project and will enable the Transport Agency to carry out the necessary works. The principal reasons for adopting the designation process to facilitate this Project are:

- It will allow the Transport Agency to achieve its statutory objective under the LTMA;
- It is necessary for the Transport Agency to achieve the specific Project objectives;
- The altered designation will allow the NZ Transport Agency and/or its authorised agents to undertake the Project in accordance with the altered designation, notwithstanding anything to the contrary in the Proposed Auckland Unitary Plan (and any relevant operative district plan);
- State highway 18 is already designated in this location and an alteration to designation is the only method to expand the footprint of Designation 6756 and ensure it authorises the work for the Project;
- It will allow land required for the Project to be identified in the Proposed Auckland Unitary Plan (and any relevant operative district plan) to give a clear indication of the intended use of the land;
- The alteration to Designation 6756 in concert with the associated NOR1-2 & 4-6 enables the Project to be undertaken in a comprehensive and integrated manner; and
- The alteration to Designation 6756 protects the proposed route from future development which may otherwise preclude the construction of the Project.

Give details of any resource consents needed for the proposed activity and indicate whether they have (or have not) been applied for.

The following resource consents are needed for the proposed activity and have been applied for:

Land use consents, water permits and discharge permits are required for the Project. Section 6, AEE includes a comprehensive table of all the consents being sought.

ENVIRONMENTAL PROTECTION AUTHORITY

Give details of the consultation (or no consultation) undertaken with parties likely to be affected.

The following consultation has been undertaken with parties that are likely to be affected:

Extensive consultation has been undertaken with persons likely to be affected by the Project and works. This includes:

- Meeting with all owners and occupiers of directly affected properties;
- Letters to all owners and occupiers of properties in the vicinity of the Project;
- Follow up phone calls;
- Provision of information to and discussions with operators of affected network utilities;
- Provision of information to and meetings with all iwi groups who indicated an interest in the area of the Project;
- Public information days and meetings with stakeholders
- Meetings with statutory authorities; and
- Follow up meetings and correspondence.

A detailed description of consultation undertaken in relation to the Project including specific parties consulted is contained in Section 8 of the AEE.

Communication and liaison with affected parties will continue throughout the Project until its completion.

Feedback has helped identify issues of importance to the community and mana whenua (landscape planting, stormwater management, SUP linkages to the local network). Community response on accessibility has directed the preliminary design of Paul Matthews Road Link ensuring through connection is maintained. In addition to this, stakeholder engagement with Watercare Services Ltd and Auckland Council Parks and Reserves has influenced the Project design within the Rosedale Waste Water Treatment site and with respect to Stormwater management within this section of the Project area.

Attach information required to be included in this notice by the district plan, regional plan, or any regulations made under the Act.

The NZ Transport Agency attaches the following information required to be included in this notice by the District Plan, Regional Plan or any regulations made under the Resource Management Act 1991.

The following documents are contained within separate volumes as detailed below:

- Volume 1 – Notices of Requirement forms including a list of all owners and occupiers pursuant to Clause 2, Schedule 4 of the RMA, Resource Consent Applications and Other Statutory Approvals
- Volume 2 – Assessment of Environmental Effects
- Volume 3 – Technical Assessments
- Volume 4 – Urban Design & Landscape Framework
- Volume 5 – Scheme Plans and Drawings

In particular, the following are included within Volume 1:

- Notice of Requirement Property Information Table (indicating affected properties)
- Notice of Requirement Plans (identifying the area covered by the Notices of Requirement)

Part II: Additional Optional Information

This part of the form includes additional information that will help in processing the application.

Please tick which of the below options for a requiring authority apply:

- A Minister of the Crown
- A local authority

ENVIRONMENTAL PROTECTION AUTHORITY

- A network utility operator approved as a requiring authority under section 167. (Please provide the Gazette Notice reference approving the applicant as a requiring authority).
- 20/978; 3 March 1994; The Resource Management (Approval of Transit New Zealand as a Requiring Authority) Notice 1994.
 - 2015-go6742; 19 November 2015; The Resource Management (Approval of NZ Transport Agency as a Requiring Authority) Notice 2015.

Copies of the Gazette Notices are included in Appendix B to the Assessment of Environmental Effects (AEE).

Please tick whether restrictions will apply to the designation:

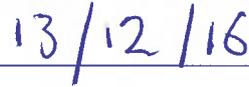
- No restrictions/conditions on the designation are proposed
- Restrictions/conditions applying to the designation are proposed
- Changes to the existing restrictions/conditions applying to the designation are proposed.

Part III: Signature

I hereby certify that, to the best of my knowledge and belief, the information given in this application is true and correct.

I acknowledge that I have read and understood any requirements detailed on the Nationally Significant Proposals Application Form. I understand that the EPA can recover any actual and reasonable costs associated with processing this application.

I understand that I must serve the relevant local authority with notice of this matter together with notice of its lodgement with the EPA.

**Brett Gliddon, State Highways Manager - Auckland /Northland,
NZ Transport Agency**

Signature of applicant (or person authorised to sign on behalf of application) Date

Note: Please complete the checklist on the following page prior to lodging this application. The checklist is designed to assist you in providing all relevant information and is not intended to be an exhaustive list of requirements.



Notice of Requirement Application Checklist

In accordance with the standard Form 18 of the Resource Management (Forms, Fees, and Procedure) Regulations 2003 requirements, the following should be provided:	✓
A description of the proposed public work.	✓
The proposed conditions that would apply.	✓
The necessity of the proposed for achieving the objectives of the requiring authority.	✓
A discussion of the actual and potential effects of the change or cancellation on the environment in sufficient detail to satisfy the purpose for which it is required.	✓
A discussion regarding how actual or potential effects of the change or cancellation will be avoided, remedied, or mitigated.	✓
A discussion of alternative methods, sites, or routes that have been considered.	✓
Evidence that all additional resource consents required for the matter have been applied for.	✓
*A list of persons who are potentially adversely affected by the proposal and any consultation undertaken with those identified.	✓



Notice of Requirement (Designation) Form

For office use only: Private Bag 63002 Waterloo Quay Wellington 6140	Application number:
	Date received:

This form must be accompanied by a completed Nationally Significant Proposals Application Form.

