TO Celia Davison, Manager Planning – Central/South



- **FROM** David Wong, Senior Policy Planner Central/South
- DATE 7 October 2024

## SUBJECT Update requested to the Auckland Unitary Plan (Operative in Part 2016) (AUP)

I request an update to the AUP as outlined below:

Reason for update	Designation confirmed without appeals
Chapter(s)	<ul> <li>Chapter K Designations</li> <li>Auckland Transport</li> <li>Auckland Transport Schedule</li> </ul>
Designation only	
Designation #	1842 – Airport to Botany Bus Rapid Transit – Puhinui Station to SH20/20B Interchange
Locations:	Puhinui Station (in the vicinity of Plunket Avenue) to SH20/20B Interchange
Lapse Date	15 Years
Purpose	Construction, operation and maintenance of an upgrade to Puhinui Road between Plunket Avenue and the SH20/20B Interchange for a BRT corridor, walking and cycling facilities and associated infrastructure.
Changes to text (shown in underline and strikethrough)	Insert new designation with conditions. Refer to Attachment C.
Changes to diagrams	N/A
Changes to spatial data	<ul> <li>Update the GIS Viewer as set out below:</li> <li>Modification Layer (re be removed)</li> <li>Modification Notice of Requirements, AT, BRT Puhinui Station to SH20/20B Interchange, Designations, View PDF, Subject to Appeal <ul> <li>Designation Layer (to be added)</li> </ul> </li> <li>Designations Designations: Designation 1842 – Airport to Botany Bus Rapid Transit Puhinui Station to SH20/20B Interchange – Auckland Transport <ul> <li>GIS Viewer (to be updated)</li> </ul> </li> <li>Please change NoR boundary to a confirmed Designation 1842 – Airport to Botany Bus Rapid <ul> <li>Transit Puhinui Station to SH20/20B Interchange.</li> </ul> </li> </ul>

	Refer to Attachment D.
Attachments	Attachment A – s172 Decision Letter (Auckland Transport)Attachment B – Clause 20aAttachment C – New Designation 1842 - Transit Puhinui Station to SH20/20B Interchange (Clean Text)Attachment D – Updated GIS Viewer

Maps prepared by:	Text Entered by:
Danica Torres	Sophia Coulter
Geospatial Specialist	Planning Technician
Signature:	Signature: Noulter
prepared by:	Reviewed by:
David Wong	Marc Dendale
Senior Policy Planner	Team Leader
Signature:	Signature:
David Wong	Madda
Authorised by:	
Celia Davison	
Manager Planning – Central/South	
Signature:	
C. Q. Janson	

Attachment A – s172 Decision Letter (Auckland Transport)



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21 February 2024

David Wong Senior Policy Planner Central/South Planning Unit - Plans and Places Auckland Council Private Bag 92300 Victoria Street West Auckland 1142

Dear David

# NOTICE OF DECISION OF AUCKLAND TRANSPORT UNDER SECTION 172 OF THE RESOURCE MANAGEMENT ACT 1991

Thank you for your letter dated 18 December 2023 advising of the recommendations of the Auckland Council Independent Hearing Commissioners in relation to the four Auckland Transport Notices of Requirement that comprise part of the Airport to Botany Bus Rapid Transit Project:

- NoR 1 Airport to Botany Bus Rapid Transit from Botany to Rongomai Park;
- NoR 2 Airport to Botany Bus Rapid Transit from Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue);
- NoR 3 Airport to Botany Bus Rapid Transit from Puhinui Station (in the vicinity of Plunket Avenue) to State Highway 20/20B Interchange; and
- NoR 4a Airport to Botany Bus Rapid Transit from the State Highway 20/20B Interchange to Orrs Road.

The Commissioners' recommendation was that the Notices of Requirement should be **confirmed** subject to conditions.

Pursuant to Section 172 of the Resource Management Act 1991, Auckland Transport accepts in part the Commissioners' recommendations in relation to the Notices of Requirement other than the conditions specifically addressed in the table below.

The table sets out the modifications made by Auckland Transport to the Notices of Requirement conditions recommended by the Commissioners on 18 December 2023 and the reasons for the modifications. Only those conditions that Auckland Transport has modified in response to the recommendation made by the Commissioners are outlined in the table below. Complete sets of designation conditions, including all modifications made and a clean set as a result of the Auckland Transport decision, are **attached** to this letter as **Appendices B – E**.



Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners	Reason for modifications
		(additions to conditions are in <b>bold and <u>underlined</u></b> and rejections are in <b>bold and <del>strikethrough</del></b> )	
All	Abbreviations and definitions	Certification of material changes to management plans and CNVMP Schedules	Reject deletion of clauses (b the proposed deletion of claus
		Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates.	did not provide an evidential b Auckland Transport considers construction works are not un
		A material change to a management plan or CNVMP Schedule shall be deemed certified:	experienced in implementing la be communicating regularly with
		(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or	changes to management plans
		(b) ten working days from the submission of the material change to the management plan where no written confirmation of <u>certification has been received.</u>	
		(c) <u>five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of</u> <u>certification has been received.</u>	
All	3 <sup>1</sup>	Land use Integration Process	Reject addition of clause (e)
		<ul> <li>(a) The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose: <ul> <li>(i) Within twelve (12) months of the date on which this designation is included in the AUP, the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to be established by Condition (2)(a)(iii).</li> <li>(ii) The nominated contact shall be the main point of contact for a Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation.</li> </ul> </li> </ul>	the proposed addition of claus Commissioners did not provide Land use Integration Process regarding the condition as pro- changes sought by the Comm Requiring Authority to 'use all and minimise the impact that the beyond the prevent or hinder the Auckland Transport considers complement the section 176 p
		(e) Where a Developer and Development Agency wishes to advance development plans, the Requiring Authority shall:	Auckland Transport has been
		(i) engage with the Developer or Development Agency in good faith to consider how the designation can integrate with the development plans;	further design work will be und prematurely. With funding for progressing the design at this
		(ii) use all reasonable endeavours to advance the design of the relevant part of the designation to understand how it can integrate with the development plans; and	an innovative mechanism prop integration of future developm together with the section 176 a
		(iii) use all reasonable endeavours to minimise the impact of the designation on development plans (including, but not limited to, considering design and construction methods to minimise the loss of land available for the development plans).	between the concept and deta require further information pric development (or master plans
		<ul> <li>(f) The nominated contact shall maintain a record of the engagement between the Requiring Authority and Developers and Development Agencies for the period following the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include:</li> </ul>	Auckland Transport notes that hearing process which effective These examples include:
			- Murdoch Newell Dev
		(iv) details of any agreed changes to achieve integration with development plans	- Altrend Properties Lir
			In both scenarios, the Develop progressed and collaboratively an integrated land use and tra
			Therefore, Auckland Transpor (e)(i) – (e)(iii) and (f)(iv) are ad

Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners for NoRs 1 – 4a

<sup>1</sup> Condition 3 – All NoRs

<sup>2</sup> Closing Submissions on behalf of Auckland Transport and NZ Transport Agency Waka Kotahi dated 10 October 2023 at [2.5].



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(b) and (c) – Auckland Transport does not consider uses (b) and (c) are appropriate. The Commissioners I basis for the deletion of clauses (b) and (c). ers that these clauses are necessary to ensure that unreasonably delayed. Auckland Transport is g large scale infrastructure projects and in reality, it will with the Council Monitoring Officer. Any likely material ans will be flagged as they occur.

(e) and (f)(iv) – Auckland Transport does not consider uses (e) and (f)(iv) are necessary. The vide any justification for the amendments made to the es (LIP) condition, nor did they state any concerns proposed. Auckland Transport also notes that the missioners, in particular the requirement for the all reasonable endeavours' to advance a development at the Project will have on development plans goes well er test that is set out in section 176 of the RMA. ers that the LIP condition that it proposes will b process and does not override this requirement.

en clear in evidence and legal submissions<sup>2</sup> that no indertaken and no design decisions will be made for the next stages of the Project yet to be allocated, his stage would be inappropriate. The LIP condition is roposed by Auckland Transport to assist with the oment located adjacent to the Project. The LIP, 6 approval process, will effectively bridge the gap etailed stages of designs for those who genuinely prior to project implementation to enable their ns) to proceed.

at examples have been presented throughout the tively demonstrate how the LIP will work in practice.

- evelopment Limited at 33 Lambie Drive; and
- imited at 352-358 Puhinui Road.
- opers had development plans that were well ely worked with the Requiring Authorities to achieve ransport outcome.
- ort considers that all the matters raised in clauses addressed through the existing conditions.



Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners	Reason for modifications
		(additions to conditions are in <b>bold and <u>underlined</u></b> and rejections are in <b>bold and <del>strikethrough</del></b> )	
All	43	Designation Review         (a) The Requiring Authority shall, within 12 months of lodgement of the outline plan of works       (i) in conjunction with the landowner(s) review the extent of designation required for construction purposes and identify any areas that are no longer required for construction or operation of the Project; and         (ii) identify an indicative final operational area boundary so that adjacent landowners and occupants will be able to understand how much land is permanently required for the BRT.         (b) The Requiring Authority shall within 6 months of Completion of Construction or as soon as otherwise practicable:         (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.	Reject addition of clause (a) Auckland Transport does not of additions are necessary. Both clauses (a)(i) and (a)(ii) a Ham confirmed in his evidence detailed design has been confi outline plan), land requirement land to be permanently acquire occupied. Auckland Transport staff will en their rights and entitlements un doing so. Where Auckland Transport nee basis to construct the Project, the relevant portion of the prop be paid rent for the duration of portion of the property will not
All	55	Lapse In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 4015 years from the date on which it is included in the AUP.	Reject amendment to lapse of         Auckland Transport rejects the         reduce the lapse period from 1         provided no evidential basis to         of 5 years would address unce         funding for the Project.         As explained in evidence, <sup>6</sup> the         using a range of considerations         -       The time required to         regional level (i.e. throw         -       The time required to ut         -       The implementation ti         As acknowledged by the Comment       The implementation ti         As acknowledged by the Comment       Condition 2 – Project         -       Condition 12 – Stakel         Management Plan;       -         -       Section 176 approval         designation; and       -         -       Early acquisition police
All	97	Outline Plan	Auckland Transport maintains Reject addition of clause (e)

<sup>&</sup>lt;sup>3</sup> Condition 4 – All NoRs

<sup>7</sup> Condition 9 – NoRs 1-3, Condition 8 – NoR 4a



### a)

t consider that the Commissioners' recommended

are addressed through PWA processes. Mr van der ce<sup>4</sup> and explained during the hearing that once nfirmed (which will occur prior to lodgement of the ent plans will be prepared which show the areas of ired and any additional land to be temporarily

engage with the affected landowner to advise them of under the Public Works Act and are experienced in

needs to occupy a portion of a property on a temporary t, it will typically acquire a lease or licence to occupy operty for a temporary period and the landowner will of this period. At this point, it will be apparent that this of be permanently required for the Project.

#### e date

he recommendation made by the Commissioners to 15 years to 10 years. The Commissioners have to support this reduction or to explain how a reduction certainty for affected landowners or bring forward

ne 15 year lapse period has been carefully determined ons including:

to secure funding which is allocated at a national and nrough the Auckland Regional Land Transport Plan); o undertake detailed design;

I time required to acquire the property interests required uding the negotiation of leases and licences required pation; and

timeframes set out in the Single Stage Business Case.

mmissioners, the proposed designation conditions, sms available to the Requiring Authority, are able to er lapse period. These include:

ct information;

use Integration;

ceholder Communication and Engagement

al process to enable future development within the

licy.

s that a 15 year lapse period is appropriate. a) – Auckland Transport does not consider the

e) is necessary. Auckland Transport considers that

<sup>&</sup>lt;sup>4</sup> Primary Evidence of Mark van der Ham dated 22 June 2023 at [3.9].

<sup>&</sup>lt;sup>5</sup> Condition 5 – All NoRs

<sup>&</sup>lt;sup>6</sup> Primary Evidence of Adam Jellie dated 22 June 2023 at [11.27]; Rebuttal Evidence of Adam Jellie dated 1 August 2023 at [4.6]- [4.16].

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners	Reason for modifications
		(additions to conditions are in <b>bold and <u>underlined</u></b> and rejections are in <b>bold and <del>strikethrough</del></b> )	
		<ul> <li>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</li> <li>(b) Mana Whenua shall be invited as partners to participate in the preparation of an Outline Plan (or Plans).</li> <li>(c) 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.</li> <li>(d) Outline Plans shall include all management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include: <ul> <li>(i) Network Utilities Management Plan;</li> <li>(ii) Construction Environmental Management Plan;</li> <li>(iii) Construction Traffic Management Plan;</li> <li>(iv) Construction Noise and Vibration Management Plan;</li> <li>(v) Urban and Landscape Design Management Plan;</li> <li>(vi) Historic Heritage Management Plan;</li> <li>(vii) Tree Management Plan;</li> <li>(viii) Tree Management Plan; and</li> <li>(x) Development Response Management Plan.</li> </ul> </li> <li>(e) Outline Plans (or Plan) shall include details of where retaining walls will replace proposed cut/fill batters, at the Project edges. Earthworks and batters should be designed in consultation with proporty owners te minimise impacts on the adjacent land. Rotaining walls enould be considered rather should be investigated to minimise impacts on the adjacent land. Rotaining walls enould be considered rather than a batter elope in areas where space is limited. This needs to be undertaken on</li></ul>	boundary treatment is a matter Landscape Design Manageme will be undertaken before any opprovided comprehensive evide time to consider boundary treat In this regard, Auckland Transp ULDMP, details need to be pro- with the adjacent urban (or pro- surrounding existing or proposi- density of built form) <sup>9</sup> In add in the preparation of the ULDMP <b>Amendment to ULDMP</b> – Wh design details regarding the ro Transport recognises that the a determined at this time and ha ULDMP condition as shown be  (h) The ULDMP(s) shall  A. road de a.inte b.carr c.com the <u>i</u>
All	10 <sup>10</sup>	Management Plans (a) Any management plan developed in accordance with Condition 10 may: (*) 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_noting that condition 10(a)(vi) applies in all cases (i.e., a new or amended OPW will also be required);	Reject additions proposed to the additions proposed are not clearly requires any managem the exception of the Stakehold (SCEMP) and the Construction Reject change from informat SCEMP – Discussed in detail and Engagement Managemen
		(d) Any material changes to the SCEMP(s) are to be submitted to the Council for certification information.	
All	12 <sup>11</sup>	Stakeholder Communication and Engagement Management Plan	Reject addition of clauses (b their recommendation to broad

<sup>&</sup>lt;sup>8</sup> Primary Evidence of Robert Mason dated 22 June 2023 at [9.21].



tter more appropriately addressed through the Urban ment Plan (ULDMP). Detailed design for the Project ny Outline Plan is lodged. Auckland Transport idence by Mr Mason that this is the most appropriate reatment<sup>8</sup> for a number of reasons.

nsport notes that to achieve the objective of the provided on how the project is designed to ...integrate proposed urban) and landscape context, including the posed topography, urban environment (i.e. centres and addition, key stakeholders will be invited to participate DMP six months prior to the start of detailed design.

While the ULDMP requires landscape and urban road design and associated earthworks, Auckland he appropriateness of the use of retaining walls will be has clarified this through amendments made to the below:

all include:

pe and urban design details that cover the following:

- design elements such as:
- ntersection form;
- arriageway gradient and associated earthworks;

ontouring **including,** cut and fill batters, **retaining walls** and ne**ir** interface with adjacent land uses;

**d to clause (a)(v)** – Auckland Transport considers that not necessary. The Management Plan condition ement plan to be submitted with the Outline Plan, with older Communication Engagement Management Plan tion Noise and Vibration Management Plan Schedules.

nation to certification of material changes to the ail below in relation to the Stakeholder Communication pent Plan.

(b)(i) - (b)(iii) - The Commissioners have not justified baden the scope of the SCEMP beyond its clearly Transport considers that the additions proposed by the the intent of the condition which is to manage how

<sup>&</sup>lt;sup>9</sup> ULDMP – Condition 13/14 (f)(i)

<sup>&</sup>lt;sup>10</sup> Condition 10 – NoRs 1-3, Condition 9 – NoR 4a

<sup>&</sup>lt;sup>11</sup> Condition 12 – NoRs 1-3, Condition 11 – NoR 4a

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		(additions to conditions are in <b>bold and <u>underlined</u></b> and rejections are in <b>bold and <del>strikethrough</del></b> )	
		<ul> <li>(b) The objectives of the SCEMP is are to: identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with prior to and throughout the Construction Works.</li> <li>(c) Develop, maintain and build relationships with the wider public and diverse stakeholders (including directly affected and adjacent landowners e.g. Businesses, community organisations, householders and their tenants);</li> <li>(ii) provide opportunities for those new to the area to find out about and engage with the project;</li> <li>(iii) identify how the public and diverse stakeholders will be proactively engaged with prior to and throughout the Construction Works and the purpose of each engagement.</li> <li>(c) To achieve the objective of the SCEMP:</li> <li>(i) At least 18 months prior to any Outline Plan 6 months prior to the start of detailed design for a Stage of Work being submitted, the Requiring Authority shall identify:</li> <li>A a list of the properties within the designation which the Requiring Authority does not own or have occupation rights to whose womers will be engaged with;</li> <li>B. a list of key stakeholders, community groups, organisations and businesses who will be engaged with; and</li> <li>C. methods to engage with key stakeholders, community groups, organisations, businesses and the owners of proporties identified in (c)(1)A above.</li> <li>D. methods and liming to engage offectively. This could include the provision of independent advisors, experts and translators;</li> <li>(ii) a record details of 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);</li> <li>B. the procedures for ensuing that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;</li> <li>C. details of opportunities to strengthen the relationship between Mana W</li></ul>	stakeholders will be engaged of this, the issues sought to be a sufficiently addressed through <b>Reject addition of clause (c)</b> proposed addition to be necess property acquisition process is process, Auckland Transport e independent advice and reaso <b>Reject amendment to clause</b> Commissioners that Auckland identification of key stakeholde and the owners of properties a Auckland Transport proposes record of this identification pro (c)(i) and (c)(ii).
All	13 <sup>12</sup>	Start of Construction for a Stage of Work. Development Response Management Plan	Reject additions of clause (e acknowledged in their recomm Management Plan (DRMP) is in Design of an units of the second
		<ul> <li>(e) To achieve the objective, the DRMP shall include: []</li> <li>(vi) recommended measures to mitigate effects on the operation and financial wellbeing of community organisations and sports clubs;</li> <li>(vii) recommended measures to provide support for anxiety and mental health outcomes;</li> <li>(viii) recommended hardship assistance package and hardship fund to be available for compensation of landowners, tenants, adjacent property owners and details of how people will qualify for any assistance.</li> <li>(ix) recommended assistance for tenants, leaseholders or owners who are asked to move during the works.</li> </ul>	Project only. <sup>13</sup> Auckland Trans which broaden the scope of the this, the matters that the propo through the PWA process, as

<sup>&</sup>lt;sup>12</sup> Condition 13 – NoRs 1-3



d with during construction works. Notwithstanding addressed by the additions of clauses (b)(i) – (iii) are gh the Project Information condition.

