

NOTICE OF REQUIREMENT FOR DESIGNATION OF LAND UNDER s168(2) OF THE RESOURCE MANAGEMENT ACT 1991

TO: Auckland Council

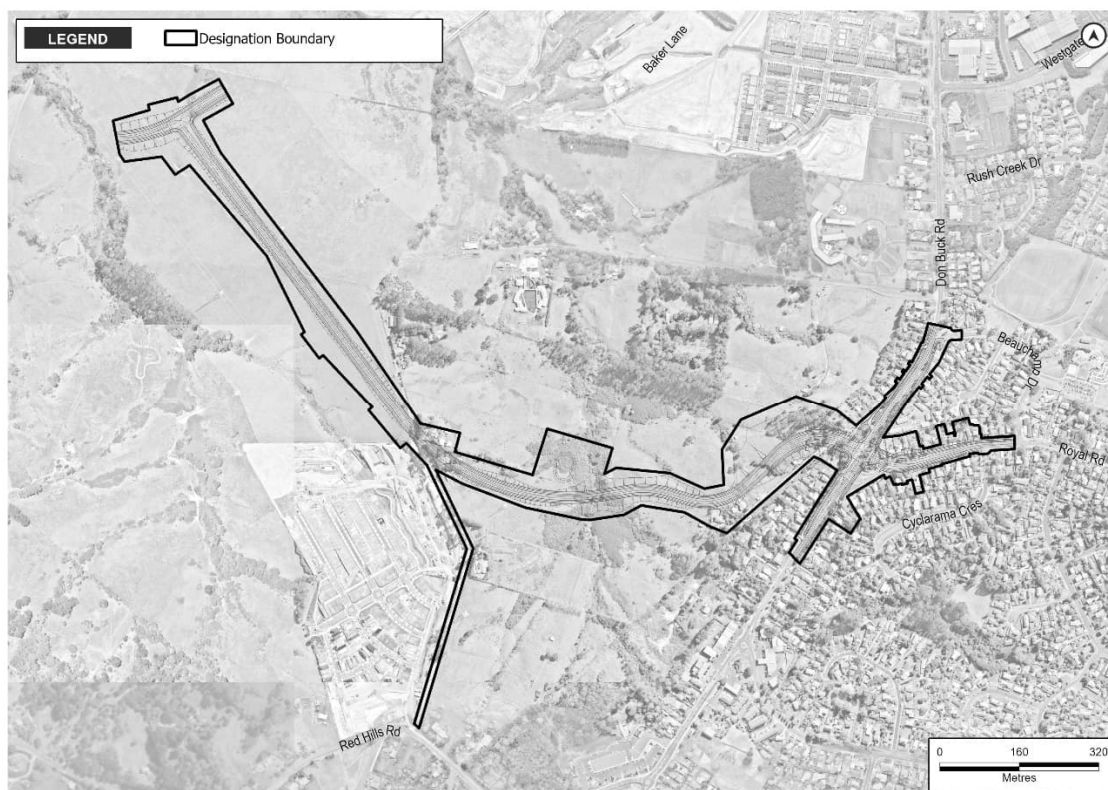
FROM: Auckland Transport

Auckland Transport (AT) (an Auckland Council Controlled Organisation) as a Requiring Authority under section 167 of the Resource Management Act 1991 (RMA) gives notice of requirement (NOR) for a designation in the Auckland Unitary Plan for a public work, being the construction, operation and maintenance of an arterial transport corridor in Redhills.

1 SUMMARY

AT is proposing to construct two arterial transport corridors in Redhills over the next 15 years. These two arterial transport corridors form the Redhills Arterial Transport Network (RATN), under the Te Tupu Ngātahi Supporting Growth Programme.

This form is for NOR 1, which is for the construction, operation and maintenance of the Redhills North-South arterial transport corridor. The extent of the project, designation and boundary of NOR 1 is outlined below and shown in detail on the Designation Plans contained in Attachment A.





The purpose of the designation is for the construction, operation and maintenance of a transport corridor. The activities to be enabled by the designation include environmental mitigation, temporary construction areas, ancillary structure and other activities required for the Project.

The Project Objectives for NOR 1 are to:

- **Project Objective 1:** Provide a new north-south urban arterial transport corridor from Royal Road to the future east-west arterial corridor to support and integrate with planned urban growth in Redhills.
- **Project Objective 2:** Provide arterial transport corridors that are safe for all transport users.
- **Project Objective 3:** Contribute to mode shift by providing a choice of transport options including walking, cycling and public transport.
- **Project Objective 4:** Provide for the identification and protection of the future Redhills arterial transport network and key connections which enables growth.

As an approved Requiring Authority under section 176 of the RMA via section 47(1) of the Local Government (Auckland Council) Act 2009, Auckland Transport may designate to construct, operate and maintain a road and undertake ancillary activities.

2 THE SITE TO WHICH THE REQUIREMENT APPLIES IS AS FOLLOWS:

The area of the proposed NOR 1 designation is shown on the Designation Plans included in Attachment A of this Notice. NOR 1 applies to an area of land of approximately 192235 square metres (not including legal roads) located in Redhills. The requirement applies to 75 land parcels (not including legal roads). The land directly affected by NOR 1 is identified in the Schedule of Directly Affected Property included in Attachment B of this Notice.

3 THE NATURE OF THE PROPOSED WORKS IS:

The proposed work is the construction, operation and maintenance of a north-south arterial transport corridor and associated activities in Redhills (hereafter referred to as "NOR 1"). The nature of the proposed work is described in Section 3.1: Redhills North-South Arterial Transport Corridor and Section 7.1: Construction Works of the accompanying Assessment of Effects on the Environment (AEE) Report.

In summary, the proposed work includes:

- The construction of a two-lane, 24m wide urban arterial transport corridor extending from the Don Buck Road and Royal Road intersection in the south, and connecting with the Redhills East-West arterial corridor (part of the RATN – NORs 2a and 2c) in the north. Separated footpaths and cycle lanes will be provided on both sides of the corridor.
- The construction of new signalised intersection approximately 50m north of the existing Don Buck Road and Royal Road roundabout, with localised widening around the roundabout. Royal Road will be straightened, connecting to Don Buck Road at a less acute angle.
- Retaining wall structures in land adjacent to the Don Buck Road and Royal Road intersection.
- Provision for public transport at the new intersection of Don Buck Road and Royal Road to improve bus travel time and reliability. This includes a dedicated bus approach lane on Royal Road and providing for 'bus only' through movements in the left-turn lanes.
- Provision of stormwater infrastructure.
- Bulk earthworks.



- Removal and relocation of existing utilities.
- Other construction related activities required outside the permanent corridor including re-grading of driveways, construction traffic manoeuvring and construction laydown areas.

4 THE NATURE OF THE PROPOSED CONDITIONS THAT WOULD APPLY ARE:

The proposed conditions that will apply to the work are included in **Attachment C** of this Notice.

5 THE EFFECTS THAT THE PROPOSED WORK WILL HAVE ON THE ENVIRONMENT, AND THE WAYS IN WHICH ANY ADVERSE EFFECTS WILL BE MITIGATED ARE:

The AEE Report contains a description of the existing and likely future environment (Section 6), an assessment of the effects on the environment from the Project (Section 7.3), and the proposed measures to avoid, remedy or mitigate the adverse effects of the Project (Section 9).

Positive Effects

The Project will generate a range of positive effects. The nature and degree of these positive effects are outlined in the AEE, in particular Section 7.3.1. However, they are summarised as follows:

- The Project will support the ongoing and proposed urbanisation of the area, by providing an arterial transport corridor that connects to the existing surrounding strategic transport network through new and upgraded intersections.
- The Project will include pedestrian, cycle and public transport facilities along the transport corridor which will enable greater choice of mode and provide improved safety outcomes for transport users.
- The Project will improve transport network functions and contribute to a high-quality urban environment for local residents, businesses and road users.

Adverse Effects

There will be a range of potential adverse effects during the construction and operational phases of the Project, which are assessed in the following sections of the AEE Report:

- Transportation Effects (Section 7.3.2)
- Noise and Vibration Effects (Section 7.3.3)
- Archaeology and Heritage Effects (Section 7.3.4)
- Cultural Effects (Section 7.3.5)
- Landscape and Visual Effects (Section 7.3.6)
- Ecological Effects (Section 7.3.7)
- Natural Hazards (Section 7.3.8)
- Property, Land Use and Business Effects (Section 7.3.9)

The AEE Report draws on information provided in the supporting technical documents (contained in Volume 4).



6 ALTERNATIVE SITES, ROUTES, AND METHODS HAVE BEEN CONSIDERED TO THE FOLLOWING EXTENT:

A wide range of alternatives have been investigated for addressing the future transport needs in Redhills. Alternatives were assessed at all stages of Project development. In summary, once problems, issues and objectives had been established, a list of corridor options were developed to achieve the outcomes. These were refined into a range of alignment options with the preferred options further refined to develop the indicative alignment.