All legislative references relate to the Resource Management Act 1991 (RMA) unless stated otherwise.

You must serve the relevant local authority with notice of this matter together with notice of its lodgement with the EPA.

Part I: Notice of Requirement 4 by NZ Transport Agency for Designation (Busway)

Sections 168(1), (2) and 181 and clause 4 of Schedule 1, RMA.

This part of the form reflects the information requirements of Form 18 of the Resource Management (Forms, Fees, and Procedure) Regulations 2003.

This application intends to give notice of a requirement for a designation (or alteration to a designation) for a public work (or project or work, or in respect of any land, water, subsoil, or airspace where a restriction is necessary for the safe or efficient functioning or operation of a public work or a project or work).

Give details of the nature of the proposed public work (or project or work).

The Designation will apply to the eastern side of State highway 1 (SH1) from Constellation Drive in the south to Oteha Valley Road in the north, encompassing the proposed work. The site to which NOR4 applies is identified and legally described in the Notice of Requirement Plans and Notice of Requirement Property Information Table Volume 1.

The nature of the proposed work is:

The work to which NOR4 relates forms part of the Project, described in detail in Section 5 of the AEE.

The Project is a key component of the Western Ring Route, which is a Road of National Significance. In summary, the key elements of the Project are as follows:

- SH1 & SH18 Motorway Interchange connections;
- State highway capacity and safety improvements;
- Busway extension from Constellation Bus Station and a connection to Albany Bus Station;
- Reconfiguring Constellation Bus Station; and
- Shared Use Path (SUP) provision along existing SH1 & SH18 routes for the full extent of the Project:
 - Constellation Bus Station to Oteha Valley Road.
 - Constellation Drive to Albany Highway.
 - Intermediate linkages to the local network.

The nature of the work the subject of this NOR includes the construction, operation and maintenance of the State highway - busway and ancillary works including approaches, ramp connections, ancillary safety and operational services (including communications), vegetation removal, stormwater treatment, temporary construction works including storage areas and office facilities, maintenance and access areas, mitigation and restoration, ancillary structures and activities associated with these works.

The full extent of the works are identified at Section 5, Project Description, of the AEE. The nature of the proposed work to be authorised by NOR3 is as follows:

- A separate Busway extending from Constellation Station in the south northward along the eastern side of SH1 to Albany Station in the north.
- A cross-motorway bridge structure linking to Albany Station to the west of SH1.

Give details of the nature of the proposed conditions that will apply (if relevant).

The nature of the proposed conditions that would apply are:

It is proposed that the Project will be subject to the proposed designation conditions set out at Appendix A of the AEE. Once constructed, access to the formed State highway will be restricted and controlled to provide safe and efficient movement of traffic and for associated activities that may be required.

Give details of the effects that the public work (or project or work) will have on the environment, and the ways any adverse effects will be mitigated.

The AEE describes the existing environment (Section 4), the environmental effects of the Project (Section 9, and Volume 3) and proposed methods to avoid, remedy or mitigate adverse effects of the works associated with the Project (Section 10).

The actual and potential **positive effects** of the Project are:

- Effects on traffic and transportation during operation of the Project. This includes benefits for private vehicles, public transport, walking and cycling arising from improved travel times, decreases in vehicle numbers on local roads, safety benefits, quicker and more reliable public transport journeys, and additional shared use paths;
- Potential benefits to air quality on an airshed scale, resulting from vehicles relocating to more free flowing roads after the Project is complete;
- Proposed stormwater management devices treating significantly more stormwater than is currently the case;
- Benefits arising from the identification and possible removal of contaminated material and soil;
- Accessibility and connectivity benefits for local residents, leading to positive social impacts.

The actual and potential **adverse effects** of the Project are:

Temporary adverse effects

- Effects on archaeology and historic heritage during construction are expected to be low to nil;
- Noise effects during construction which will need to be managed;
- Vibration effects during construction which could be significant for some properties, and will need to be managed;
- Effects on terrestrial ecology (vegetation, avifauna, lizards, bats) during construction, which are expected to be, at worst, moderate to minor, depending on the specific location;
- Effects on air quality arising from discharges of dust during construction, which could create significant amenity and nuisance effects for short periods of time;
- Effects on traffic and transportation during construction of the Project. This includes speed limit reductions, lane narrowing, prevention of some transport movements, and additional construction traffic;
- Construction water effects due to an increased risk of sediment being discharged to water bodies during construction activities, including works within streams and other water courses;
- Effects on freshwater ecology due to increased sedimentation during construction;
- Effects on landscape and visual amenity during construction, arising from earthworks and the removal of vegetation. Overall, these are expected to be very low to very high (depending on the location);
- Effects associated with disturbance of contaminated land, which will be managed;
- Effects associated with working within the closed Rosedale Landfill, including hazards from refuse, gas and leachate. These could be significant without appropriate management;
- Social effects during construction, such as annoyance and disruption from noise, vibration, dust, traffic disruption, and business disruption;

Permanent adverse effects

- Operational noise effects will in most instances be similar to those which would have been experienced without the Project. Nonetheless, noise barriers and building modification are proposed in some locations;
- Effects on archaeology and historic heritage during operation are expected to be low to nil;
- Vibration effects during operation are expected to be negligible for all receivers;
- Increased stormwater arising from additional impervious surfaces. This will be managed using additional stormwater structures, but may lead to increases in peak flood levels in some locations (with reduced peak flood levels in other locations);
- Effects on freshwater ecology due to increased stormwater runoff and additional culverting. These effects are expected to be less than minor;
- Effects on landscape and visual amenity arising from the loss of open space and vegetation, which are expected to be moderate to low, (depending on the location);
- Negligible effects arising from the completion of works within Rosedale Landfill possibly impacting on groundwater recharge;
- Localised social effects arising from the impacts on reserves. These effects range from minor to significant. Businesses will also be affected by the need to relocate, or effects on their access;
- Effects on cultural heritage and Tangata Whenua values, which will be mitigated by managing effects on water, ecology, and identifying opportunities for Tangata Whenua to exercise kaitiakitanga;

Give details of the extent to which alternative sites, routes, and methods have been considered.