(c)(i)(D) – Auckland Transport does not consider the bessary. When funding for the Project is confirmed, the is is likely to commence soon after. As part of this rt encourages affected landowners to obtain usonable costs will be reimbursed through the PWA.

**Ise (d)** – Auckland Transport agrees with the nd Council should have some oversight of the lders, community groups, organisations, businesses s and how they are proposed to be engaged. As such, es amendments to the SCEMP condition to require a process to be submitted with an Outline Plan refer to

e (e)(vi) – (ix) – The Commissioners recognised and mmendation that the Development Response is focussed on business disruption effects from the ransport does not consider that the proposed additions the DRMP condition are justified. Notwithstanding posed additions attempt to address will be addressed as set out in the evidence of Mr van der Ham.<sup>14</sup>

<sup>&</sup>lt;sup>13</sup> Airport to Botany Bus Rapid Transit Project Recommendation at [329] and [342].

<sup>&</sup>lt;sup>14</sup> Primary Evidence of Mark van der Ham dated 22 June 2023 at [3.9].

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in <b>bold and <u>underlined</u></b> and rejections are in <b>bold and <del>strikethrough</del></b> )	Reason for modifications
All	1415	Urban and Landscape Design Management Plan	<ul> <li>Reject addition of (h)(iii) – Au Commissioners' recommendat scope of this condition should amendments seek to cover are Landscape and Design Manag Auckland Transport considers following reasons: <ul> <li>Walking and cycling to full extent of the Projet</li> <li>The provision of cross clause h(iii)(G) in the pedestrian and cycle</li> <li>The provision of desin requires the ULDMP to facilities.</li> <li>Key stakeholders (e. input to the ULDMP addition of clause (h)(iii)(H) is to the specific Existing Property A ensure future property access?</li> </ul> </li> </ul>
All	15 <sup>18</sup>	<ul> <li>Flood Hazard         <ul> <li>(a) The Project shall be designed to achieve the following flood risk outcomes:                 <ul> <li>(i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;</li> <li>(ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors with to maintain a minimum freeboard of ever 150mm;</li> <li>(iii) no increase in flood levels in a 1% AEP event for existing authorised community, commercial and industrial building floors that are already subject to flooding;</li> </ul> </li> </ul> </li> </ul>	Reject and amend in part – I acknowledged that a "large de wording of the Flood Hazard of the maximum acceptable flood Since the hearing, discussions Healthy Waters Team at a pro projects) and Auckland Transp condition to reflect these discu

<sup>&</sup>lt;sup>15</sup> Condition 14 – NoRs 1-3, Condition 12 – NoR 4a

- <sup>17</sup> Airport to Botany Bus Rapid Transit Project Recommendation at [357].
- <sup>18</sup> Condition 15 NoRs 1-3, Condition 13 NoR 4a



Auckland Transport does not consider the dation provides adequate justification as to why the ild be broadened. The issues that the proposed are already sufficiently addressed through the Urban hagement Plan (ULDMP).

ers the proposed amendments are unnecessary for the

ng facilities are a key outcome of the Project along the roject corridor to support the bus rapid transit.

oss corridor movement is already provided for by he ULDMP which requires that details are provided of cle facilities including paths, road crossings.

esire lines is covered through clause (h)(ii) which IP to include principles for walking and cycling

(e.g. Kāinga Ora) will have an opportunity to provide at least six months prior to the start of detailed design.

(h)(iii) H – Auckland Transport considers that the is not justified. The Commissioners acknowledged that ty Access condition (Condition  $16^{16}$ ) is "*sufficient to ss*".<sup>17</sup>

- In their recommendation, the Commissioners degree of agreement" had been reached on the l condition and the only outstanding matter related to od hazard for a main access to a habitable dwelling.<sup>19</sup> ns have been ongoing with the Auckland Council rogramme wide level (across all Te Tupu Ngātahi Isport has proposed amendments to the flood hazard cussions.

<sup>&</sup>lt;sup>16</sup> Condition 16 – NoRs 1-3, Condition 14 – NoR 4a

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners	Reason for modifications
		(additions to conditions are in <b>bold and <u>underlined</u></b> and rejections are in <b>bold and <del>strikethrough</del></b> )	
		<ul> <li>(iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors;</li> <li>(i) no increase maximum of more than 50mm increase in flood level in a 1% AEP event on land zoned for urban or future urban development where there is no existing dwelling outside and adjacent to the designation boundaries between the pre and post Project scenarios;</li> <li>(ii) no increase in 10% AEP flood levels for existing authorised habitable floors that are at risk of flooding;</li> <li>(iii) no new flood prone areas; and</li> <li>(iv) no more than a 10% average increase of flood hazard for main access to existing authorised habitable dwellings existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP event. where depth is</li> </ul>	
		<ul> <li>greater than 0.5m or velocity is greater than 2.0 m/s or the product of velocity and depth is greater than 0.5m<sup>2</sup>/s. For areas with lower flood hazard, no more than a 10% average increase in flood hazard for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. Where Flood Hazard is:         <ul> <li>A. velocity x depth is greater than or equal to 0.6; or</li> <li>B. depth is greater than 0.5m; or</li> <li>C. velocity is greater than 20% average increase in flood modelling of the pre-Project and post-Project 10 year and 100 year ARI 1% AEP flood levels (for Maximum Probable Development land use and including climate change).</li> <li>(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.</li> </ul> </li> </ul>	
All	16 <sup>20</sup>	<ul> <li>Existing Property Access</li> <li>(a) Where existing property vehicle access which exists at the time the Outline Plan is submitted is proposed to be altered by the project, the Requiring Authority shall consult with the directly affected landowner regarding the required changes. The Outline Plan shall demonstrate how safe access will be provided, unless otherwise agreed with the affected landowner.</li> <li>(b) The Project shall not result in the removal of access to loading bays for commercial buildings or the restriction of internal access to loading bays.</li> </ul>	<b>Reject addition of clause (b</b> able to mitigate effects related loading. <sup>21</sup> Auckland Transpor and notes that access to load Traffic Management Plan con
All	20 <sup>22</sup>	<ul> <li>Construction Traffic Management Plan         <ul> <li>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</li> <li>(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:</li></ul></li></ul>	Reject addition of clause (b) consider the proposed amend Auckland Transport notes tha proposed by the Commissione Traffic Management Plan.
NoR 4a	18B	Prices Road (a) Full road access must be maintained between Puhinui Road / SH20B and Prices Road until alternative road network connection is created between Prices Road and the Campana Road intersection with Puhinui Road / SH20.	Reject new condition. Auckl condition is necessary. Auckl Kotahi (NZTA) are legally obli ensure access to properties is Auckland Transport and NZTA road reserve independently of

<sup>&</sup>lt;sup>20</sup> Condition 16 – NoRs 1-3, Condition 14 – NoR 4a



(b) – The Commissioners concluded that the PWA is ted to the loss of parking, internal access and port therefore considers that clause (b) is not justified ading bays is a specified matter in the Construction ondition. (b)(iii) and (xii) – Auckland Transport does not ndments to clauses (b)(iii) and (xii) are necessary. hat the issues that are covered by the amendments oners are already addressed through the Construction kland Transport does not consider the proposed ckland Transport and NZ Transport Agency Waka bliged through various statutory requirements to is enabled. TA also have the authority to make changes to the of this Project. As an example, there is not currently

<sup>&</sup>lt;sup>21</sup> At [374].