The process by which AT considered alternative sites, routes and methods of NOR 1 is detailed in Appendix A of the AEE: Assessment of Alternatives Report. Development of NOR 1 was based on a comprehensive and robust optioneering process taking into account Mana Whenua, stakeholder and landowner feedback and specialist assessment inputs.

7 THE PROPOSED WORK AND DESIGNATION ARE REASONABLY NECESSARY FOR ACHIEVING THE OBJECTIVES OF THE REQUIRING AUTHORITY BECAUSE:

The works and designation are reasonably necessary to meet the objectives of AT, refer to Section 11.2 of the AEE.

AT's purpose under section 39 of the Local Government (Auckland Council) Act 2009 (LGA) is "to contribute to an effective, efficient, and safe Auckland land transport system in the public interest". The Project will assist AT in meeting this objective.

The AT objectives for the Project are to:

- **Project Objective 1:** Provide a new north-south urban arterial transport corridor from Royal Road to the future east-west arterial corridor to support and integrate with planned urban growth in Redhills.
- **Project Objective 2:** Provide arterial transport corridors that are safe for all transport users.
- **Project Objective 3:** Contribute to mode shift by providing a choice of transport options including walking, cycling and public transport.
- **Project Objective 4:** Provide for the identification and protection of the future Redhills arterial transport network and key connections which enables growth.

The Project achieves these objectives by:

- The proposed works will assist in the efficient operation of the local transport network.
- The proposed works identify and protect an urban arterial transport corridor in Redhills and key connections to the existing transport network. No transport network currently exists in Redhills, and the arterial corridor will provide access to and support the planned urban growth in Redhills.
- Sufficient space and facilities will be provided to ensure that the proposed transport corridor is safe for all transport users, including vehicles, public transport, walking and cycling.
- The proposed works contribute to mode shift by providing a choice of transport options through the provision of separated and protected walking and cycling facilities, including signalised pedestrian / cycle crossing facilities, and public transport measures to improve bus travel time and reliability.



- The proposed designation will allow AT and / or its authorised agents to undertake the works for the construction, operation and maintenance of the transport corridor and associated ancillary components / activities.
- The proposed designation will enable works to be undertaken in a comprehensive and integrated manner.
- The proposed designation will add protection to the route from future incompatible development which may preclude or put at risk the construction and / or operation and maintenance of the corridor.
- The proposed designation will be included in the Auckland Unitary Plan providing certainty to the public as to the intended use of the land and nature of the activity authorised.

The proposed designation is reasonably necessary as a planning tool, as it identifies and protects land required for the Project and will enable AT to carry out the proposed work.

8 THE FOLLOWING RESOURCE CONSENTS ARE NEEDED FOR THE PROPOSED ACTIVITY AND HAVE NOT BEEN APPLIED FOR:

The NOR will require resource consents for a number of activities to enable the proposed works. The resource consents are not sought at this time as the date for construction is unknown and could be a number of years away. The resource consents will be sought when detailed design of the Project is complete and nearer to the proposed construction start date. The future resource consents likely to be required are summarised below.

- Resource consents for the disturbance of contaminated, or potentially contaminated land under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.
- Resource consents for specified infrastructure works within rivers, streams and natural wetlands under the Resource Management (National Environmental Standards for Freshwater) Regulations 2020.
- Resource consents for the following activities under the Auckland Unitary Plan:
 - Bulk earthworks and associated discharge of sediment
 - Vegetation removal
 - Stormwater discharge to land or water
 - Discharge of contaminants to land
 - Activities (including structures and associated works) in, on, under or over the bed of rivers, streams, wetlands
 - Water take, use and diversion.

9 THE FOLLOWING CONSULTATION HAS BEEN UNDERTAKEN WITH PARTIES THAT ARE LIKELY TO BE AFFECTED:

Consultation and engagement is ongoing with various parties who are directly affected by or have an interest in the Project including Mana Whenua, property owners and occupiers, Auckland Council, Waka Kotahi, network utility operators, business and community representative groups and the wider community.



Engagement activities include online video meetings, phone calls, face to face meetings, workshops, hui, newsletters and online information.

The consultation and engagement undertaken is detailed in Section 10 of the AEE Report.

10 EXTENDED LAPSE PERIOD PROPOSED:

Under section 184(1) of the RMA a designation lapses on the expiry of 5 years after the date on which it is included in the district plan unless it is given effect to, substantial progress or effort has been made to give effect to, or a different period is specified when incorporated into the plan. There is a need for long term route protection to protect the corridor from inappropriate development until such time as the transport corridor is required to support and facilitate the planned urban growth and funding is allocated. Therefore, pursuant to section 184(1)(c) of the RMA, AT proposes an extended lapse period of 15 years for implementation of the proposed designation.

11 INFORMATION REQUIRED TO BE INCLUDED IN THIS NOTICE BY THE AUCKLAND UNITARY PLAN OR ANY REGULATION MADE UNDER THE RESOURCE MANAGEMENT ACT 1991:

AT attaches the following information required to be included in this notice by the Auckland Unitary Plan, or any regulations made under the Resource Management Act 1991.

- Volume 2: Assessment of Effects on the Environment
- Volume 3: Indicative Design and Designation Drawings
- Volume 4: Supporting Technical Assessment Reports

Signed on behalf of AT

Jane Small
Group Manager PMO, Strategic Programmes & Property pursuant to authority delegated by Auckland Transport