Section 7 of the AEE sets out the alternatives considered for the Project.

ENVIRONMENTAL PROTECTION AUTHORITY

Give details of the reasons why the public work (or project or work) and the designation (or alteration) are reasonably necessary for achieving the objectives of the requiring authority.

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

The NZ Transport Agency's objective under Section 94 of the Land Transport Management Act 2003 (LTMA) is 'to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest'. The work, as part of the Project will assist the NZ Transport Agency to meet this objective.

The Project objectives are as follows:

16. To help facilitate interregional travel between Auckland and Northland by completing the Western Ring Route to motorway standard;
17. To improve connectivity of the SH1 & SH18 interchange;
18. To improve safety, efficiency, reliability and the capacity of
 - g. SH1 between SH18 and Albany; and
 - h. SH18 between SH1 and Albany Highway.
19. To provide safe walking and cycling facilities adjacent to SH1 and SH18 and connections to local transport networks;
20. To extend the Northern Busway from Constellation Bus Station to the Albany Bus Station.

The work subject of this designation (NOR4) is particularly focussed on addressing Project objective 5.

The designation is necessary as NOR4 will secure the land required for the Project and will enable the Transport Agency to carry out the necessary works. The principal reasons for adopting the designation process to facilitate this Project are:

- It will allow the Transport Agency to achieve its statutory objective under the LTMA;
- It is necessary for the Transport Agency to achieve the specific Project objectives;
- The designation will allow the NZ Transport Agency and/or its authorised agents to undertake the Project in accordance with the designation, notwithstanding anything to the contrary in the Proposed Auckland Unitary Plan (and any relevant operative district plan);
- It will allow land required for the Project to be identified in the Proposed Auckland Unitary Plan (and any relevant operative district plan) to give a clear indication of the intended use of the land;
- The Designation in concert with the associated NOR1- 3 & 5-6 enables the Project to be undertaken in a comprehensive and integrated manner; and
- The Designation protects the proposed route from future development which may otherwise preclude the construction of the Project.

Give details of any resource consents needed for the proposed activity and indicate whether they have (or have not) been applied for.

The following resource consents are needed for the proposed activity and have been applied for:

Land use consents, water permits and discharge permits are required for the Project. Section 1 of Section 6, AEE includes a comprehensive table of all the consents being sought.

ENVIRONMENTAL PROTECTION AUTHORITY

Give details of the consultation (or no consultation) undertaken with parties likely to be affected.

The following consultation has been undertaken with parties that are likely to be affected:

Extensive consultation has been undertaken with persons likely to be affected by the Project and works. This includes:

- Meeting with all owners and occupiers of directly affected properties;
- Letters to all owners and occupiers of properties in the vicinity of the Project;
- Follow up phone calls;
- Provision of information to and discussions with operators of affected network utilities;
- Provision of information to and meetings with all iwi groups who indicated an interest in the area of the Project;
- Public information days and meetings with stakeholders
- Meetings with statutory authorities; and
- Follow up meetings and correspondence.

A detailed description of consultation undertaken in relation to the Project including specific parties consulted is contained in Section 8 of the AEE.

Communication and liaison with affected parties will continue throughout the Project until its completion.

Stakeholder Engagement with Auckland Transport has taken place concerning the design of the Busway and its interface with both Albany and Constellation Stations.

Attach information required to be included in this notice by the district plan, regional plan, or any regulations made under the Act.

The NZ Transport Agency attaches the following information required to be included in this notice by the District Plan, Regional Plan or any regulations made under the Resource Management Act 1991.

The following documents are contained within separate volumes as detailed below:

- Volume 1 – Notices of Requirement forms including a list of all owners and occupiers pursuant to Clause 2, Schedule 4 of the RMA, Resource Consent Applications and Other Statutory Approvals
- Volume 2 – Assessment of Environmental Effects
- Volume 3 – Technical Assessments
- Volume 4 – Urban Design & Landscape Framework
- Volume 5 – Scheme Plans and Drawings

In particular, the following are included within Volume 1:

- Notice of Requirement Property Information Table (indicating affected properties)
- Notice of Requirement Plans (identifying the area covered by the Notices of Requirement)

Part II: Additional Optional Information

This part of the form includes additional information that will help in processing the application.

Please tick which of the below options for a requiring authority apply:

- A Minister of the Crown
- A local authority
- A network utility operator approved as a requiring authority under section 167. (Please provide the Gazette Notice reference approving the applicant as a requiring authority).

ENVIRONMENTAL PROTECTION AUTHORITY

- 20/978; 3 March 1994; The Resource Management (Approval of Transit New Zealand as a Requiring Authority) Notice 1994.
- 2015-go6742; 19 November 2015; The Resource Management (Approval of NZ Transport Agency as a Requiring Authority) Notice 2015.

Copies of the Gazette Notices are included in Appendix B to the Assessment of Environmental Effects (AEE).