<sup>&</sup>lt;sup>22</sup> Condition 20 – NoRs 1-3, Condition 18 – NoR 4a

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in <b>bold and <u>underlined</u></b> and rejections are in <b>bold and <u>strikethrough</u></b> )	Reason for modifications
			'full road access' between Price Road to SH20B is banned. In addition, Auckland Transpo condition addresses potential acknowledged by the Commission
All	31 <sup>24</sup>	<ul> <li>Low Noise Road Surface</li> <li>(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.</li> <li>(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:         <ul> <li>(i) the volume of traffic exceeds 10,000 vehicles per day; or</li> <li>(ii) the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</li> <li>(iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or</li> <li>(iv) it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</li> </ul> </li> <li>(c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 31(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.</li> </ul>	Reject deletion of clauses (b Commissioners have not prov (c), Auckland Transport notes of this condition. Notwithstanding the above, Au resurfacing should be separate surface and has proposed a m Appendices B – E for new con
All	-	Notwithstanding the above applying to PPFs in Schedule 2 existing as at 2022, conditions 32 to 43 shall be read as also including a requirement for the future BPO assessment to determine the BPO for the environment that is present prior to construction starting provided that the Requiring Authority is not responsible for acoustically treating dwellings that are constructed following the lodgement of the NoR.	Reject amendments to traff Auckland Transport rejects th notes that the proposed cond assessing road traffic noise d
All	34 <sup>29</sup>	As part of the detailed design of the Project, a Suitably Qualified and Experienced Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 2: Identified PPFs Noise Criteria Categories. For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 31 may be (or be part of) the Selected Mitigation Option(s). Barriers may also be (or be part of) the Selected Mitigation Options(s).	<ul> <li>extensively through the evider submissions.<sup>27</sup></li> <li>Auckland Transport notes that urbanised and receives high n</li> </ul>
All	3830	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 dBLAeq(24h) inside Habitable Spaces ('Category C Buildings'). This does not include those dwellings constructed after the lodgement of the NoR.	this regard, and as set out in attenuation for new dwellings current high noise levels) sho constructed. <sup>28</sup> When the Proproposed designation condition road surface which will benefic conditions also provide for the material if required and appro Project, for those PPFs set ou designation conditions.
NoR 1, NoR 2 and NoR 3	44	Affected person assistance	<b>Reject new condition</b> – Auck condition to be justified. As se closing legal submissions, <sup>32</sup> th ensure that the power to acqu manner. <sup>33</sup>

<sup>23</sup> At [357].

- <sup>25</sup> Condition 32 NoR 1 and 2, Condition 30 NoR 3, Condition 28 NoR 4a
- <sup>26</sup> Primary Evidence of Siiri Wilkening dated 22 June 2023 at [9.8].
- <sup>27</sup> Opening Legal Submissions on behalf of Auckland Transport and NZ Transport Agency Waka Kotahi dated 17 August 2023 at [9.93].
- <sup>28</sup> Primary Evidence of Siiri Wilkening dated 22 June 2023 at [10.29].
- <sup>29</sup> Condition 34 NoR 1 and 2, Condition 32 NoR 3, Condition 30 NoR 4a
- <sup>30</sup> Condition 38 NoRs 1 and 2, Condition 36 NoR 3, Condition 34 NoR 4a
- <sup>31</sup> Primary Evidence on behalf of Mark van der Ham dated 22 June 2023 at [3.4], [3.9] and [3.11].
- <sup>32</sup> Closing Legal Submissions on behalf of Auckland Transport and NZ Transport Agency Waka Kotahi dated 10 October 2023 at [3.21] and [3.46].
- <sup>33</sup> Primary Evidence of Mark van der Ham dated 22 June 2023 at [3.11].



Prices Road and SH20B as the right turn from Prices

port considers that the Existing Property Access al impacts on existing access and this was nissioners.<sup>23</sup>

(b) and (c), reinstated as a new condition – The ovided a rationale for the deletion of clauses (b) and es that Auckland Council accepted the original drafting

Auckland Transport agrees in principle that rated from the implementation of a low noise road a new condition to decouple these matters (refer to condition on all NoRs (Condition 32<sup>25</sup>)).

#### ffic noise conditions

the amendments to these traffic noise conditions and aditions on the designations appropriately provide for during detailed design. This has been discussed lence<sup>26</sup> provided by Auckland Transport and the legal

hat the NoRs traverse an environment that is highly in noise levels from existing roads as well as aircraft. In in the evidence of Ms Wilkening, appropriate noise gs being established close to existing roads (with nould be included at the time these dwellings are roject will be implemented, Auckland Transport has tions which require the implementation of a low noise effit both existing and future receivers. The proposed he Best Practicable Option (beyond road surface ropriate) to be assessed closer to construction of the out in the relevant schedule of the proposed

Ickland Transport does not consider the proposed new set out in Mr van der Ham's evidence<sup>31</sup> and the <sup>2</sup> there are mechanisms provided through the PWA to quire land is exercised responsibly, fairly and in a just

<sup>&</sup>lt;sup>24</sup> Condition 31 – NoRs 1 and 3, Condition 29 – NoR 2, Condition 27 – NoR 4a

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in <b>bold and</b> <u>underlined</u> and rejections are in <b>bold and</b> <del>strikethrough</del> )	Reason for modifications
		The Requiring Authority shall at its cost provide fully funded independent expert and / or legal professional services to any directly affected residential landowner who wishes to avail themselves of an early purchase of property either through the Requiring Authorities' hardship mechanism or through s185 of the RMA. Details of how people can access these services must be contained on the website required by Condition 2.	
NoR 1	45	Loading Bays The Project shall not result in the removal of access to loading bays for commercial buildings or the restriction of internal access to loading bays.	<b>Reject new condition</b> – Auckl condition to be necessary. Wh and internal circulation within t be addressed through the Con permanent loss of a private loa PWA processes.
NoR 2	45	Z Energy Service Station – To Irirangi Drive To ensure the operational and functional needs of the Service Station on PT Lot 3 DP 149321 are maintained, the final alignment of the To Irirangi Drive permanent works corridor shall not extend any further beyond the legal boundary of PT Lot 3 DP 149321 between the points A-B identified in Image A (exclusion area) unless otherwise agreed by the landowner and occupier of PT Lot 3 DP 149321. For clarity, the exclusion area is between the northern boundary with Lot 4 DP 149321 and the southern vehicle crossing on To Irirangi Drive as it existed at September 2023.	<b>Reject new condition</b> – Auckl condition to be necessary. Giv the Z Energy site made during extends over the operational a (which applies around the fuel impacts, for example on-site ca through subsequent PWA proc
NoR 3	43	Ranfurly Shops The existing carparks located on the northern side of Puhunui Road outside the Ranfurly shops (151 – 169 Puhinui Road) shall be retained.	Reject new condition – Auckl to be necessary. Auckland Tra to be considered at the future of at this time which is different a by the Commissioners' condition Mr Mason, there is sufficient at parking in the future if this is con
NoR 4a	40	Designation boundary The Requiring Authority must review the designation boundary on the south side of SH20B between SH 20 and Prices Road and reduce the width of the designation if practicable within 6 months of the designation being confirmed.	Reject new condition – Auckl condition to be necessary. Fol Transport has continued discus their development plans. Thro reached with Altrend Propertie for NoR 4a (Auckland Transpo updated designation boundary Limited site. Auckland Transport are commi development plans with the Pro provides for this.

Yours sincerely

Jane Small

Jane Small Group Manager, Property and Planning



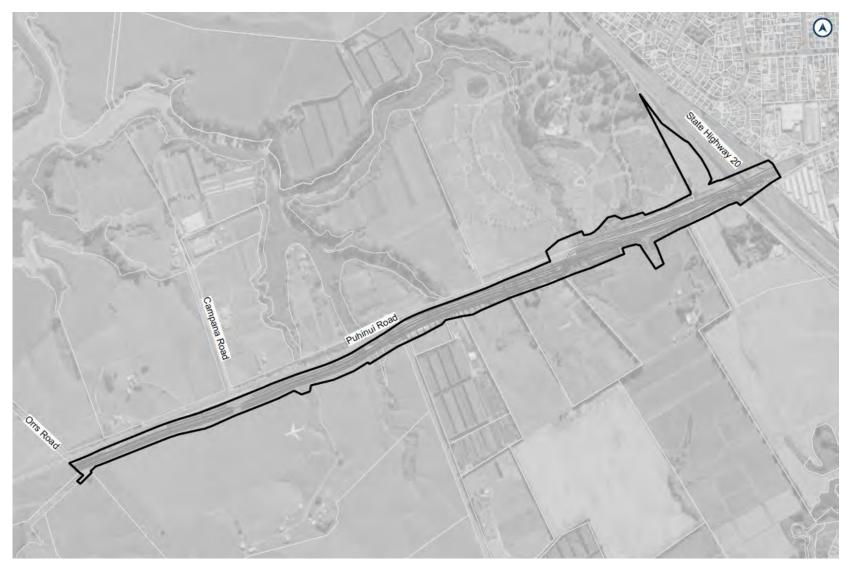
ckland Transport does not consider the proposed new Where temporary impacts on access to loading bays n the site are caused by the Project, these issues will construction Traffic Management Plan condition. Any loading bay will be managed through subsequent

Ickland Transport does not consider the proposed new Given the amendment to the designation boundary at ng the hearing, the designation boundary no longer al area under the forecourt canopy and Hazard Zone 'F' uel pumps closest to Te Irirangi Drive). Any permanent e car parking, landscaping etc. will be managed rocesses.

Ickland Transport does not consider the new condition Transport considers that on street parking is a matter re detailed design stage as a solution may be identified t and potentially technically better to what is proposed dition. However, as demonstrated in the evidence of t area within the designation boundary to provide for s considered appropriate at that time.