13 December 2022

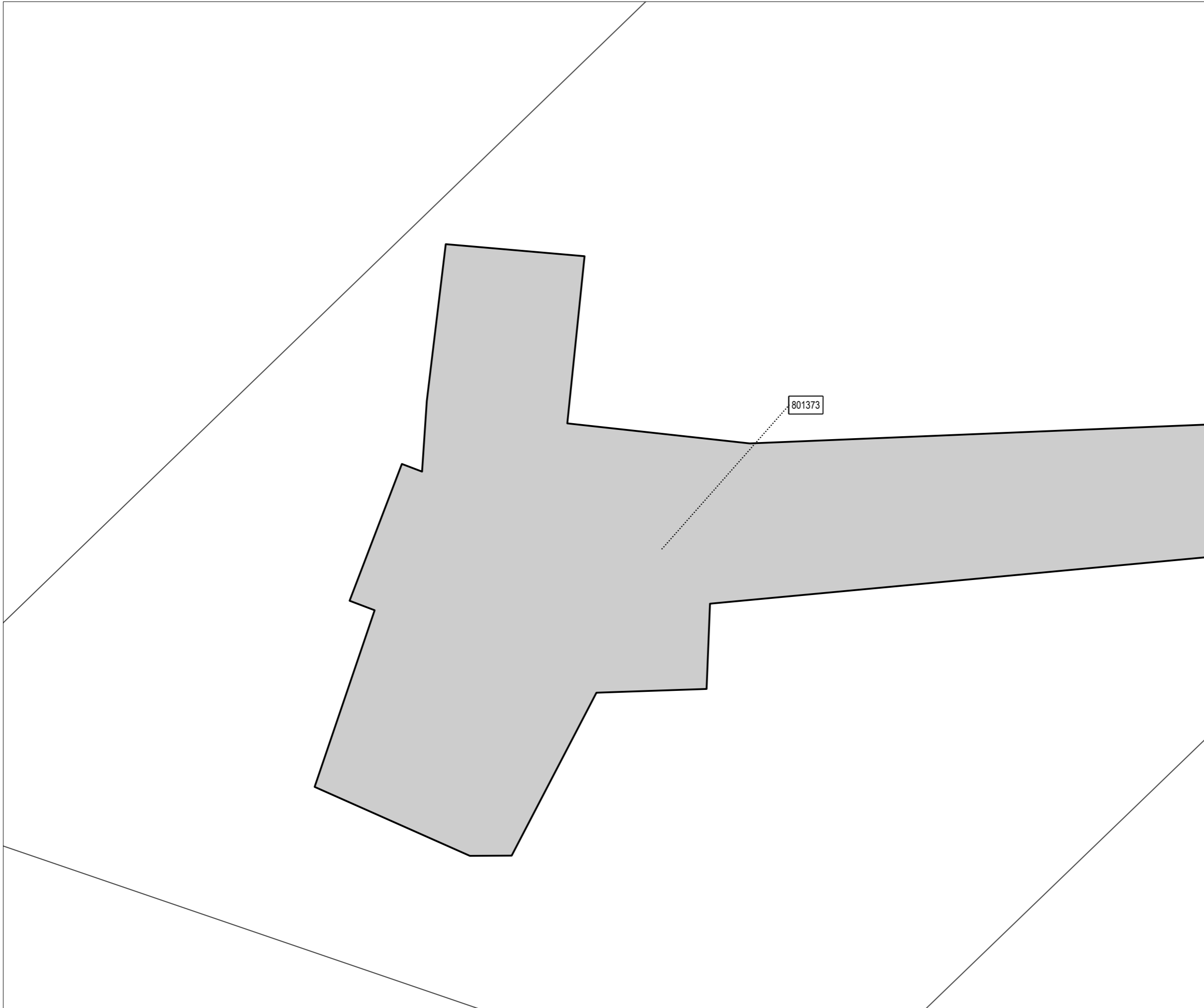
Attachment A – Designation Plans

Attachment B – Schedule of Directly Affected Property

Attachment C – Proposed Conditions for the Designation





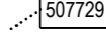
Attachment A – Designation Plans

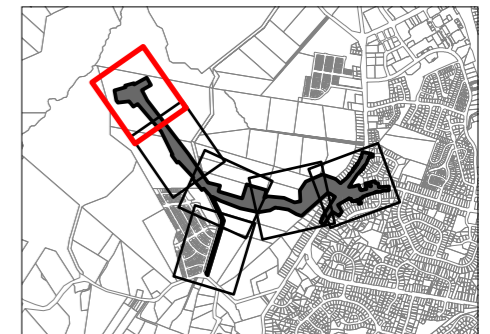


Designation Plan

Land to be Designated
North-South Arterial Corridor

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID

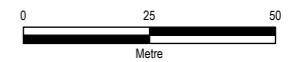


This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.

Map intended for distribution as a PDF document.
Scale may be incorrect when printed.

Contains information sourced from LINZ. Crown Copyright Reserved.

Map Scale @ A3: 1:1,500



Revision	Author	Verified	Approved	Date
1	BAP	R.J.L	RE	27/11/2022



Client: **Auckland Transport / Waka Kotahi**

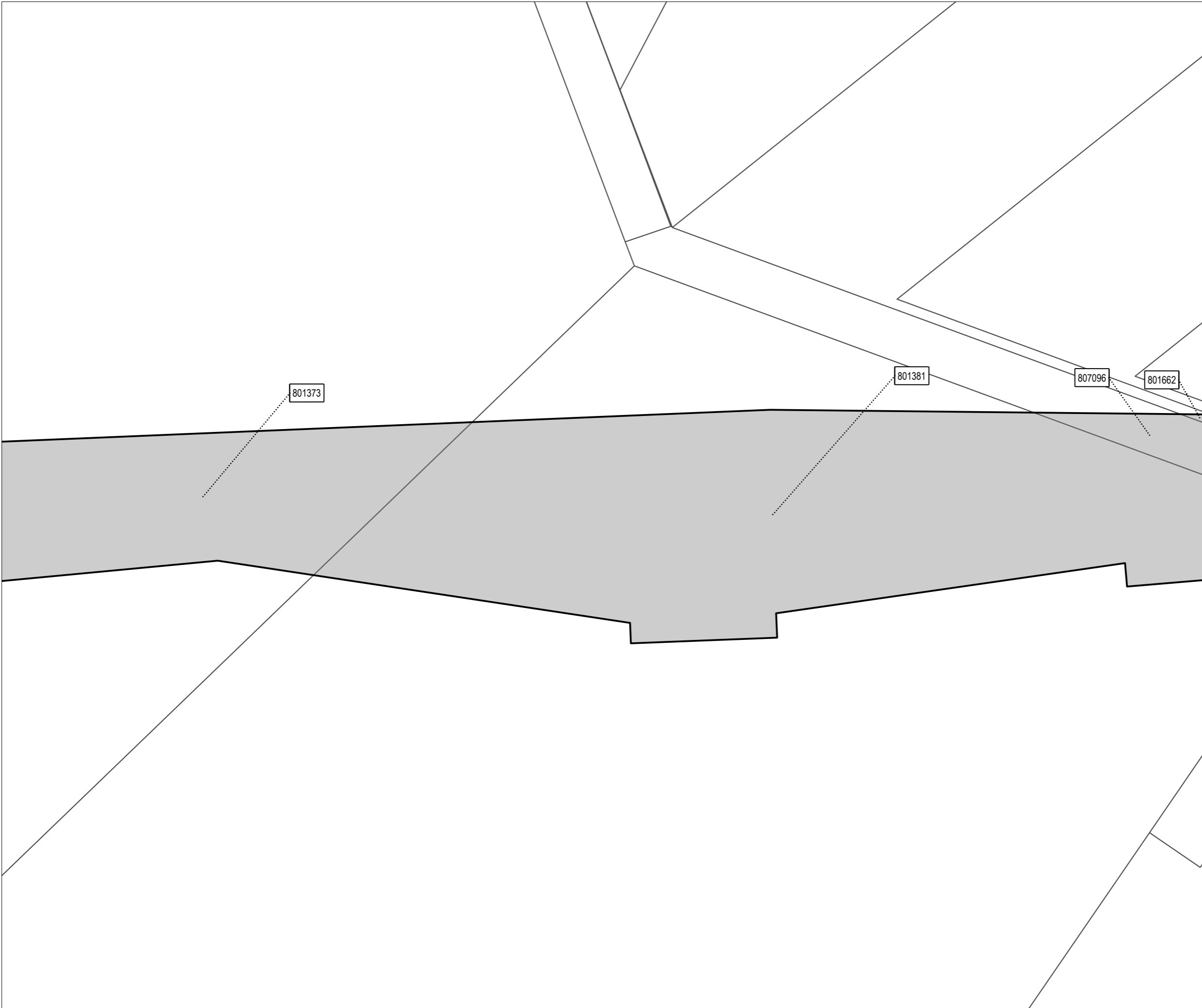
Discipline: **GIS**

Project: **Redhills Arterial Transport Network**

Drawing No: **SGA-PA-NW-037**
Sheet No : 1 of 6





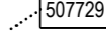
New Zealand Government

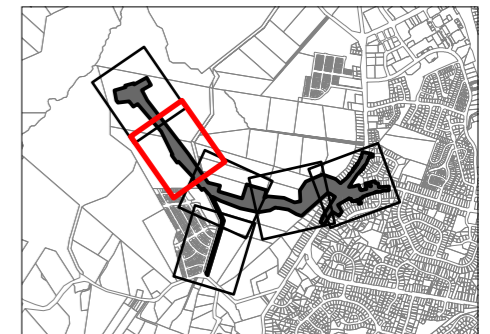


Designation Plan

Land to be Designated North-South Arterial Corridor

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID

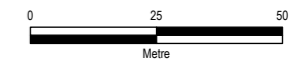


This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.

Map intended for distribution as a PDF document.
Scale may be incorrect when printed.

Contains information sourced from LINZ. Crown Copyright Reserved.

Map Scale @ A3: 1:1,500



Revision	Author	Verified	Approved	Date
1	BAP	R.J.L	RE	27/11/2022



Client: **Auckland Transport / Waka Kotahi**

Discipline: **GIS**

Project: **Redhills Arterial Transport Network**

Drawing No: **SGA-PA-NW-037**
Sheet No : 2 of 6






New Zealand Government

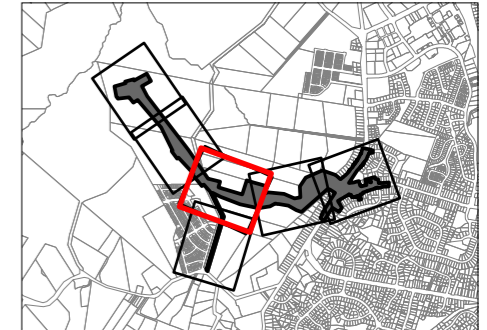


Designation Plan

Land to be Designated
North-South Arterial Corridor

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID

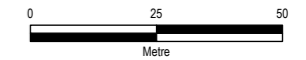


This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.

Map intended for distribution as a PDF document.
Scale may be incorrect when printed.

Contains information sourced from LINZ. Crown Copyright Reserved.