Please tick whether restrictions will apply to the designation:

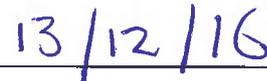
- No restrictions/conditions on the designation are proposed
- Restrictions/conditions applying to the designation are proposed
- Changes to the existing restrictions/conditions applying to the designation are proposed.

Part III: Signature

I hereby certify that, to the best of my knowledge and belief, the information given in this application is true and correct.

I acknowledge that I have read and understood any requirements detailed on the Nationally Significant Proposals Application Form. I understand that the EPA can recover any actual and reasonable costs associated with processing this application.

I understand that I must serve the relevant local authority with notice of this matter together with notice of its lodgement with the EPA.

**Brett Gliddon, State Highways Manager - Auckland / Northland,
NZ Transport Agency**

Signature of applicant (or person authorised to sign on behalf of application) Date

Note: Please complete the checklist on the following page prior to lodging this application. The checklist is designed to assist you in providing all relevant information and is not intended to be an exhaustive list of requirements.



Notice of Requirement Application Checklist

In accordance with the standard Form 18 of the Resource Management (Forms, Fees, and Procedure) Regulations 2003 requirements, the following should be provided:	✓
A description of the proposed public work.	<input checked="" type="checkbox"/>
The proposed conditions that would apply.	<input checked="" type="checkbox"/>
The necessity of the proposed for achieving the objectives of the requiring authority.	<input checked="" type="checkbox"/>
A discussion of the actual and potential effects of the change or cancellation on the environment in sufficient detail to satisfy the purpose for which it is required.	<input checked="" type="checkbox"/>
A discussion regarding how actual or potential effects of the change or cancellation will be avoided, remedied, or mitigated.	<input checked="" type="checkbox"/>
A discussion of alternative methods, sites, or routes that have been considered.	<input checked="" type="checkbox"/>
Evidence that all additional resource consents required for the matter have been applied for.	<input checked="" type="checkbox"/>
*A list of persons who are potentially adversely affected by the proposal and any consultation undertaken with those identified.	<input checked="" type="checkbox"/>



Notice of Requirement (Designation) Form

For office use only: Private Bag 63002 Waterloo Quay Wellington 6140	Application number:
	Date received:

This form must be accompanied by a completed Nationally Significant Proposals Application Form.
All legislative references relate to the Resource Management Act 1991 (RMA) unless stated otherwise.
You must serve the relevant local authority with notice of this matter together with notice of its lodgement with the EPA.

Part I: Notice of Requirement 5 by NZ Transport Agency for Designation (Shared Use Path)

Sections 168(1), (2) and 181 and clause 4 of Schedule 1, RMA.
This part of the form reflects the information requirements of Form 18 of the Resource Management (Forms, Fees, and Procedure) Regulations 2003.

This application intends to give notice of a requirement for a designation (or alteration to a designation) for a public work (or project or work, or in respect of any land, water, subsoil, or airspace where a restriction is necessary for the safe or efficient functioning or operation of a public work or a project or work).

Give details of the nature of the proposed public work (or project or work).

The Shared Use Path (SUP) Designation will apply to the eastern side of State highway 1 (SH1), overlapping with the eastern extent of the proposed Busway Designation (the subject of NOR4) from Constellation Drive in the south to Oteha Valley Road in the north. The site to which NOR5 applies, is identified and legally described in the Notice of Requirement Plans and Notice of Requirement Property Information Table Volume 1.

The nature of the proposed work is:

The work to which NOR5 relates forms part of the Project, described in Section 5 of the AEE.

The Project is a key component of the Western Ring Route, which is a Road of National Significance. In summary, the key elements of the Project are as follows:

- SH1 & SH18 Motorway Interchange connections;
- State highway capacity and safety improvements;
- Busway extension from Constellation Bus Station and a connection to Albany Bus Station;
- Reconfiguring Constellation Bus Station; and
- Shared Use Path (SUP) provision along existing SH1 & SH18 routes for the full extent of the Project:
 - Constellation Bus Station to Oteha Valley Road.
 - Constellation Drive to Albany Highway.
 - Intermediate linkages to the local network.

The nature of the work the subject of this NOR includes the construction, operation and maintenance of the Shared Use Path and ancillary works including approaches, ramp connections, ancillary safety and operational services (including communications), vegetation removal, stormwater treatment, temporary construction works including storage areas and office facilities, maintenance and access areas, mitigation and restoration, ancillary structures and activities associated with these works.

The full extent of the works are identified at Section 5, Project Description, of the AEE. The nature of the proposed work to be authorised by NOR5 is as follows:

- A separate Shared Use Path from Constellation Station in the south northward along the eastern side of the motorway to Albany Station in the north
- Connections to the local walking and cycling network, including:
 - Lavender Garden Lane
 - McClymonts Road
 - Greville Road
 - Rosedale Road
 - Arrenway Drive
 - Constellation Drive
- Connectivity to a proposed SUP along SH18 through Constellation Interchange

Give details of the nature of the proposed conditions that will apply (if relevant).

The nature of the proposed conditions that would apply are:

It is proposed that the Project will be subject to the proposed designation conditions set out at Appendix A of the AEE.

ENVIRONMENTAL PROTECTION AUTHORITY

Give details of the effects that the public work (or project or work) will have on the environment, and the ways any adverse effects will be mitigated.

The AEE describes the existing environment (Section 4), the environmental effects of the Project (Section 9, and Volume 3) and proposed methods to avoid, remedy or mitigate adverse effects of the works associated with the Project (Section 10).