Ickland Transport does not consider the proposed new Following the adjournment of the hearing, Auckland acussions with Altrend Properties Limited regarding hrough these discussions, an agreement has been rties Limited with regard to the designation boundaries sport) and NoR 4b (NZTA). Appendix A shows the ary for NoR 4a as it relates to the Altrend Properties

mitted to working with Developers to integrate their Project and note that the LIP condition appropriately



# Appendix A – Updated designation boundary NoR 4a



Appendix B – Auckland Transport's Modifications to NoR 1 conditions (tracked)



Designation Number	XXXX
Requiring Authority	Auckland Transport
Location	Botany to Rongomai Park
Lapse Date	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.

### Designation XXXX – Airport to Botany Bus Rapid Transit Botany to Rongomai Park

# Purpose

Construction, operation and maintenance of an upgrade to Te Irirangi Drive between Leixlep Lane and Rongomai Park to provide for a BRT corridor, walking and cycling facilities and associated infrastructure.

## Conditions

### 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
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 of material changes to management plans and CNVMP Schedules	<ul> <li>Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates.</li> <li>A material change to a management plan or CNVMP Schedule shall be deemed certified:         <ul> <li>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified;</li> <li>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received; or</li> <li>(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.</li> </ul> </li> </ul>
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 27
Construction Works	Activities undertaken to construct the Project excluding Enabling Works
Council	Auckland Council
CTMP	Construction Traffic Management Plan

Developer	Any legal entity that intends to master plan or develop land adjacent to the designation
Development Agency	Public entities involved in development projects
DRMP	Development Response Management Plan
Educational facility	<ul> <li>Facility used for education to secondary level.</li> <li>Includes: <ul> <li>(a) schools and outdoor education facilities; and</li> <li>(b) accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above.</li> </ul> </li> <li>Excludes: <ul> <li>(a) care centres; and</li> <li>(b) tertiary education facilities.</li> </ul> </li> </ul>
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	<ul> <li>Includes, but is not limited to, the following and similar activities:</li> <li>(a) geotechnical investigations (including trial embankments);</li> <li>(b) archaeological site investigations;</li> <li>(c) formation of access for geotechnical investigations;</li> <li>(d) establishment of site yards, site entrances and fencing;</li> <li>(e) constructing and sealing site access roads;</li> <li>(f) demolition or removal of buildings and structures;</li> <li>(g) relocation of services;</li> <li>(h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)</li> </ul>
ННМР	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features 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
LIP	Land use Integration Process
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	<ul> <li>Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Airport to Botany Bus Rapid Transit Project:</li> <li>(a) Te Ākitai Waiohua</li> <li>(b) Ngāi Tai ki Tamaki</li> <li>(c) Ngāti Te Ata Waiohua</li> <li>(d) Ngāti Whanaunga</li> <li>(e) Ngāti Tamaoho</li> <li>(f) Ngāti Paoa Trust Board</li> <li>(g) Te Ahiwaru</li> <li>(h) Ngāti Tamaterā</li> <li>(i) Ngāti Maru</li> <li>Note: other iwi not identified above may have an interest in the Project and should be consulted</li> </ul>
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
NZAA	New Zealand Archaeological Association

OSMP	Open Space Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
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</i> <i>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) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan

No.	Condition				
Genera	ral conditions				
1.	Activity in General Accordance with Plans and Information				
	(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 Project description and concept plan in Schedule 1				
	<ul> <li>(b) Where there is inconsistency between:</li> <li>(i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail;</li> <li>(ii) the 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.</li> </ul>				
2.	Project Information				
	<ul> <li>(a) A project website, or equivalent virtual information source, shall be established within 12 months of the date on which as soon as reasonably practicable, and within six (6) months of the inclusion of</li> </ul>				
	<ul> <li>(b) All directly affected owners and occupiers shall be notified in writing <u>as</u> <u>soon as reasonably practicable</u> 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: <ul> <li>(i) the status of the Project;</li> <li>(ii) anticipated construction timeframes;</li> <li>(iii) contact details for enquiries;</li> <li>(iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice;</li> <li>(v) a subscription service to enable receipt of project updates by email; and</li> <li>(vi) how to apply for consent for works in the designation under s176(1)(b) of the RMA.</li> </ul> </li> <li>(c) 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</li> </ul>				
	likely date for Start of Construction, and any staging of works.				
3.	<ul> <li>Land use Integration Process</li> <li>(a) The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose: <ul> <li>(i) within twelve (12) months of the date on which this designation is included in the AUP, the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to be established by Condition 2(b)(iii); and</li> <li>(ii) the nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation.</li> </ul> </li> </ul>				
	<ul> <li>(b) At any time prior to the Start of Construction, the nominated contact will be available to engage with a Developer or Development Agency for the purpose of: <ul> <li>(i) responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and</li> <li>(ii) receiving information from a Developer or Development Agency regarding master planning or land development details that could assist with land use integration.</li> </ul> </li> </ul>				

	(C)			
		but not be limited to the following matters:		
		(i) design details including but not limited to:		
		A. boundary treatment (e.g. the use of retaining walls or batter		
		slopes);		
		B. the horizontal and vertical alignment of the road (levels);		
		C. potential locations for mid-block crossings;		
		D. integration of stormwater infrastructure;		
		E. outputs from any flood modelling; and F. <del>how to access</del> traffic noise modelling contours <del>to inform</del>		
		5		
		adjacent development.		
		(ii) potential modifications to the extent of the designation in response to		
		<ul><li>information received through Condition 3(b)(ii)</li><li>(iii) a process for the Requiring Authority to undertake a technical review</li></ul>		
		of or provide comments on any master planning or development		
		proposal advanced by the Developer or Development Agency as it		
		relates to integration with the Project; and		
		(iv) details of how to apply for written consent from the Requiring		
		Authority for any development proposal that relates to land is within		
		the designation under section 176(1)(b) of the RMA.		
	(d)	Where information is requested from the Requiring Authority and is		
		available, the nominated contact shall provide the information unless there		
		are reasonable grounds for not providing it.		
	<del>(e)</del>	Where a Developer and Development Agency wishes to advance		
		development plans, the Requiring Authority shall:		
		(i) Engage with the Developer or Development Agency in good faith to consider how the designation can integrate with the		
		development plans;		
		(ii) Use all reasonable endeavours to advance the design of the		
		relevant part of the designation to understand how it can		
		integrate with the development plans; and		
		(iii) Use all reasonable endeavours to minimise the impact of the		
		designation on development plans (including, but not limited to,		
		considering design and construction methods to minimise the		
		loss of land available for the development plans).		
	(f)	The nominated contact shall maintain a record of the engagement between		
		the Requiring Authority and Developers and Development Agencies for the		
		period following the date in which this designation is included in the AUP		
		through to the Start of Construction for a Stage of Work. The record shall		
		include:		
		(i) a list of all Developers and Development Agencies who have		
		indicated through the Notice of Requirement process that they intend		
		to master plan or develop sites along the Project alignment that may		
		require specific integration with the designation;		
		(ii) details of any requests made to the Requiring Authority that could		
		influence detailed design, the results of any engagement and, where such requests that could influence detailed design are declined, the		
		reasons why the Requiring Authority has declined the requests; and		
		(iii) details of any requests to co-ordinate the forward work programme,		
		where appropriate, with Development Agencies and Network Utility		
		Operators.		
		(iv) Details of any agreed changes to achieve integration with		
		development plans.		
	(g)	The record shall be submitted to Council for information ten working days		
	(3)	prior to the Start of Construction for a Stage of Work		
4.	Desi	gnation Review		
	(a)			
	(~)	outline plan of works;		
		(i) in conjunction with the landowner(s) review the extent of		
		designation required for construction purposes and identify any		

	areas that are no longer required for construction or operation			
		of the Project; and		
		(ii) identify an indicative final operational area boundary so that		
		adjacent landowners and occupants will be able to understand		
		how much land is permanently required for the BRT.		
	(b)	The Requiring Authority shall within six (6) months of Completion of		
	(5)	Construction or as soon as otherwise practicable:		
		(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.		
5.	Laps	6		
•	(a)	In accordance with section 184(1)(c) of the RMA, this designation shall		
	(a)	lapse if not given effect to within <del>10</del> <u>15</u> years from the date on which it is		
		included in the AUP.		
6.	To Ā	kitai Waiohua – Southwest Gateway Programme		
0.		The Requiring Authority acknowledges Te Ākitai Waiohua as Mana Whenua		
	(a)	and a principal partner to the Southwest Gateway Programme, to which this		
		project forms a part. The operation of this designation must in all respects		
		reflect these matters, including through meeting the conditions and		
		meaningful engagement at both a governance and kaitiaki level.		
7.	Netw	ork Utility Operators and Auckland Council Parks (Section 176		
		oval)		
	(a)	Prior to the start of Construction Works, Network Utility Operators (including		
	( )	Auckland International Airport Limited) with existing infrastructure and		
		Auckland Council in relation to parks located within the designation will not		
		require written consent under section 176 of the RMA for the following		
		activities:		
		(i) operation, maintenance and repair works;		
		(ii) minor renewal works to existing network utilities or parks necessary		
		for the on-going provision or security of supply of network utility or		
		parks operations;		
		<ul> <li>(iii) minor works such as new service connections; and</li> <li>(iv) the upgrade and replacement of existing network utilities or parks in</li> </ul>		
		the same location with the same or similar effects as the existing utility or parks.		
	(h)			
	(b)	To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.		
8.	Dron			
0.	-	erty Management		
	(a)	The Requiring Authority shall undertake its best endeavours to ensure that properties acquired for the Project are appropriately managed in a manner		
		that does not adversely affect the surrounding area.		
Pre-cor	struct	tion conditions		
9.				
9.		ne Plan		
	(a)	An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.		
	(b)	Mana Whenua shall be invited as partners to participate in the preparation		
	(5)	of an Outline Plan (or Plans).		
	(c)	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.		
	(d)	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:		
		(i) Construction Environmental Management Plan;		
		(ii) Construction Traffic Management Plan;		
		(iii) Construction Noise and Vibration Management Plan;		