Map Scale @ A3: 1:1,500



Revision	Author	Verified	Approved	Date
1	BAP	R.J.L	RE	27/11/2022



Client: **Auckland Transport / Waka Kotahi**

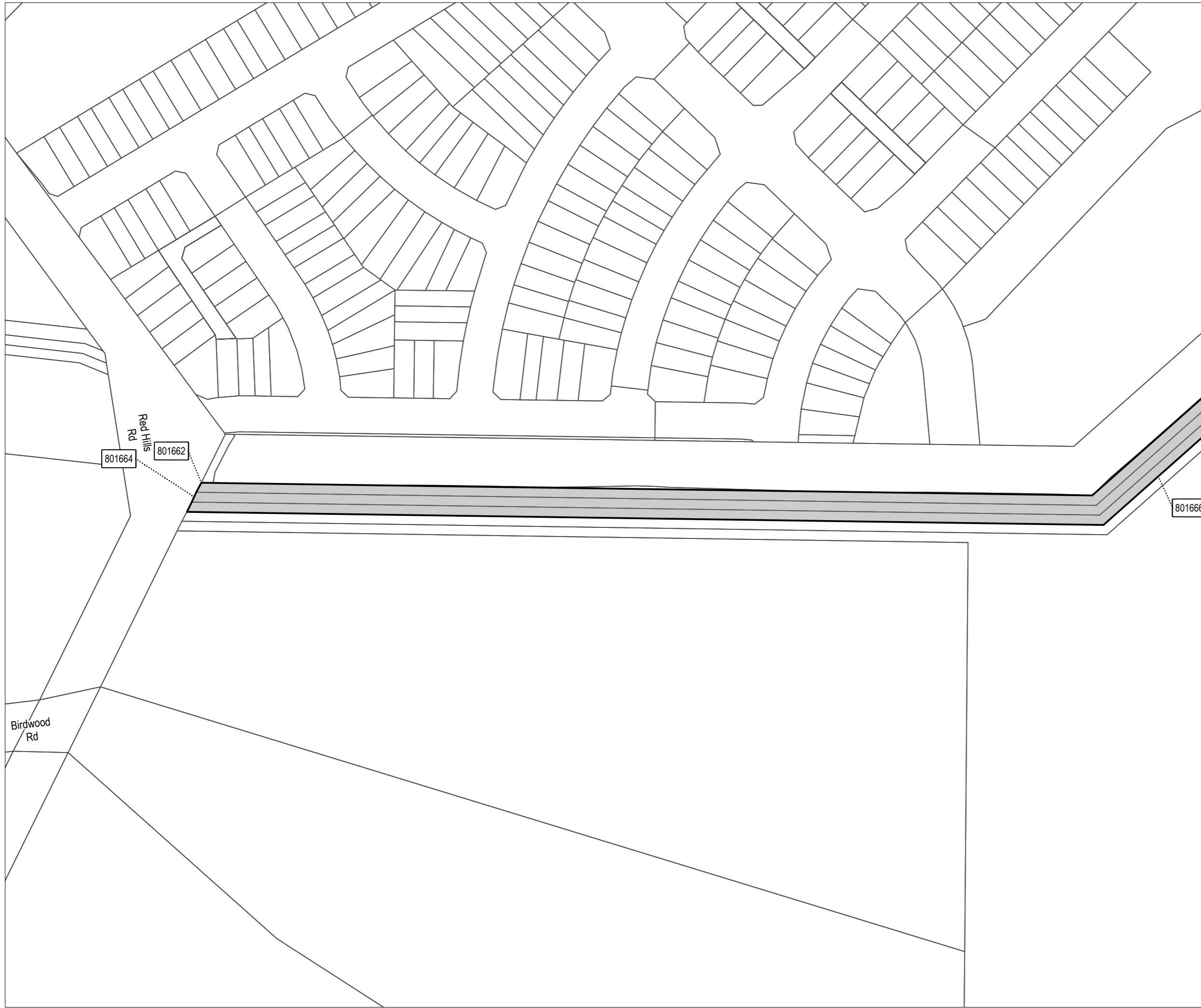
Discipline: **GIS**

Project: **Redhills Arterial Transport Network**

Drawing No: **SGA-PA-NW-037**
Sheet No : 3 of 6





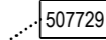
New Zealand Government

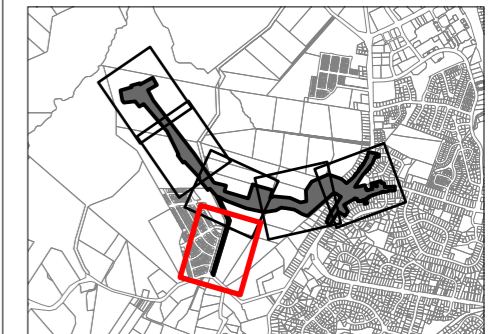


Designation Plan

Land to be Designated North-South Arterial Corridor

Legend

-  Proposed Designation
-  Parcel Boundary
-  507729 Property ID

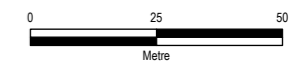


This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.

Map intended for distribution as a PDF document.
Scale may be incorrect when printed.

Contains information sourced from LINZ. Crown Copyright Reserved.

Map Scale @ A3: 1:1,500



Revision	Author	Verified	Approved	Date
1	BAP	R.J.L	RE	27/11/2022



Client:
Auckland Transport / Waka Kotahi

Discipline:
GIS

Project:
Redhills Arterial Transport Network

Drawing No:
SGA-PA-NW-037
Sheet No : 4 of 6





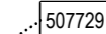
New Zealand Government

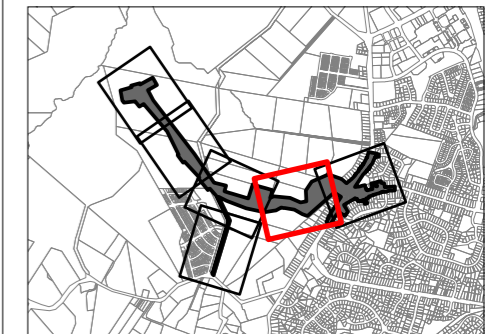


Designation Plan

Land to be Designated North-South Arterial Corridor

Legend

-  Proposed Designation
-  Parcel Boundary
-  Property ID

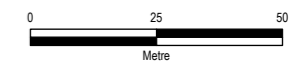


This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.

Map intended for distribution as a PDF document.
Scale may be incorrect when printed.

Contains information sourced from LINZ. Crown Copyright Reserved.

Map Scale @ A3: 1:1,500



Revision	Author	Verified	Approved	Date
1	BAP	R.J.L.	RE	27/11/2022



Client:
Auckland Transport / Waka Kotahi

Discipline:
GIS

Project:
Redhills Arterial Transport Network

Drawing No:
SGA-PA-NW-037
Sheet No : 5 of 6



New Zealand Government



Attachment B – Schedule of Directly Affected Property

Property ID	Address	Title Number	Legal Description	Approx. land to be designated (m²)	Sheet Number
801373	Red Hills Road	NA38A/1234	Lot 4 DP 6627	42467	2
801381	Red Hills Road	NA38A/1233	Lot 3 DP 6627	26522	3
801662	29 Red Hills Road	NA26B/1378	Lot 9 DP 65390	2824	3
801664	27 Red Hills Road	NA26B/1377	Lot 8 DP 65390	2753	3
801666	25 Red Hills Road	NA26B/1376	Lot 7 DP 65390	19178	5
801667	23 Red Hills Road	NA26B/1373	Lot 4 DP 65390	20489	5
801764	456A Don Buck Road	NA26B/1374	Lot 5 DP 65390	13783	6
801794	458 Don Buck Road	NA26B/1375	Lot 6 DP 65390	20774	6
801806	458A Don Buck Road	NA78D/125	Lot 10 DP 65390	17234	6
801836	436 Don Buck Road	NA8A/228	Lot 11 DP 41037	24	5
801840	488B Don Buck Road	NA19D/54	Lot 9 DP 62338	416	6
801849	438 Don Buck Road	NA3D/477	Lot 10 DP 41037	25	5
801850	434 Don Buck Road	NA1841/31	Lot 12 DP 41037	43	5
801857	440 Don Buck Road	NA68A/409	Lot 1 DP 118372	122	6
801857	1/440 Don Buck Road	NA80A/637	Lot 1 DP 118372	122	6
801861	442 Don Buck Road	NA3A/967	Lot 8 DP 41037	128	6
801869	446 Don Buck Road	NA11A/250	Lot 6 DP 41037	140	6
801871	444 Don Buck Road	NA98C/123	Lot 1 DP 163337	110	6
801873	444 Don Buck Road	NA98C/123	Lot 3 DP 163337	25	6
801873	444A Don Buck Road	NA98C/124	Lot 3 DP 163337	25	6
801875	450A Don Buck Road	91493	Lot 2 DP 322871	24	6
801877	448 Don Buck Road	391980	Lot 1 DP 398210	118	6
801881	448 Don Buck Road	391980	Lot 3 DP 398210	27	6
801881	448A Don Buck Road	391981	Lot 3 DP 398210	27	6
801882	450 Don Buck Road	91492	Lot 1 DP 322871	115	6
801883	1/452 Don Buck Road	NA114D/1	Lot 3 DP 41037	106	6
801883	452 Don Buck Road	NA87B/118	Lot 3 DP 41037	106	6
801892	454 Don Buck Road	NA3D/476	Lot 2 DP 41037	46	6
801895	456 Don Buck Road	NA1631/50	Lot 1 DP 41037	1212	6
801901	460 Don Buck Road	NA13A/839	Lot 25 DP 44480	1530	6
801905	443 Don Buck Road	NA4D/1360	Lot 11 DP 48682	891	6
801908	445 Don Buck Road	NA5D/456	Lot 12 DP 48682	817	6
801910	1 Royal Road	NA8A/91	Lot 13 DP 48014	809	6
801914	488A Don Buck Road	NA19D/55	Lot 10 DP 62338	3386	6
801927	2 Royal Road	NA9A/181	Lot 1 DP 47947	797	6
801931	468 Don Buck Road	NA13A/838	Lot 21 DP 44480	37	6
801939	4 Royal Road	NA9A/182	Lot 2 DP 47947	810	6
801941	470 Don Buck Road	NA13D/1233	Lot 20 DP 44480	211	6
801944	472 Don Buck Road	NA13A/837	Lot 19 DP 44480	168	6
801948	6 Royal Road	NA3C/512	Lot 3 DP 47947	810	6
801949	13 Royal Road	NA16D/1340	Lot 19 DP 48014	248	6
801954	474 Don Buck Road	NA13A/836	Lot 18 DP 44480	121	6
801958	8 Royal Road	NA1C/870	Lot 4 DP 47947	810	6
801959	15 Royal Road	NA16D/762	Lot 20 DP 48014	454	6
801965	478 Don Buck Road	NA13A/834	Lot 16 DP 44480	39	6
801966	476 Don Buck Road	NA128A/558	Lot 1 DP 199524	98	6