The actual and potential **positive effects** of the Project are:

- Effects on traffic and transportation during operation of the Project. This includes benefits for private vehicles, public transport, walking and cycling arising from improved travel times, decreases in vehicle numbers on local roads, safety benefits, quicker and more reliable public transport journeys, and additional shared use paths;
- Potential benefits to air quality on an airshed scale, resulting from vehicles relocating to more free flowing roads after the Project is complete;
- Proposed stormwater management devices treating significantly more stormwater than is currently the case;
- Benefits arising from the identification and possible removal of contaminated material and soil;
- Accessibility and connectivity benefits for local residents, leading to positive social impacts.

The actual and potential **adverse effects** of the Project are:

Temporary adverse effects

- Effects on archaeology and historic heritage during construction are expected to be low to nil;
- Noise effects during construction which will need to be managed;
- Vibration effects during construction which could be significant for some properties, and will need to be managed;
- Effects on terrestrial ecology (vegetation, avifauna, lizards, bats) during construction, which are expected to be, at worst, moderate to minor, depending on the specific location;
- Effects on air quality arising from discharges of dust during construction, which could create significant amenity and nuisance effects for short periods of time;
- Effects on traffic and transportation during construction of the Project. This includes speed limit reductions, lane narrowing, prevention of some transport movements, and additional construction traffic;
- Construction water effects due to an increased risk of sediment being discharged to water bodies during construction activities, including works within streams and other water courses;
- Effects on freshwater ecology due to increased sedimentation during construction;
- Effects on landscape and visual amenity during construction, arising from earthworks and the removal of vegetation. Overall, these are expected to be very low to very high (depending on the location);
- Effects associated with disturbance of contaminated land, which will be managed;
- Effects associated with working within the closed Rosedale Landfill, including hazards from refuse, gas and leachate. These could be significant without appropriate management;
- Social effects during construction, such as annoyance and disruption from noise, vibration, dust, traffic disruption, and business disruption;

Permanent adverse effects

- Operational noise effects will in most instances be similar to those which would have been experienced without the Project. Nonetheless, noise barriers and building modification are proposed in some locations;
- Effects on archaeology and historic heritage during operation are expected to be low to nil;
- Vibration effects during operation are expected to be negligible for all receivers;
- Increased stormwater arising from additional impervious surfaces. This will be managed using additional stormwater structures, but may lead to increases in peak flood levels in some locations (with reduced peak flood levels in other locations);
- Effects on freshwater ecology due to increased stormwater runoff and additional culverting. These effects are expected to be less than minor;
- Effects on landscape and visual amenity arising from the loss of open space and vegetation, which are expected to be moderate to low, (depending on the location);

ENVIRONMENTAL PROTECTION AUTHORITY

- Negligible effects arising from the completion of works within Rosedale Landfill possibly impacting on groundwater recharge;
- Localised social effects arising from the impacts on reserves. These effects range from minor to significant. Businesses will also be affected by the need to relocate, or effects on their access;
- Effects on cultural heritage and Tangata Whenua values, which will be mitigated by managing effects on water, ecology, and identifying opportunities for Tangata Whenua to exercise kaitiakitanga;

Give details of the extent to which alternative sites, routes, and methods have been considered.

Section 7 of the AEE sets out the alternatives considered for the Project.

Give details of the reasons why the public work (or project or work) and the designation (or alteration) are reasonably necessary for achieving the objectives of the requiring authority.

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

The NZ Transport Agency's objective under Section 94 of the Land Transport Management Act 2003 (LTMA) is 'to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest'. The work, as part of the Project will assist the NZ Transport Agency to meet this objective.

The Project objectives are as follows:

21. To help facilitate interregional travel between Auckland and Northland by completing the Western Ring Route to motorway standard;
22. To improve connectivity of the SH1 & SH18 interchange;
23. To improve safety, efficiency, reliability and the capacity of
 - i. SH1 between SH18 and Albany; and
 - j. SH18 between SH1 and Albany Highway.
24. To provide safe walking and cycling facilities adjacent to SH1 and SH18 and connections to local transport networks;
25. To extend the Northern Busway from Constellation Bus Station to the Albany Bus Station.

The work subject of the designation (NOR5) is particularly focussed on addressing Project objective 4.

The designation is necessary as NOR5 will secure the land required for the Project and will enable the Transport Agency to carry out the necessary works. The principal reasons for adopting the designation process to facilitate this Project are:

- It will allow the Transport Agency to achieve its statutory objective under the LTMA
- It is necessary for the Transport Agency to achieve the specific Project objectives;
- The designation will allow the Transport Agency and/or its authorised agents to undertake the Project in accordance with the designation, notwithstanding anything to the contrary in the Proposed Auckland Unitary Plan (and any relevant operative district plan) ;
- It will allow land required for the Project to be identified in the Proposed Auckland Unitary Plan (and any relevant operative district plan) to give a clear indication of the intended use of the land;
- The designation in concert with the associated notices of requirement 1-4 & 6, enables the Project to be undertaken in a comprehensive and integrated manner; and
- The designation protects the proposed route from future development which may otherwise preclude the construction of the Project.

ENVIRONMENTAL PROTECTION AUTHORITY

Give details of any resource consents needed for the proposed activity and indicate whether they have (or have not) been applied for.

The following resource consents are needed for the proposed activity and have been applied for:

Land use consents, water permits and discharge permits are required for the Project. Section 6, AEE includes a comprehensive table of all the consents being sought.

Give details of the consultation (or no consultation) undertaken with parties likely to be affected.

The following consultation has been undertaken with parties that are likely to be affected:

Extensive consultation has been undertaken with persons likely to be affected by the Project and works. This includes:

- Meeting with all owners and occupiers of directly affected properties;
- Letters to all owners and occupiers of properties in the vicinity of the Project;
- Follow up phone calls;
- Provision of information to and discussions with operators of affected network utilities;
- Provision of information to and meetings with all iwi groups who indicated an interest in the area of the Project;
- Public information days and meetings with stakeholders
- Meetings with statutory authorities; and
- Follow up meetings and correspondence.