	<ul> <li>(iv) Urban and Landscape Design Management Plan;</li> <li>(v) Historic Heritage Management Plan;</li> <li>(vi) Ecological Management Plan;</li> <li>(vii) Tree Management Plan;</li> <li>(viii) Network Utilities Management Plan; and</li> <li>(ix) Development Response Management Plan.</li> <li>Outline Plans (or Plan) shall include details of where retaining walls</li> <li>will replace proposed cut/fill batters, at the Project edges. Earthworks and batters should be designed in consultation with property owners to minimise the land required for the works and the utilisation of retaining walls in preference to batters should be investigated to minimise impacts on the adjacent land. Retaining walls should be considered rather than a batter slope in areas where space is limited. This needs to be undertaken on a site-by-site basis and ensure property access and flood risk are not adversely affected.</li> </ul>		
10.	Management Plans		
	<ul> <li>(a) Any management plan shall:</li> <li>(i) be prepared and implemented in accordance with the relevant management plan condition;</li> <li>(ii) be prepared by a Suitably Qualified Person(s);</li> <li>(iii) be developed in partnership with Mana Whenua. The Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua;</li> <li>(iv) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates;</li> </ul>		
	<ul> <li>(v) 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> <li>A. been incorporated; and</li> <li>B. where not incorporated, the reasons why.</li> </ul> </li> <li>(vi) be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules;</li> <li>(vii) Once finalised, uploaded to the Project website or equivalent virtual information source.</li> </ul>		
	<ul> <li>(b) Any management plan developed in accordance with Condition 10 may:         <ul> <li>(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 noting that condition 10(a)(vi) applies in all cases (i.e, a new or amended OPW will also be required);</li> <li>(ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process;</li> </ul> </li> </ul>		
	<ul> <li>(c) 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 to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision;</li> <li>(d) Any material changes to the SCEMP(s) are to be submitted to the Council</li> </ul>		
	for certification information.		
11.	<ul> <li>Mana Whenua Kaitiaki Forum</li> <li>(a) At least twelve (12) months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall invite Mana Whenua to establish a Mana Whenua Kaitiaki Forum. The objective of the Mana Whenua Kaitiaki Forum is to provide a forum for Mana Whenua to participate as partners in all phases of the Project. To achieve the objective, the Mana Whenua Kaitiaki Forum shall address (as a minimum) the following matters:         <ul> <li>(i) how Mana Whenua will provide input into the design of the Project. For example:</li> </ul> </li> </ul>		

	1	
		A. how Mana Whenua values and narrative are incorporated
		through the form of the Project and associated structures; B. how the historic and cultural significance of the Puhinui Historic
		<ul> <li>B. how the historic and cultural significance of the Puhinui Historic Gateway will be recognised; and</li> </ul>
		C. how pou, art, sculptures, mahi toi or other any other features
		located on land within or adjoining the Project will be provided
		in a manner that represents the Māori history of the area and
		promotes a distinctiveness or sense of place.
	(i	ii) how Mana Whenua will be engaged in the preparation of
	, ,	management plans and future consenting processes;
	(i	iii) how mātauranga Māori and tikanga Māori will be recognised in all
		phases of the Project;
	(i	iv) where opportunities for Mana Whenua to participate in engagement
		with local communities, business associations, social institutions and
		community groups will be provided;
	()	v) where opportunities for Mana Whenua to support the physical,
		mental, social and economic wellbeing for iwi and the local
		community will be provided through the Project. This could include:
		A. planting supplied through Mana Whenua and community
		based nurseries;
		B. local schools being involved in planting; and
		C. scholarships, cadetships and job creation.
	(	vi) the Requiring Authority shall provide reasonable resourcing, technical
		and administrative support for Mana Whenua including organising
		meetings at a local venue and the taking and dissemination of
		meeting minutes;
	(	vii) the frequency of meetings shall be agreed between the Requiring
	()	Authority and Mana Whenua; and viii) prior to the Start of Construction, the Requiring Authority shall
	0	produce a record of the Mana Whenua Kaitiaki Forum. The record of
		the Mana Whenua Kaitiaki Forum shall be provided to Mana Whenua
		and shall include (but not be limited to);
		A. details of how Mana Whenua have participated as partners in
		the Project;
		B. details of how the matters set out in (a) will be incorporated
		into the Project;
		C. how the objective of the Mana Whenua Kaitiaki Forum has
		been and will continue to be met; and
		D. details of how comments from Mana Whenua have been
		incorporated into the Project and where not incorporated, the
		reasons why.
		lana Whenua shall be invited to identify and (if possible) nominate
		raditional names along the Project corridor such as Bus Rapid Transit
		Stations and bridge structures. Noting there may be formal statutory
		processes outside the project required in any decision-making.
	( )	The Mana Whenua Kaitiaki Forum shall continue to meet for at least six
		nonths following the Completion of Construction or as agreed with Mana
	V	Vhenua.
	Advice	
		avoidance of doubt, Mana Whenua may wish to use another forum
10		Mana Whenua Kaitiaki Forum.
12.		older Communication and Engagement Management Plan (SCEMP)
		A SCEMP shall be prepared in consultation with stakeholders, community
		roups and organisations prior to <del>any Outline Plan being submitted</del> <u>the</u>
		Start of Construction.
		The objective of the SCEMP is are to: identify how the public and stakeholders (including directly affected and adjacent owners and
	3	occupiers of land) will be engaged with prior to and throughout
		Construction Works.
L		

		<del>(i)</del>	develop, maintain and build relationships with the wider public	
		(1)	and diverse stakeholders (including directly affected and	
			adjacent landowners e.g. Business, community organisations,	
			householders and their tenants):	
		/::\		
		<del>(ii)</del>	provide opportunities for those new to the area to find out about	
		<i>/</i> ····	and engage with the project;	
		<del>(III)</del>	identify how the public and diverse stakeholders will be	
			proactively engaged with prior to and throughout the	
			Construction Works and the purpose of each engagement.	
	(c)	To ac	chieve the objective of the SCEMP:	
	. ,	(i)	Aat least 18 six (6) months prior to any Outline Plan being	
		()	submitted detailed design for a Stage of Work, the Requiring	
			Authority shall identify:	
			A. a list of the properties within the designation which the	
			Requiring Authority does not own or have occupation	
			rights to whose owners will be engaged with;	
			B. a list of key stakeholders, community groups, organisations	
			and businesses who will be engaged with;	
			C. methods and timing to engage with landowners and	
			occupiers whose access is directly affected; and	
			[relocated]	
			D. methods and timing to engage with key stakeholders,	
			community groups, organisations and businesses and	
			owners of properties identified in (c)(i)A-B.	
			E. assistance to be provided to stakeholders, individuals,	
			community groups, organisations and businesses to	
			ensure they are able to engage effectively. This could	
			include the provision of independent advisors, experts	
			and translators; and	
		(ii)	a record details of (c)(i) shall be submitted with an Outline Plan	
		.,	for the relevant Stage of Work included in the SCEMP.	
		(iii)	Tthe SCEMP shall include:	
		( )	A. 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);	
			B. 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;	
			C. details of opportunities to strengthen the relationship between	
			Mana Whenua, key stakeholders and the wider community;	
			D. <u>methods and timing to engage with landowners whose</u>	
			access is directly affected;	
			E. 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 <del>(b)</del> (c)(i) above; and	
			F. linkages and cross-references to communication and	
			•	
			engagement methods set out in other conditions and	
			management plans where relevant.	
	(d)		SCEMP prepared for a Stage of Work shall be submitted to Council for	
			fication information ten working days prior to the Start of	
		Cons	struction for a Stage of Work.	
13.	Deve	lopme	ent Response Management Plan	
	(a)	-	RMP shall be prepared prior to the Start of Construction for a Stage of	
	(-)	Work		
	(b)		objective of the DRMP is to provide a framework to assist businesses	
	(0)			
			ted by the Project to manage the impacts of construction and to	
1	1	IIIdăll	maximise the opportunities the Project presents.	