801967	10 Royal Road	NA24D/472	Lot 5 DP 47947	810	6
801970	17 Royal Road	NA12B/970	Lot 21 DP 48014	433	6
801974	480 Don Buck Road	NA9A/201	Lot 15 DP 44480	62	6
801977	449 Don Buck Road	NA55B/569	Lot 1 DP 84282	102	6
801981	12 Royal Road	NA35C/1087	Lot 6 DP 47947	810	6
801988	19 Royal Road	NA17D/393	Lot 22 DP 48014	890	6
802004	453 Don Buck Road	NA50C/1360	Lot 8 DP 84282	17	6
802005	21 Royal Road	NA5D/713	Lot 23 DP 48014	314	6
802009	16 Royal Road	NA26A/1258	Lot 7 DP 47947	197	6
802012	455 Don Buck Road	NA51D/1056	Lot 9 DP 84282	29	6
802014	23 Royal Road	NA57C/930	Lot 24 DP 48014	223	6
802014	1/23 Royal Road	NA57C/931	Lot 24 DP 48014	223	6
802019	18 Royal Road	NA7A/234	Lot 8 DP 47947	178	6
802025	25 Royal Road	NA119D/593	Lot 25 DP 48014	179	6
802032	20 Royal Road	NA8D/1341	Lot 9 DP 47947	810	6
802035	27 Royal Road	NA22D/913	Lot 1 DP 67032	153	6
802047	22A Royal Road	793404	Lot 2 DP 513444	58	6
802048	27A Royal Road	NA22D/914	Lot 2 DP 67032	30	6
802050	22 Royal Road	793403	Lot 1 DP 513444	380	6
802069	29 Royal Road	NA1A/371	Lot 26 DP 48014	143	6
802072	24 Royal Road	NA9A/184	Lot 11 DP 47947	810	6
802089	26 Royal Road	NA9A/185	Lot 12 DP 47947	811	6
802091	31 Royal Road	NA18B/326	Lot 27 DP 48014	125	6
802109	33 Royal Road	NA18B/327	Lot 41 DP 48682	48	6
802110	1/28 Royal Road	NA70C/985	Lot 13 DP 47947	528	6
802110	2/28 Royal Road	NA73A/575	Lot 13 DP 47947	528	6
802137	30 Royal Road	NA9A/187	Lot 14 DP 47947	101	6
802151	32 Royal Road	NA9A/188	Lot 15 DP 47947	102	6
802162	34 Royal Road	NA4A/961	Lot 16 DP 47947	102	6
802177	2 Beauchamp Drive	NA9A/189	Lot 17 DP 47947	87	6
807096	Red Hills Road	946094	Lot 8 DP 543024	2242	3
807102	120 Puwha Street	1045550	Lot 504 DP 571357	152	3
807105	Red Hills Road	946095	Lot 9 DP 543024	595	3
807107			Part DP 2088	5	3
807165	457 Don Buck Road	NA50B/967	Lot 10 DP 84282	47	6



Attachment C – Proposed Conditions for the Designation

Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity.
AUP	Auckland Unitary Plan.
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
Certification	Confirmation from the Manager that a plan or material change to a plan or CNVMP Schedule plan has been prepared in accordance with the condition to which it relates. A management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that a management plan is certified; or (b) five working days from the submission of a management plan where no written confirmation of certification has been received. A material change to a management plan or CNVMP Schedule shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received. (c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use.
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 20 Error! Reference source not found..
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018.
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments) • archaeological site investigations • formation of access for geotechnical investigations



Acronym/Term	Definition
	<ul style="list-style-type: none"> • establishment of site yards, site entrances and fencing • constructing and sealing site access roads • demolition or removal of buildings and structures • relocation of services • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)
Existing authorised habitable floor	The floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
HNZPT	Heritage New Zealand Pouhere Taonga.
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
Mana whenua	<p>Mana Whenua as referred to in the conditions is considered to be (as a minimum but not limited to) the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project:</p> <ul style="list-style-type: none"> • Te Kawerau a Maki • Ngāti Whātua o Kaipara • Te Ākitai Waiohua • Ngāti Whanaunga <p>Note: Other iwi and hapu not identified above may have an interest in the Project and should be consulted.</p>
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA.
NOR	Notice of Requirement
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
Pre-Project development	Existing site condition prior to the Project (including existing buildings and roadways).
Post-Project development	Site condition after the Project has been completed (including existing and new buildings and roadways).



Acronym/Term	Definition
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works.
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: <i>Acoustics – Road-traffic noise – New and altered roads</i> .
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport.
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
Stage of Work	Any physical works that require the development of an Outline Plan.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Suitably Qualified Person	A person (or persons) person who can provide sufficient evidence to demonstrate their suitability and competence.
ULDMP	Urban and Landscape Design Management Plan

Proposed Conditions for the Designation

No.	Condition
General Conditions	
1.	<p>Activity in General Accordance with Plans and Information</p> <p>(a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the following plans and information Project description and concept plan in schedule 1:</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> (i) the documents listed in condition 1(a) above Project description and concept plan in schedule 1 and the requirements of the following conditions, the conditions shall prevail; (ii) the documents listed in condition 1(a) above Project description and concept plan in schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.
2.	<p>Project Information</p> <p>(a) A project website, or equivalent virtual information source, shall be established within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> (i) the status of the Project; (ii) anticipated construction timeframes; and (iii) contact details for enquiries. (iv) a subscription service to enable receipt of project updates by email; and (v) how to apply for consent for works in the designation under s176(1)(b) of the RMA. <p>(b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</p>
3.	<p>Designation Review</p> <p>(a) The Requiring Authority shall within 6 months of Completion of Construction or A as soon as otherwise practicable following Completion of Construction the Requiring Authority shall:</p>



No.	Condition
	<ul style="list-style-type: none"> (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
4.	<p>Lapse</p> <p>(a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.</p>
5.	<p>Network Utility Operators (Section 176 Approval)</p> <p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
Pre-construction Conditions	
6.	<p>Outline Plan</p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project.</p> <p>(c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:</p> <ul style="list-style-type: none"> (i) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Urban and Landscape Design Management Plan; (v) Ecological Management Plan (vi) Tree Management Plan
7.	<p>Management Plans</p> <p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> (i) Be prepared and implemented in accordance with the relevant management plan condition; (ii) Be prepared by a Suitably Qualified Person(s); (iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates. (iv) Summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have: <ul style="list-style-type: none"> a. Been incorporated; and b. Where not incorporated, the reasons why. (v) Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs CEMPs, CTMPs and CNVMP Schedules. (vi) Once finalised, uploaded to the Project website or equivalent virtual information source. <p>(b) Any management plan developed in accordance with Condition 7 may:</p> <ul style="list-style-type: none"> (i) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation. (ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process. (iii) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update



No.	Condition
	<p>to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision;</p> <p>(c) Any material changes to the SCEMPs, CEMPs or CTMPs are to be submitted to the Council for information.</p>
<p>8.</p>	<p>Cultural Advisory Report</p> <p>(a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project.</p> <p>(b) The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:</p> <ul style="list-style-type: none"> (i) Identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project; (ii) Sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) Identifies traditional cultural practices within the area that may be impacted by the Project; (iv) Identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area; (v) Taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan, Stakeholder and Communication and Engagement Management Plan, and the Cultural Monitoring Plan referred to in Condition 14. (vi) Identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making. <p>(c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.</p> <p>(d) Conditions 8(b) and (c) above will cease to apply if:</p> <ul style="list-style-type: none"> (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.
<p>9.</p>	<p>Urban and Landscape Design Management Plan (ULDMP)</p> <p>(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:</p> <ul style="list-style-type: none"> (i) Enable integration of the Project's permanent works into the surrounding landscape and urban context; and (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment. <p>(c) The ULDMP shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> (i) Auckland Transport's Urban Roads and Streets Design Guide; (ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version; (iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and (v) Auckland's Urban Ngāhere (Forest) Strategy or any subsequent updated version. <p>(d) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones;