A detailed description of consultation undertaken in relation to the Project including specific parties consulted is contained in Section 8 of the AEE.

Communication and liaison with affected parties will continue throughout the Project until its completion.

Feedback the community and Auckland Transport, has influenced the location of SUP linkages to the local network while feedback from directly affected parties has been taken into account in the Project design in terms of the degree of encroachment into property and the use of retaining walls verses batter slopes in some locations.

Attach information required to be included in this notice by the district plan, regional plan, or any regulations made under the Act.

The NZ Transport Agency attaches the following information required to be included in this notice by the District Plan, Regional Plan or any regulations made under the Resource Management Act 1991.

The following documents are contained within separate volumes as detailed below:

- Volume 1 – Notices of Requirement forms including a list of all owners and occupiers pursuant to Clause 2, Schedule 4 of the RMA, Resource Consent Applications and Other Statutory Approvals
- Volume 2 – Assessment of Environmental Effects
- Volume 3 – Technical Assessments
- Volume 4 – Urban Design & Landscape Framework
- Volume 5 – Scheme Plans and Drawings

In particular, the following are included within Volume 1:

- Notice of Requirement Property Information Table (indicating affected properties)
- Notice of Requirement Plans (identifying the area covered by the Notices of Requirement)

Part II: Additional Optional Information

This part of the form includes additional information that will help in processing the application.

Please tick which of the below options for a requiring authority apply:

- A Minister of the Crown
- A local authority
- A network utility operator approved as a requiring authority under section 167. (Please provide the Gazette Notice reference approving the applicant as a requiring authority).
- 20/978; 3 March 1994; The Resource Management (Approval of Transit New Zealand as a Requiring Authority) Notice 1994.
 - 2015-go6742; 19 November 2015; The Resource Management (Approval of NZ Transport Agency as a Requiring Authority) Notice 2015.

Copies of the Gazette Notices are included in Appendix B to the Assessment of Environmental Effects (AEE).

Please tick whether restrictions will apply to the designation:

- No restrictions/conditions on the designation are proposed
- Restrictions/conditions applying to the designation are proposed
- Changes to the existing restrictions/conditions applying to the designation are proposed.

Part III: Signature

I hereby certify that, to the best of my knowledge and belief, the information given in this application is true and correct.

I acknowledge that I have read and understood any requirements detailed on the Nationally Significant Proposals Application Form. I understand that the EPA can recover any actual and reasonable costs associated with processing this application.

I understand that I must serve the relevant local authority with notice of this matter together with notice of its lodgement with the EPA.



13 / 12 / 16

**Brett Gliddon, State Highways Manager - Auckland /Northland,
NZ Transport Agency**

Signature of applicant (or person authorised to sign on behalf of application) Date

Note: Please complete the checklist on the following page prior to lodging this application. The checklist is designed to assist you in providing all relevant information and is not intended to be an exhaustive list of requirements.



Notice of Requirement Application Checklist

In accordance with the standard Form 18 of the Resource Management (Forms, Fees, and Procedure) Regulations 2003 requirements, the following should be provided:	✓
A description of the proposed public work.	<input checked="" type="checkbox"/>
The proposed conditions that would apply.	<input checked="" type="checkbox"/>
The necessity of the proposed for achieving the objectives of the requiring authority.	<input checked="" type="checkbox"/>
A discussion of the actual and potential effects of the change or cancellation on the environment in sufficient detail to satisfy the purpose for which it is required.	<input checked="" type="checkbox"/>
A discussion regarding how actual or potential effects of the change or cancellation will be avoided, remedied, or mitigated.	<input checked="" type="checkbox"/>
A discussion of alternative methods, sites, or routes that have been considered.	<input checked="" type="checkbox"/>
Evidence that all additional resource consents required for the matter have been applied for.	<input checked="" type="checkbox"/>
*A list of persons who are potentially adversely affected by the proposal and any consultation undertaken with those identified.	<input checked="" type="checkbox"/>





Notice of Requirement (Designation) Form

<p>For office use only: Private Bag 63002 Waterloo Quay Wellington 6140</p>	<p>Application number:</p> <p>Date received:</p>
---	--

This form must be accompanied by a completed Nationally Significant Proposals Application Form.

All legislative references relate to the Resource Management Act 1991 (RMA) unless stated otherwise.

You must serve the relevant local authority with notice of this matter together with notice of its lodgement with the EPA.

Part I: Notice of Requirement 6 by NZ Transport Agency for Alteration to Designation 6758

Sections 168(1), (2) and 181 and clause 4 of Schedule 1, RMA.

This part of the form reflects the information requirements of Form 18 of the Resource Management (Forms, Fees, and Procedure) Regulations 2003.

This application intends to give notice of a requirement for a designation (or alteration to a designation) for a public work (or project or work, or in respect of any land, water, subsoil, or airspace where a restriction is necessary for the safe or efficient functioning or operation of a public work or a project or work).

Give details of the nature of the proposed public work (or project or work).

Designation 6758 applies to Constellation Drive Station. The work the subject of NOR6 is located wholly within the extent of Designation 6758 (the alteration is limited to changes to conditions). The site to which NOR6 applies, is identified and legally described in the Notice of Requirement Plans and Notice of Requirement Property Information Table Volume 1.

The nature of the proposed work is:

The work to which NOR6 relates forms part of the Project, described in Section 5 of in the AEE.

The Project is a key component of the Western Ring Route, which is a Road of National Significance.

In summary, the key elements of the Project are as follows:

- SH1 & SH18 Motorway Interchange connections;
- State highway capacity and safety improvements;
- Busway extension from Constellation Bus Station and a connection to Albany Bus Station;
- Reconfiguring Constellation Bus Station; and
- Shared Use Path (SUP) provision along existing SH1 & SH18 routes for the full extent of the Project:
 - Constellation Bus Station to Oteha Valley Road.
 - Constellation Drive to Albany Highway.
 - Intermediate linkages to the local network.