	(c)	Business Associations representing businesses within the relevant Stage of
	(0)	Work shall be invited no later than 18 months prior to the Start of
		Construction for a Stage of Work, to participate in the development of the
		DRMP.
	(d)	To achieve the objective, the DRMP shall include:
	· /	(i) a list of businesses likely to be impacted by the Project;
		(ii) recommended measures to mitigate impacts on identified businesses
		associated with construction effects such as the potential loss of
		visibility of businesses from public spaces, reduction of accessibility
		and severance. Such mitigation measures may include business
		support, temporary placemaking and place activation measures and temporary wayfinding and signage;
		(iii) a summary of any proactive assistance to be provided to impacted
		businesses;
		(iv) identification of opportunities to co-ordinate the forward work
		programme, where appropriate with infrastructure providers and
		<ul> <li>development agencies; <u>and</u></li> <li>(v) linkages and cross-references to communication and engagement</li> </ul>
		methods set out in other conditions and management plans (e.g. the
		SCEMP) where relevant.
		(vi) recommended measures to mitigate effects on the operation and
		financial wellbeing of community organisations and sports
		<del>clubs;</del>
		(vii) recommended measures to provide support for anxiety and mental health outcomes;
		(viii) recommended hardship assistance package and hardship fund
		to be available for compensation of landowners, tenants,
		adjacent property owners and details of how people will qualify
		for any assistance.
		(ix) recommended assistance for tenants, leaseholders or owners
		who are asked to move during the works.
14.	Urba	who are asked to move during the works. an and Landscape Design Management Plan (ULDMP)
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	<ul><li>(v) Auckland's Urbai updated version.</li></ul>	n Ngahere (Forest) Strategy or any subsequent
(f)	To achieve the objectiv	e, the ULDMP shall provide details of how the
	project: (i) is designed to int	egrate with the adjacent urban (or proposed urban)
		ontext, including the surrounding existing or
		aphy, urban environment (i.e. centres and density of
		al environment, landscape character and open space
	zones;	
		iate walking and cycling connectivity to, and
		xisting or proposed adjacent land uses, public
		ucture and walking and cycling connections;
		ve access (where appropriate); and
	<ul><li>(iv) promotes a sens guidelines, such</li></ul>	e of personal safety by aligning with best practice
		vention Through Environmental Design (CPTED)
	principles;	
		Design (SID) requirements; and
		ce in Design (MID) requirements and anti-
		/anti-graffiti measures.
		p requests that could influence detailed design
		Use Integration Process (Condition 3) nities to incorporate Mana Whenua values and
		through the design. This shall include but not be
	limited to:	
	A. how to pro	tect and enhance connections to the Māori cultural
	landscape	
		here accurate historical signage can be provided
	along the o	
		ical portage routes will be recognised; tunities for cultural expression through, for example
		rt, sculptures or other public amenity features will be
	provided;	
		tunities to utilise flora and fauna with a specific
		n to the area are realised where possible by:
		serving them in the design and maintenance of the
		ect; and
		oring them in a manner that recognises their prical and cultural significance. For example, by
		tering planting to represent a lost ngahere.
		storic and cultural significance of the Puhinui Historic
		s recognised; and
	G. how public	access to coastal areas, waterways and open
		nhanced, where appropriate.
		ntegrated stormwater management approach which
	prioritises in the A. opportuniti	es for ki uta ki tai (a catchment scale approach);
		es for net catchment benefit;
		istructure and nature-based solutions; and
	9	es for low maintenance design.
(g)		ha Whenua, the matters listed in $(f)(v) - (vi)$ shall
4		nto the ULDMP or prepared as a separate plan.
(h)	The ULDMP shall inclu	
		) – which depicts the overall landscape and urban and explain the rationale for the landscape and
	urban design pro	
		n concepts, including principles for walking and
		and public transport; <u>and</u>
	(iii) a connectivity a	nd severance assessment of key destinations
		for people walking and cycling across and
	along the Projection	
	(iv) landscape and u	rban design details – that cover the following:

		Α.	road design – elements such as <u>:</u>
		Π.	a. intersection form;
			<ul> <li>b. carriageway gradient and associated earthworks</li> </ul>
			c. contouring including cut and fill batters <u>and/or</u>
			retaining walls and their interface with adjacent land
			uses and existing roads (including slip lanes);
			d. benching;
			e. spoil disposal sites;
			f. median width and treatment; and
			g. roadside width and treatment;
		В.	roadside elements – such as lighting, fencing, wayfinding and signage;
		C.	architectural and landscape treatment of all major structures,
		D.	including bridges and retaining walls; 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.	property access – including how access to the site and
			adjacent sites is affected, what changes are proposed and
			what provision has been made to retain existing levels of amenity and functionality;
		Ι.	historic heritage places with reference to the HHMP (Condition
		••	26); and
		J.	re-instatement of construction and site compound areas,
			driveways, accessways and fences.
			P shall also include the following planting details and
			e requirements:
	(i)	•	ing design details including:
		Α.	identification of existing trees and vegetation that will be
			retained with reference to the Tree Management Plan (Condition 29). Where practicable, mature trees and native
			vegetation should be retained;
		В.	street trees, shrubs and ground cover suitable for berms;
		C.	treatment of fill slopes to integrate with adjacent land use,
		0.	streams, Riparian margins and open space zones;
		D.	planting of stormwater wetlands;
			identification of vegetation to be retained and any planting requirements under the Ecological Management Plan
			(Conditions 28) and Tree Management Plan (Condition 29);
		F.	integration of any planting requirements required by conditions
		1.	of any resource consents for the project; and
		G.	re-instatement planting of construction and site compound
			areas as appropriate.
	(ii)		nting programme including the staging of planting in relation to
		the c	onstruction programme which shall, as far as practicable,
			de provision for planting within each planting season following
	/		oletion of works in each Stage of Work; and
	(iii)		led specifications relating to the following:
		A.	weed control and clearance;
		B.	pest animal management (to support plant establishment);
		C. D.	ground preparation (top soiling and decompaction); mulching; and
		D. E.	plant sourcing and planting, including hydroseeding and
		<b>L</b> .	grassing, and use of eco-sourced species.
			gracering, and doo of ood boarboa oppoloo.
	Advice no	to	
1			a for the nurnees of construction energian and maintenens of
1			s for the purpose of construction, operation and maintenance of ort corridor and it is not for the specific purpose of "road
1	an anendi	uanspo	

	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.					
Specifie	c Outline Pl	an requirements				
	Flood Hazard					
		pose of Condition 15:				
	(a) ARI – means Average Recurrence Interval;					
	the is a (c) Ex (flo the roo (d) Flo	isting authorised community, commercial and industrial floor – means a floor level of any community, commercial and industrial building which authorised and exists at the time the Outline Plan is submitted. isting authorised habitable floor – means the floor level of any room bor) in a residential building which is authorised and exists at the time a Outline Plan is submitted, excluding a laundry, bathroom, toilet or any bor used solely as an entrance hall, passageway or garage. bod prone area – means <b>a</b> potential ponding area <u>s</u> that <u>may flood and</u>				
		mmonly comprise of topographical depression areas relies on a				
	(e) <u>Th</u> (e) Ma fut	<b>Agle culvert for drainage and does not have an overland flow path</b> . <b>The areas can occur naturally or as a result of constructed features.</b> aximum Probable Development – is the design case for consideration of ure flows allowing for development within a catchment that takes into count the maximum impervious surface limits of the current zone or if				
	the de	e land is zoned Future Urban in the AUP, the probable level of velopment arising from zone changes;				
		e-Project development – means existing site condition prior to the				
	(g) Po	oject (including existing buildings and roadways); and st-Project development – means site condition after the Project has en completed (including existing and new buildings and roadways).				
15.	Flood Haz					
15.		Project shall be designed to achieve the following flood risk outcomes:				
	(i)	no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;				
	(ii)	no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors with to maintain a minimum freeboard ever of 150mm;				
	(iii)	no increase in flood levels in a 1% AEP event for existing authorised community, commercial and industrial building floors that are already subject to flooding;				
	(iv)	no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors;				
	(v)	no increase maximum of 50mm increase in flood level in a 1% AEP event on land zoned for urban or future urban development where there is no existing dwelling outside and adjacent to the				
		designation boundaries between the pre and post Project scenarios;				
	<del>(vi)</del>	no increase in 10% AEP flood levels for existing authorised				
	()	habitable floors that are at risk of flooding;				
	(vii)	no new flood prone areas; and no <del>more than a 10% average</del> increase of flood hazard for main				
		access to authorised habitable dwellings existing at the time the				
		Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP event where depth is greater than 0.5m or				
		velocity is greater than 2.0 m/s or the product of velocity and				
		depth is greater than 0.5m <sup>2</sup> /s. For areas with lower flood hazard,				
		no more than a 10% average increase in flood hazard for main				