No.	Condition
	<ul style="list-style-type: none"> (ii) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) Promotes inclusive access (where appropriate); and (iv) Promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> a. Crime Prevention Through Environmental Design (CPTED) principles; b. Safety in Design (SID) requirements; and c. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. (e) The ULDMP(s) shall include: <ul style="list-style-type: none"> (i) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (ii) developed design concepts, including principles for walking and cycling facilities and public transport; and (iii) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment; b. Roadside elements – such as lighting, fencing, wayfinding and signage; c. architectural and landscape treatment of all major structures, including bridges and retaining walls; d. Architectural and landscape treatment of noise barriers; e. Landscape treatment of permanent stormwater control wetlands and swales; f. Integration of passenger transport; g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; h. Re-instatement of construction and site compound areas, driveways, accessways and fences. (f) The ULDMP shall also include the following planting details and maintenance requirements: <ul style="list-style-type: none"> (i) planting design details including: <ul style="list-style-type: none"> a. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan. Where practicable, mature trees and native vegetation should be retained; b. street trees, shrubs and ground cover suitable for berms; c. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones; d. planting of stormwater wetlands; e. identification of vegetation to be retained and any planting requirements under Conditions 21 and 22; f. integration of any planting requirements required by conditions of any resource consents for the project; and g. re-instatement planting of construction and site compound areas as appropriate. (ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and (iii) detailed specifications relating to the following: <ul style="list-style-type: none"> a. weed control and clearance; b. pest animal management (to support plant establishment); c. ground preparation (top soiling and decompaction); d. mulching; and e. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.
Advice note	<p>Advice Note:</p> <p><i>This designation is for the purpose of construction, operation and maintenance of a transport corridor and it is not for the specific purpose of “road widening”. Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.</i></p>



No.	Condition
Specific Outline Plan Requirements	
10.	<p>Flood Hazard</p> <p>(a) The Project shall be designed to achieve the following flood risk outcomes:</p> <ul style="list-style-type: none"> (i) no increase in flood levels for existing authorised habitable floors that are already subject to flooding; (ii) no more than a 10% reduction in freeboard for existing authorised habitable floors; (iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing habitable dwelling; (iv) no new flood prone areas; and (v) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at the time the Outline Plan is submitted. <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 100 year ARI flood levels (for Maximum Probable Development land use and including climate change).</p> <p>(c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.</p>
Construction Conditions	
11.	<p>Construction Environmental Management Plan (CEMP)</p> <p>(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:</p> <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, site layouts (including construction yards), locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) procedures for incident management; (viii) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses; (ix) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (x) procedures for responding to complaints about Construction Works; and (xi) methods for amending and updating the CEMP as required. <p>(c) Any CEMP prepared for a Stage of Work shall be submitted to Council for information at least ten working days before the Start of Construction for a Stage of Work.</p>
12.	<p>Stakeholder and Communication and Engagement Management Plan (SCEMP)</p> <p>(a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the SCEMP is to identify how the public and stakeholders (including directly</p>



No.	Condition
	<p>affected and adjacent owners and occupiers of land) will be engaged communicated with throughout the Construction Works. To achieve the objective, the SCEMP shall include:</p> <ul style="list-style-type: none"> (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (iv) a list of stakeholders, organisations (such as community facilities) and businesses and persons who will be engaged communicated with; (v) Identification of the properties whose owners will be engaged with; (vi) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and surrounding businesses and residential communities; (vii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. <p>(b) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</p>
13.	<p>Complaints Register</p> <p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (i) The date, time and nature of the complaint; (ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) Measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate; (iv) The outcome of the investigation into the complaint; (v) Any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. <p>(b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</p>
14.	<p>Cultural Monitoring Plan</p> <p>(a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua.</p> <p>(b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua; (ii) Requirements and protocols for cultural inductions for contractors and subcontractors; (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol <p>(d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p>Advice Note: <i>Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</i></p>
15.	<p>Construction Traffic Management Plan (CTMP)</p>



No.	Condition																																																										
	<p>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:</p> <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads; (vi) methods to maintain vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services); <p>(c) Any CTMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</p>																																																										
16.	<p>Construction Noise Standards</p> <p>(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:</p> <p>Table 17.1: Construction noise standards</p> <table border="1" data-bbox="306 1079 1273 1921"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L_{Aeq(15min)}</th> <th>L_{AFmax}</th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> <tr> <td rowspan="4">Weekday</td> <td>0630h - 0730h</td> <td>55 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>65 dB</td> <td>80 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="4">Saturday</td> <td>0630h - 0730h</td> <td>55 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="4">Sunday and Public Holidays</td> <td>0630h - 0730h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>55 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td colspan="4" style="text-align: center;">Other occupied buildings</td> </tr> <tr> <td rowspan="2">All</td> <td>0730h – 1800h</td> <td>70 dB</td> <td></td> </tr> <tr> <td>1800h – 0730h</td> <td>75 dB</td> <td></td> </tr> </tbody> </table> <p>(b) Where compliance with the noise standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 18c)(x), then the methodology in Condition 19 shall apply.</p>	Day of week	Time period	L _{Aeq(15min)}	L _{AFmax}	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Saturday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB	0730h - 1800h	55 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Other occupied buildings				All	0730h – 1800h	70 dB		1800h – 0730h	75 dB	
Day of week	Time period	L _{Aeq(15min)}	L _{AFmax}																																																								
Occupied activity sensitive to noise																																																											
Weekday	0630h - 0730h	55 dB	75 dB																																																								
	0730h - 1800h	70 dB	85 dB																																																								
	1800h - 2000h	65 dB	80 dB																																																								
	2000h - 0630h	45 dB	75 dB																																																								
Saturday	0630h - 0730h	55 dB	75 dB																																																								
	0730h - 1800h	70 dB	85 dB																																																								
	1800h - 2000h	45 dB	75 dB																																																								
	2000h - 0630h	45 dB	75 dB																																																								
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB																																																								
	0730h - 1800h	55 dB	85 dB																																																								
	1800h - 2000h	45 dB	75 dB																																																								
	2000h - 0630h	45 dB	75 dB																																																								
Other occupied buildings																																																											
All	0730h – 1800h	70 dB																																																									
	1800h – 0730h	75 dB																																																									



No.	Condition																			
17.	<p>Construction Vibration Standards</p> <p>(a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.</p> <p>Table CNV2 Construction vibration criteria</p> <table border="1" data-bbox="284 528 1343 857"> <thead> <tr> <th>Receiver</th> <th>Details</th> <th>Category A</th> <th>Category B</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Occupied Activities sensitive to noise</td> <td>Night-time 2000h - 0630h</td> <td>0.3mm/s ppv</td> <td>2mm/s ppv</td> </tr> <tr> <td>Daytime 0630h - 2000h</td> <td>2mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td>Other occupied buildings</td> <td>Daytime 0630h - 2000h</td> <td>2mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td>All other buildings</td> <td>At all other times</td> <td colspan="2">Tables 1 and 3 of DIN4150-3:1999</td> </tr> </tbody> </table> <p><i>*Category A criteria adopted from Rule E25.6.30.1 of the AUP</i></p> <p><i>**Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime</i></p> <p>(b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 18(c)(x), then the methodology in Condition 19 shall apply</p>	Receiver	Details	Category A	Category B	Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	
Receiver	Details	Category A	Category B																	
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv																	
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv																	
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv																	
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999																		
18.	<p>Construction Noise and Vibration Management Plan (CNVMP)</p> <p>(a) A CNVMP shall be prepared by a Suitably Qualified Person prior to the Start of Construction for a Stage of Work.</p> <p>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</p> <p>(c) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 16 and 17 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following:</p> <ol style="list-style-type: none"> i. Description of the works and anticipated equipment/processes; ii. Hours of operation, including times and days when construction activities would occur; iii. The construction noise and vibration standards for the project; iv. Identification of receivers where noise and vibration standards apply; v. A hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable and identification of the Best Practicable Option; vi. Methods and frequency for monitoring and reporting on construction noise and vibration; vii. Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints. viii. Contact details of the Project Liaison Person; ix. Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; x. Identification of areas where compliance with the noise [Condition 16] and/or vibration standards [Condition 17 Category A or Category B] will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites. xi. Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 16] and/or vibration standards [Condition 17 Category B] will not be practicable and where 																			