The nature of the work the subject of this NOR includes the construction, operation and maintenance of Constellation Station and ancillary works including approaches, ramp connections, ancillary safety and operational services (including communications), vegetation removal, stormwater treatment, temporary construction works including storage areas and office facilities, maintenance and access areas, mitigation and restoration, ancillary structures and activities associated with these works.

The full extent of the works are identified at Section 5, Project Description, of the AEE. The nature of the proposed work to be authorised by NOR6 is as follows:

- The upgrade of the existing station structure from the current terminus structure to a through-station providing for northbound and southbound travel.
- Associated bridging structure to provide for north and southbound platform access.
- Consequential lane realignment to reflect new platform structures.

Give details of the nature of the proposed conditions that will apply (if relevant).

The nature of the proposed conditions that would apply are:

It is proposed that the Project will be subject to the proposed designation conditions set out at Appendix A of the AEE.

Give details of the effects that the public work (or project or work) will have on the environment, and the ways any adverse effects will be mitigated.

The AEE describes the existing environment (Section 4), the environmental effects of the Project (Section 9, and Volume 3) and proposed methods to avoid, remedy or mitigate adverse effects of the works associated with the Project (Section 10).

The actual and potential **positive effects** of the Project are:

- Effects on traffic and transportation during operation of the Project. This includes benefits for private vehicles, public transport, walking and cycling arising from improved travel times, decreases in vehicle numbers on local roads, safety benefits, quicker and more reliable public transport journeys, and additional shared use paths;
- Potential benefits to air quality on an airshed scale, resulting from vehicles relocating to more free flowing roads after the Project is complete;
- Proposed stormwater management devices treating significantly more stormwater than is currently the case;
- Benefits arising from the identification and possible removal of contaminated material and soil;
- Accessibility and connectivity benefits for local residents, leading to positive social impacts.

The actual and potential **adverse effects** of the Project are:

Temporary adverse effects

- Effects on archaeology and historic heritage during construction are expected to be low to nil;
- Noise effects during construction which will need to be managed;
- Vibration effects during construction which could be significant for some properties, and will need to be managed;
- Effects on terrestrial ecology (vegetation, avifauna, lizards, bats) during construction, which are expected to be, at worst, moderate to minor, depending on the specific location;
- Effects on air quality arising from discharges of dust during construction, which could create significant amenity and nuisance effects for short periods of time;
- Effects on traffic and transportation during construction of the Project. This includes speed limit reductions, lane narrowing, prevention of some transport movements, and additional construction traffic;
- Construction water effects due to an increased risk of sediment being discharged to water bodies during construction activities, including works within streams and other water courses;
- Effects on freshwater ecology due to increased sedimentation during construction;
- Effects on landscape and visual amenity during construction, arising from earthworks and the removal of vegetation. Overall, these are expected to be very low to very high (depending on the location);
- Effects associated with disturbance of contaminated land, which will be managed;
- Effects associated with working within the closed Rosedale Landfill, including hazards from refuse, gas and leachate. These could be significant without appropriate management;
- Social effects during construction, such as annoyance and disruption from noise, vibration, dust, traffic disruption, and business disruption;

Effects on network utilities which exist in the Project area and which may require relocation or protection (discussed in Section 4).

Permanent adverse effects

- Operational noise effects will in most instances be similar to those which would have been experienced without the Project. Nonetheless, noise barriers and building modification are proposed in some locations;
- Effects on archaeology and historic heritage during operation are expected to be low to nil;
- Vibration effects during operation are expected to be negligible for all receivers;
- Increased stormwater arising from additional impervious surfaces. This will be managed using additional stormwater structures, but may lead to increases in peak flood levels in some locations (with reduced peak flood levels in other locations);
- Effects on freshwater ecology due to increased stormwater runoff and additional culverting. These effects are expected to be less than minor;
- Effects on landscape and visual amenity arising from the loss of open space and vegetation, which are expected to be moderate to low, (depending on the location);
- Negligible effects arising from the completion of works within Rosedale Landfill possibly impacting on groundwater recharge;
- Localised social effects arising from the impacts on reserves. These effects range from minor to significant. Businesses will also be affected by the need to relocate, or effects on their access;
- Effects on cultural heritage and Tangata Whenua values, which will be mitigated by managing effects on water, ecology, and identifying opportunities for Tangata Whenua to exercise kaitiakitanga;

Give details of the extent to which alternative sites, routes, and methods have been considered.

Section 7 of the AEE sets out the alternatives considered for the Project.

ENVIRONMENTAL PROTECTION AUTHORITY

Give details of the reasons why the public work (or project or work) and the designation (or alteration) are reasonably necessary for achieving the objectives of the requiring authority.

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

The NZ Transport Agency's objective under Section 94 of the Land Transport Management Act 2003 (LTMA) is 'to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest'. The work, as part of the Project will assist the NZ Transport Agency to meet this objective.

The Project objectives are as follows:

26. To help facilitate interregional travel between Auckland and Northland by completing the Western Ring Route to motorway standard;
27. To improve connectivity of the SH1 & SH18 interchange;
28. To improve safety, efficiency, reliability and the capacity of
 - k. SH1 between SH18 and Albany; and
 - l. SH18 between SH1 and Albany Highway.
29. To provide safe walking and cycling facilities adjacent to SH1 and SH18 and connections to local transport networks;
30. To extend the Northern Busway from Constellation Bus Station to the Albany Bus Station.

The work the subject of the alteration to Designation 6758 (NOR6) is particularly focussed on addressing the Project objectives 4 & 5.