No.	Condition
	<p>sufficient information is not available at the time of the CNVMP to determine the area specific management controls Condition 18 (c)(x).</p> <p>xii. Procedures for:</p> <ul style="list-style-type: none"> A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration criteria of Condition 17; B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category AB vibration criteria of Condition 17, including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration; and <p>xiii. Requirements for review and update of the CNVMP</p>
<p>19.</p>	<p>Schedule to a CNVMP</p> <p>(a) An updated Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:</p> <ul style="list-style-type: none"> (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 16, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months, or B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days. (ii) Construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 17. <p>(b) The objective of the Schedule is to set out the Best Practicable Option measures to manage for the management of noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:</p> <ul style="list-style-type: none"> (i) Construction activity location, start and finish dates; (ii) The nearest neighbours to the construction activity; (iii) The predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance; (iv) The proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (v) The consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and proposed communications with neighbours. (vi) Location, times and types of monitoring; <p>(c) The Schedule shall be submitted to the Manager Council for certification at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP.</p> <p>(d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.</p>
<p>Advice note</p>	<p>Accidental Discoveries</p> <p>Advice Note: <i>The Requiring Authority is advised of the requirements of Rule E11.6.1 of the AUP for “Accidental Discovery” as they relate to both contaminated soils and heritage items.</i></p> <p><i>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP [and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version].</i></p>
<p>20.</p>	<p>Pre-Construction Ecological Survey</p>



No.	Condition
	<p>(a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the detailed design of ecological management plan by:</p> <ul style="list-style-type: none"> (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the <i>Identified Biodiversity Area Schedule 2</i> are still present; (ii) Confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines. <p>(b) If the ecological survey in (a) above confirms the presence of ecological features of value in accordance with condition 20a(i) and that effects are likely in accordance with condition 20(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 21 for these areas (Confirmed Biodiversity Areas).</p>
21.	<p>Ecological Management Plan (EMP)</p> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 20) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:</p> <ul style="list-style-type: none"> (i) If an EMP is required in accordance with condition 20(b) for the presence of long tail bats: <ul style="list-style-type: none"> a. Measures to minimise as far as practicable, disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats. b. How the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable; c. Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats; d. Details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives). e. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented. f. Where mitigation to minimise effects is not practicable, details of any offsetting proposed. <p>(b) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.</p>
Advice note	<p>Advice Note:</p> <p><i>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</i></p> <ul style="list-style-type: none"> (i) <i>Stream and/or wetland restoration plans;</i> (ii) <i>Vegetation restoration plans; and</i> (iii) <i>Fauna management plans (eg avifauna, herpetofauna, bats).</i>
22.	<p>Tree Management Plan</p> <p>(a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared.</p> <p>(b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan.</p> <p>(c) The Tree Management Plan shall:</p> <ul style="list-style-type: none"> (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan; and (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in (i) above. This may include: <ul style="list-style-type: none"> A. planting to replace trees that require removal (with reference to the ULDMMP planting design details in Condition 9); B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and



No.	Condition
	<p>C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.</p> <p>(iii) demonstrate how the tree management measures (outlined in A – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.</p>
Operational Conditions	
<p>23.</p>	<p>Low Noise Road Surface</p> <p>(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.</p> <p>(b) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</p> <ul style="list-style-type: none"> (i) The volume of traffic exceeds 10,000 vehicles per day; or (ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or (iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or (iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. <p>(c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 23(b)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.</p>
<p>24.</p>	<p>Traffic Noise</p> <p>For the purposes of Conditions 25 to 37:</p> <ul style="list-style-type: none"> (a) Building-Modification Mitigation – has the same meaning as in NZS 6806; (b) Design year has the same meaning as in NZS 6806; (c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed; (d) Habitable Space – has the same meaning as in NZS 6806; (e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in <i>Schedule 3: Identified PPFs Noise Criteria Categories</i>; (f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (g) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C); (h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (i) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in green, orange or red in <i>Schedule 3: PPFs Noise Criteria Categories</i>; (j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806; and (k) Structural Mitigation – has the same meaning as in NZS 6806.
<p>25.</p>	<p>The Noise Criteria Categories identified in <i>Schedule 3: PPFs Noise Criteria Categories</i> at each of the PPFs shall be achieved where practicable and subject to Conditions 25 to 37 (all traffic noise conditions).</p>



No.	Condition
	Achievement of the Noise Criteria Categories for PPFs shall be by reference to a traffic forecast for a high growth scenario in a design year at least 10 years after the programmed opening of the Project.
26.	As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on <i>Schedule 3: PPFs Noise Criteria Categories</i> .
27.	Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in <i>Schedule 3: PPFs Noise Criteria Categories</i> , taking into account the Selected Mitigation Options.
28.	If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.
29.	The Detailed Mitigation Options shall be implemented prior to completion of construction of the Project, with the exception of any low-noise road surfaces, which shall be implemented within twelve months of completion of construction.
30.	Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB $L_{Aeq(24h)}$ inside Habitable Spaces ('Category C Buildings').
31.	Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring Authority shall write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within three months of the date of the Requiring Authority's letter, the Requiring Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.
32.	<p>For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 31 above if:</p> <ul style="list-style-type: none"> (a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or (b) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or (c) The building owner did not agree to entry within three of the date of the Requiring Authority's letter sent in accordance with Condition 31 above (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project. <p>If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.</p>
33.	<p>Subject to Condition 32 above, within six months of the assessment undertaken in accordance with Conditions 31 and 32, the Requiring Authority shall write to the owner of each Category C Building advising:</p> <ul style="list-style-type: none"> (a) If Building-Modification Mitigation is required to achieve 40 dB $L_{Aeq(24h)}$ inside habitable spaces; and (b) The options available for Building-Modification Mitigation to the building, if required; and (c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
34.	Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation shall be implemented, including any third



No.	Condition
	party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.
35.	<p>Subject to Condition 31, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 33 if:</p> <ul style="list-style-type: none">(a) The Requiring Authority has completed Building Modification Mitigation to the building; or(b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or(c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 33 (including where the owner did not respond within that period); or(d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.
36.	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable
37.	<p>The Noise Criteria Categories at the PPFs identified in <i>Schedule 3: Identified PPFs Noise Criteria Categories</i> do not need to be complied with where:</p> <ul style="list-style-type: none">(a) the PPF no longer exists; or(b) agreement of the landowner has been obtained confirming that the Noise Criteria Category level does not need to be met.

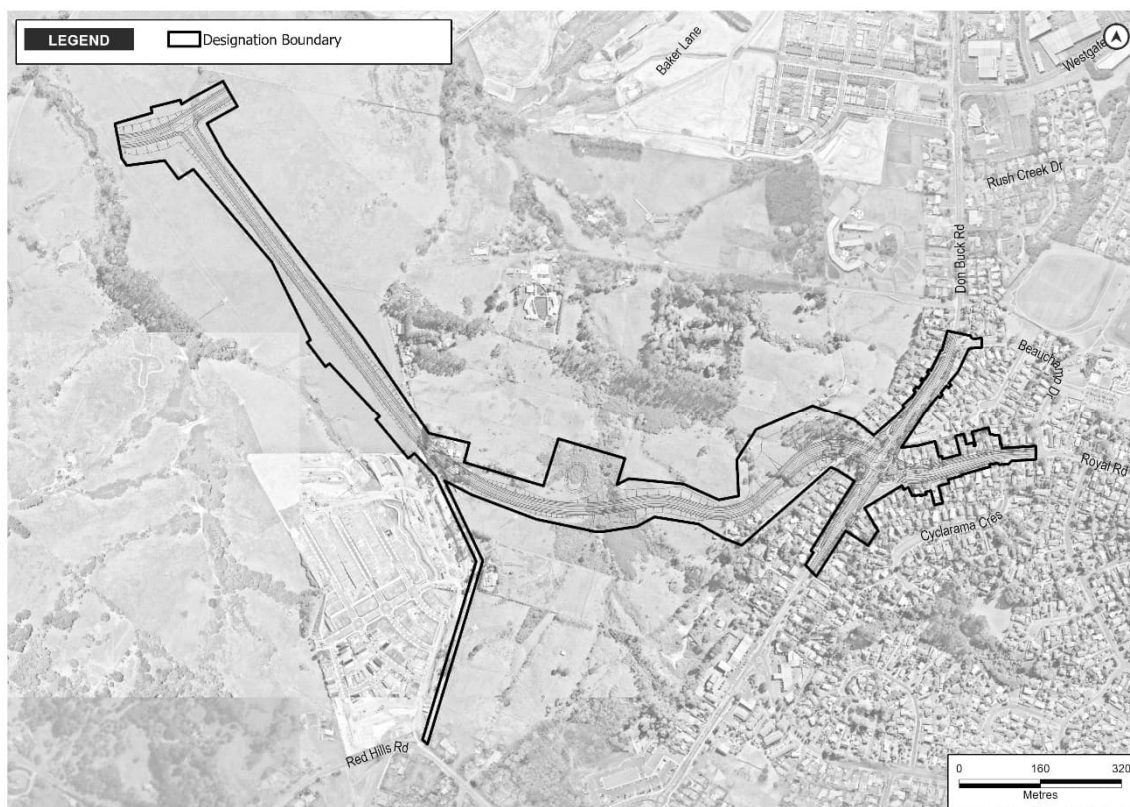
Schedule 1: General Accordance Plans and Information

Project Description – NOR 1 Redhills North-South Arterial Transport Corridor

The proposed work is the construction, operation, and maintenance of a transport corridor in Redhills, from Don Buck Road to the intersection with NORs 2a and 2c, including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) An upgraded and new transport corridor, including public transport and active transport facilities;
- (b) Associated works including intersections, bridges, embankments, retaining, culverts, stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities, including vegetation removal, construction compounds, laydown areas, bridge works area, construction traffic management and the re-grade of driveways.

NOR Concept Plan



Schedule 2: Identified Biodiversity Areas – Long Tailed Bats





Schedule 3: Identified PPFs Noise Criteria Categories

Address	New or Altered Road	Noise Criteria Category
40 Royal Road	Altered	Category A
20A Belleaire Court	Altered	Category A
32 Royal Road	Altered	Category A
432 Don Buck Road	Altered	Category A
428 Don Buck Road	Altered	Category A
434 Don Buck Road	Altered	Category A
492 Don Buck Road	Altered	Category A
38 Royal Road	Altered	Category A
2/47, Royal Road	Altered	Category A
30 Royal Road	Altered	Category A
20 Belleaire Court	Altered	Category A
31 Royal Road	Altered	Category A
36 Royal Road	Altered	Category A
490 Don Buck Road	Altered	Category A
480 Don Buck Road	Altered	Category A
27 Royal Road	Altered	Category A
37 Royal Road	Altered	Category A
29 Royal Road	Altered	Category A
25 Royal Road	Altered	Category A
51 Royal Road	Altered	Category A
461 Don Buck Road	Altered	Category A
459 Don Buck Road	Altered	Category A
34 Royal Road	Altered	Category A
440, Don Buck Road	Altered	Category A
423 Don Buck Road	Altered	Category A
486 Don Buck Road	Altered	Category A
40A Royal Road	Altered	Category A
2/14, Royal Road	Altered	Category A
44 Royal Road	Altered	Category A
463 Don Buck Road	Altered	Category A
16 Royal Road	Altered	Category A
23 Royal Road	Altered	Category A
49 Royal Road	Altered	Category A
131A Hobsonville Road	Altered	Category A
422 Don Buck Road	Altered	Category A
417 Don Buck Road	Altered	Category A
45 Royal Road	Altered	Category A
41 Royal Road	Altered	Category A
39 Royal Road	Altered	Category A
131 Hobsonville Road	Altered	Category A
478 Don Buck Road	Altered	Category A
19 Luckens Road	Altered	Category A
465 Don Buck Road	Altered	Category A
415 Don Buck Road	Altered	Category A
22A Trig Road	Altered	Category A
484 Don Buck Road	Altered	Category A
1, 33 Cyclarama Crescent	Altered	Category A



442 Don Buck Road	Altered	Category A
18 Belleaire Court	Altered	Category A
473 Don Buck Road	Altered	Category A
479 Don Buck Road	Altered	Category A
1, 53 Kemp Road	Altered	Category A
469 Don Buck Road	Altered	Category A
145A Hobsonville Road	Altered	Category A
21 Royal Road	Altered	Category A
34A Trig Road	Altered	Category A
407 Don Buck Road	Altered	Category A
476 Don Buck Road	Altered	Category A
2/14, Royal Road	Altered	Category A
457 Don Buck Road	Altered	Category A
444 Don Buck Road	Altered	Category A
31 Beauchamp Drive	Altered	Category A
147F Hobsonville Road	Altered	Category A
464 Don Buck Road	Altered	Category A
3 Royal Road	Altered	Category A
2 Cyclarama Crescent	Altered	Category A
448A Don Buck Road	Altered	Category A
420 Don Buck Road	Altered	Category A
490 Don Buck Road	Altered	Category A
431 Don Buck Road	Altered	Category A
470 Don Buck Road	Altered	Category A
444A Don Buck Road	Altered	Category A
450A Don Buck Road	Altered	Category A
450 Don Buck Road	Altered	Category A
438 Don Buck Road	Altered	Category A
28 Beauchamp Drive	Altered	Category A
452 Don Buck Road	Altered	Category A
462 Don Buck Road	Altered	Category A
29 Cyril Crescent	Altered	Category A
472 Don Buck Road	Altered	Category A
17 Royal Road	Altered	Category A
5 Royal Road	Altered	Category A
436 Don Buck Road	Altered	Category A
21 Cyclarama Crescent	Altered	Category A
454 Don Buck Road	Altered	Category A
13 Royal Road	Altered	Category A
416 Don Buck Road	Altered	Category A
446 Don Buck Road	Altered	Category A
17 Cyclarama Crescent	Altered	Category A
11 Royal Road	Altered	Category A
15 Royal Road	Altered	Category A
27 Cyclarama Crescent	Altered	Category A
9 Royal Road	Altered	Category A
425 Don Buck Road	Altered	Category A
3A Royal Road	Altered	Category A
1/7, Royal Road	Altered	Category A
426 Don Buck Road	Altered	Category A



2/14, Royal Road	Altered	Category A
13 Cyclarama Crescent	Altered	Category A
474 Don Buck Road	Altered	Category A
21 Royal Road	Altered	Category A
2/28, Royal Road	Altered	Category A
433 Don Buck Road	Altered	Category A
21 Cyclarama Crescent	Altered	Category A
459 Don Buck Road	Altered	Category A
29 Cyclarama Crescent	Altered	Category A
129B Hobsonville Road	Altered	Category A
437 Don Buck Road	Altered	Category A
26 Beauchamp Drive	Altered	Category A
441 Don Buck Road	Altered	Category A
435 Don Buck Road	Altered	Category A
440, Don Buck Road	Altered	Category A
145B Hobsonville Road	Altered	Category A
451 Don Buck Road	Altered	Category A
9A Royal Road	Altered	Category A
23 Royal Road	Altered	Category A
1/7, Royal Road	Altered	Category A
426 Don Buck Road	Altered	Category A
2/14, Royal Road	Altered	Category A
29 Beauchamp Drive	Altered	Category A
1/31, Cyclarama Crescent	Altered	Category A
413 Don Buck Road	Altered	Category A
19 Cyclarama Crescent	Altered	Category A
31 Royal Road	Altered	Category A
475 Don Buck Road	Altered	Category A
2/33, Cyclarama Crescent	Altered	Category A
439 Don Buck Road	Altered	Category A
424 Don Buck Road	Altered	Category A
6 Beauchamp Drive	Altered	Category A
15 Cyclarama Crescent	Altered	Category A
27A Royal Road	Altered	Category A
477 Don Buck Road	Altered	Category A
3A Louise Place	Altered	Category A
3 Beauchamp Drive	Altered	Category A
4 Beauchamp Drive	Altered	Category A
37 Cyclarama Crescent	Altered	Category A
1/31, Cyclarama Crescent	Altered	Category A
3A Louise Place	Altered	Category A
41A, Cyclarama Crescent	Altered	Category A
476A Don Buck Road	Altered	Category A
11 Cyclarama Crescent	Altered	Category A
18 Reverie Place	Altered	Category A
20 Reverie Place	Altered	Category A
16 Reverie Place	Altered	Category A
13 Reverie Place	Altered	Category A
39 Cyclarama Crescent	Altered	Category A
8 Beauchamp Drive	Altered	Category A



3 Cyclarama Crescent	Altered	Category A
25 Beauchamp Drive	Altered	Category A
3/427 Don Buck Road	Altered	Category A
39 Cyclarama Crescent	Altered	Category A
23 Beauchamp Drive	Altered	Category A
11 Reverie Place	Altered	Category A
27 Beauchamp Drive	Altered	Category A
14 Reverie Place	Altered	Category A
43 Royal Road	Altered	Category A
15 Reverie Place	Altered	Category A
9 Cyclarama Crescent	Altered	Category A
7 Reverie Place	Altered	Category A
5 Cyclarama Crescent	Altered	Category A
6 Cyclarama Crescent	Altered	Category A
9 Reverie Place	Altered	Category A
3 Kemp Road	Altered	Category A
7 Cyclarama Crescent	Altered	Category A
3/427 Don Buck Road	Altered	Category A
4 Cyclarama Crescent	Altered	Category A
411 Don Buck Road	Altered	Category A
5 Kemp Road	Altered	Category A
421 Don Buck Road	Altered	Category A
27 Red Hills Road	New	Category A

PPF Location Plans