The principal reasons for adopting the designation process to facilitate this Project are:

- It will allow the Transport Agency to achieve its statutory objective under the LTMA
- It is necessary for the Transport Agency to achieve the specific Project objectives;
- The altered designation will allow the Transport Agency and/or its authorised agents to undertake the Project in accordance with the altered designation, notwithstanding anything to the contrary in the Proposed Auckland Unitary Plan (and any relevant operative district plan);
- Constellation Drive Station is already designated in this location and an alteration to designation is the preferred method to change the layout of the work subject of Designation 6758 and ensure it authorises work for the Project;
- It will allow land required for the Project to be identified in the Proposed Auckland Unitary Plan (and any relevant operative district plan) to give a clear indication of the intended use of the land;
- The alteration to Designation 6758 in concert with the associated notices of requirement 1-5, enables the Project to be undertaken in a comprehensive and integrated manner.

Give details of any resource consents needed for the proposed activity and indicate whether they have (or have not) been applied for.

The following resource consents are needed for the proposed activity and have been applied for:

Land use consents, water permits and discharge permits are required for the Project. Section 6, AEE includes a comprehensive table of all the consents being sought.

ENVIRONMENTAL PROTECTION AUTHORITY

Give details of the consultation (or no consultation) undertaken with parties likely to be affected.

The following consultation has been undertaken with parties that are likely to be affected:

Extensive consultation has been undertaken with persons likely to be affected by the Project and works. This includes:

- Meeting with all owners and occupiers of directly affected properties;
- Letters to all owners and occupiers of properties in the vicinity of the Project;
- Follow up phone calls;
- Provision of information to and discussions with operators of affected network utilities;
- Provision of information to and meetings with all iwi groups who indicated an interest in the area of the Project;
- Public information days and meetings with stakeholders;
- Meetings with statutory authorities; and
- Follow up meetings and correspondence.

A detailed description of consultation undertaken in relation to the Project including specific parties consulted is contained in Section 8 of the AEE.

Communication and liaison with affected parties will continue throughout the Project until its completion.

Attach information required to be included in this notice by the district plan, regional plan, or any regulations made under the Act.

The NZ Transport Agency attaches the following information required to be included in this notice by the District Plan, Regional Plan or any regulations made under the Resource Management Act 1991.

The following documents are contained within separate volumes as detailed below:

- Volume 1 – Notices of Requirement forms including a list of all owners and occupiers pursuant to Clause 2, Schedule 4 of the RMA, Resource Consent Applications and Other Statutory Approvals
- Volume 2 – Assessment of Environmental Effects
- Volume 3 – Technical Assessments
- Volume 4 – Urban Design & Landscape Framework
- Volume 5 – Scheme Plans and Drawings

In particular, the following are included within Volume 1:

- Notice of Requirement Property Information Table (indicating affected properties)
- Notice of Requirement Plans (identifying the area covered by the Notices of Requirement)

Part II: Additional Optional Information

This part of the form includes additional information that will help in processing the application.

Please tick which of the below options for a requiring authority apply:

- A Minister of the Crown
- A local authority
- A network utility operator approved as a requiring authority under section 167. (Please provide the Gazette Notice reference approving the applicant as a requiring authority).
- 20/978; 3 March 1994; The Resource Management (Approval of Transit New Zealand as a Requiring Authority) Notice 1994.
- 2015-go6742; 19 November 2015; The Resource Management (Approval of NZ Transport Agency as a Requiring Authority) Notice 2015.

ENVIRONMENTAL PROTECTION AUTHORITY

- A network utility operator approved as a requiring authority under section 167. (Please provide the Gazette Notice reference approving the applicant as a requiring authority).
- 20/978; 3 March 1994; The Resource Management (Approval of Transit New Zealand as a Requiring Authority) Notice 1994.
 - 2015-go6742; 19 November 2015; The Resource Management (Approval of NZ Transport Agency as a Requiring Authority) Notice 2015.

Copies of the Gazette Notices are included in Appendix B to the Assessment of Environmental Effects (AEE).

Please tick whether restrictions will apply to the designation:

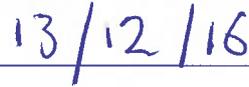
- No restrictions/conditions on the designation are proposed
- Restrictions/conditions applying to the designation are proposed
- Changes to the existing restrictions/conditions applying to the designation are proposed.

Part III: Signature

I hereby certify that, to the best of my knowledge and belief, the information given in this application is true and correct.

I acknowledge that I have read and understood any requirements detailed on the Nationally Significant Proposals Application Form. I understand that the EPA can recover any actual and reasonable costs associated with processing this application.

I understand that I must serve the relevant local authority with notice of this matter together with notice of its lodgement with the EPA.

**Brett Gliddon, State Highways Manager - Auckland /Northland,
NZ Transport Agency**

Signature of applicant (or person authorised to sign on behalf of application) Date

Note: Please complete the checklist on the following page prior to lodging this application. The checklist is designed to assist you in providing all relevant information and is not intended to be an exhaustive list of requirements.



Notice of Requirement Application Checklist

In accordance with the standard Form 18 of the Resource Management (Forms, Fees, and Procedure) Regulations 2003 requirements, the following should be provided:	✓
A description of the proposed public work.	✓
The proposed conditions that would apply.	✓
The necessity of the proposed for achieving the objectives of the requiring authority.	✓
A discussion of the actual and potential effects of the change or cancellation on the environment in sufficient detail to satisfy the purpose for which it is required.	✓
A discussion regarding how actual or potential effects of the change or cancellation will be avoided, remedied, or mitigated.	✓
A discussion of alternative methods, sites, or routes that have been considered.	✓
Evidence that all additional resource consents required for the matter have been applied for.	✓
*A list of persons who are potentially adversely affected by the proposal and any consultation undertaken with those identified.	✓