	1	access to authorised habitable dwellings existing at time the					
		Outline Plan is submitted.					
		Where Flood Hazard is:					
		A. velocity x depth is greater than or equal to (≥) 0.6; or					
		B. depth is greater than (>) 0.5m; or					
		C. velocity is greater than (>) 2m/s					
	(b)	Compliance with this condition shall be demonstrated in the Outline Plan,					
		which shall include flood modelling of the pre-Project and post-Project <b>40</b>					
		<del>year and100 year ARI</del> <u>1% AEP</u> flood levels (for Maximum Probable Development land use and including climate change).					
	(c)	Where the above outcomes can be achieved through alternative measures					
	(0)	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.					
16.		ing property access					
	(a)	Where existing property vehicle access which exists at the time the Outline					
		Plan is submitted is proposed to be altered by the project, the Requiring					
		Authority shall consult with the directly affected landowner regarding the					
		required changes. The Outline Plan shall demonstrate how safe access will be provided, unless otherwise agreed with the affected landowner.					
	<del>(b)</del>	· ·					
	()	for commercial buildings or the restriction of internal access to					
		loading bays.					
Constru	uction	conditions					
17.	Cons	truction Environmental Management Plan (CEMP)					
	(a)	A CEMP shall be prepared prior to the Start of Construction for a Stage of					
	. ,	Work.					
	(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: (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					
		<ul> <li>(v) details of the proposed locations of refuelling activities and construction lighting;</li> </ul>					
		(vi) methods for controlling dust and the removal of debris and demolition					
		of construction materials from public roads or places;					
		(vii) methods for providing for the health and safety of the general public;					
		(viii) measures to mitigate flood hazard effects such as siting stockpiles					
		out of floodplains, minimising obstruction to flood flows, actions to					
		respond to warnings of heavy rain;					
		(ix) procedures for incident management;					
		(x) <b>location and</b> procedures for the refuelling and maintenance of plant					
		and equipment to avoid discharges of fuels or lubricants to watercourses;					
		(xi) 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;					
		(xii) procedures for responding to complaints about Construction Works;					
		and (viii) methods for amonding and undating the CEMP as required					
40	<b>^</b>	(xiii) methods for amending and updating the CEMP as required.					
18.	Com	plaints Register					

	(a)	At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:			
		<ul> <li>(i) the date, time and nature of the complaint;</li> </ul>			
		(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			
		<ul><li>deemed appropriate;</li><li>(iv) the outcome of the investigation into the complaint; and</li></ul>			
		<ul> <li>(v) any other activities in the area, unrelated to the Project that may have</li> </ul>			
		contributed to the complaint, such as non-project construction, fires,			
		traffic accidents or unusually dusty conditions generally.			
	(b)	A copy of the Complaints Register required by this condition shall be mad			
		available to the Manager upon request as soon as practicable after the request is made.			
19.	Cultu	ral Monitoring Plan			
	(a)	A Cultural Monitoring Plan shall be prepared prior to the Start of			
	()	Construction.			
	(b)	At least six (6) months prior to the start of detailed design, a Suitably			
		Qualified Person(s) identified in partnership with Mana Whenua shall			
	(c)	commence the preparation of the Cultural Monitoring Plan. The objective of the Cultural Monitoring Plan is to identify methods for			
	(0)	undertaking cultural monitoring to assist with management of any cultural			
		effects during Construction works. To achieve the objective, the Cultural			
		Monitoring Plan shall include:			
		(i) requirements for formal dedication or cultural interpretation to be			
		undertaken prior to start of Construction Works in areas identified as having significance to 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			
		<ul> <li>(iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and</li> </ul>			
		(v) details of personnel to assist with management of any cultural effects			
		identified during cultural monitoring, including implementation of the Accidental Discovery Protocol			
	(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.			
	A alvia				
		<b>ce note:</b> e appropriate, the Cultural Monitoring Plan shall align with the requirements			
		er conditions of the designation and resource consents for the Project which			
		e monitoring during Construction Works.			
20.	Cons	truction Traffic Management Plan (CTMP)			
	(a)	A CTMP shall be prepared prior to the Start of Construction for a Stage of			
	(1-)	Work.			
	(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:			
		<li>methods to manage the effects of temporary traffic management activities on traffic;</li>			
		(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 (for example on roads serving educational facilities during pick			
		up and drop off times) to manage vehicular and pedestrian traffic			

			near educational facilities or to manage traffic congestion. The CTMP must ensure that there is no Project heavy construction traffic
			using the roads serving educational facilities during pick up and drop off times applicable to each school;
		(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, pedestrians and cyclists;
		(vi)	methods to maintain access to and within property and/or private roads where practicable, or to provide alternative access arrangements when it will not be. Engagement with landowners whose access is directly affected shall be undertaken in accordance with Condition 12 <del>(c)(i)C</del> (b)( <u>iii)D</u> ;
		(vii)	details of how access for the loading and unloading of goods will be provided for;
		(viii)	the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads;
		(ix)	methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services);
		(x)	details of minimum network performance parameters to be achieved during the construction phase, including any measures to monitor compliance with the performance parameters. These could include maximum increases in journey time and traffic volumes along key routes; and
		(xi)	details of any Travel Demand Management (TDM) measures proposed to be implemented in the event of thresholds identified in (x) being exceeded.
		<del>(xii)</del>	methods to maintain key vehicle access routes within sites within the designation extent to ensure business operations on affected sites can continue in a viable manner during
			construction works.
21.	-		e Management Plan (OSMP)
	(a)	Work adve	SMP shall be prepared prior to the Start of Construction for a Stage of The objective of the OSMP is to minimise as far as practicable rse effects on the recreation amenity of parks and reserves resulting construction.
	(b)	(i)	chieve the objective, the OSMP shall include details of: how the ongoing operation (including but not limited to events) of and access (including walking and cycling) to parks and reserves during construction will be maintained in accordance with the Construction Traffic Management Plan (Condition 20);
		(ii)	opportunities to coordinate the construction of the Project, as far as practicable, with the forward work programme (including any events) for parks and reserves directly affected by the Project;
	(c)	partic the st	land Council Parks and Community Facilities shall be invited to sipate in the development of the OSMP at least six (6) months prior to tart of detailed design for a Stage of Work.
	(d)	Any (	DSMP prepared for a Stage of Work shall be submitted to Council for nation ten working days prior to the Start of Construction for a Stage of
22.	Cons		on Noise Standards
	(a)	Cons NZS6	truction noise shall be measured and assessed in accordance with 6803:1999 Acoustics – Construction Noise and shall comply with the e standards set out in the following table as far as practicable:
	1		

	Day of week	Time period	LAeq(15min)	L <sub>AFmax</sub>				
	Occupied activity se							
	Weekday	0630h - 0730h	55 dB	75 dB				
		0730h - 1800h	70 dB	85 dB				
		1800h - 2000h	65 dB 45 dB	80 dB 75 dB				
	Caturday	2000h - 0630h		-				
	Saturday	0630h - 0730h	55 dB	75 dB				
		0730h - 1800h	70 dB	85 dB				
		1800h - 2000h	45 dB 45 dB	75 dB 75 dB				
	Sunday and Public	2000h - 0630h	-					
	Holidays	0630h - 0730h	45 dB	75 dB				
	Tiolidays	0730h - 1800h	55 dB	85 dB				
		1800h - 2000h	45 dB	75 dB				
	Other occupied buil	2000h - 0630h	45 dB	75 dB				
	All	0730h – 1800h	70 dB					
		1800h – 0730h	75 dB					
			-	Table 22 1 is not				
	• • • •	ance with the noise						
		e methodology in Co	phonuon 25 shan ap	ріу.				
3.	Construction Vibra							
	( )	ibration shall be me						
				n of fixed structures -				
				aluation of their effect				
				dards set out in the				
	on structures and shall comply with the vibration standards set out in the following table as far as practicable.							
	Table 23-1 Construct							
	Table 23-1 Construct Receiver	ion vibration standar		Category B**				
	Table 23-1 Construct Receiver Occupied activity se	ion vibration standar Details ensitive to noise	ds Category A*					
	Table 23-1 Construct Receiver	ion vibration standar Details ensitive to noise Night-time 2000h - 0630h	ds Category A*	2mm/s ppv				
	Receiver         Occupied activity so         Occupied activities	ion vibration standar Details ensitive to noise Night-time 2000h - 0630h Daytime 0630h - 2000h	ds Category A*					
	Table 23-1 Construct         Receiver         Occupied activity set         Occupied activities         sensitive to noise         Other occupied         buildings	ion vibration standar Details ensitive to noise Night-time 2000h - 0630h Daytime 0630h - 2000h Daytime 0630h - 2000h	ds Category A*	2mm/s ppv				
	Table 23-1 Construct         Receiver         Occupied activity set         Occupied activities         sensitive to noise         Other occupied         buildings         All other buildings	ion vibration standar Details ensitive to noise Night-time 2000h - 0630h Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times	ds Category A* 0.3mm/s ppv 2mm/s ppv 2mm/s ppv Tables 1 and 3 of [	2mm/s ppv 5mm/s ppv 5mm/s ppv				
	Table 23-1 Construct         Receiver         Occupied activity set         Occupied activities       sensitive to noise         Other occupied       buildings         All other buildings       * Category A criteria activity	ion vibration standar Details ensitive to noise Night-time 2000h - 0630h Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times dopted from Rule E25.	ds Category A* 0.3mm/s ppv 2mm/s ppv 2mm/s ppv Tables 1 and 3 of E 6.30.1 of the AUP	2mm/s ppv 5mm/s ppv 5mm/s ppv 5mm/s ppv DIN4150-3:1999				
	Table 23-1 Construct         Receiver         Occupied activity set         Occupied activities       sensitive to noise         Other occupied       buildings         All other buildings       * Category A criteria at at at a criteria at a criteria at a criteria at at a criteria	ion vibration standar Details ensitive to noise Night-time 2000h - 0630h Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times dopted from Rule E25. based on DIN 4150-3:1	ds Category A* 0.3mm/s ppv 2mm/s ppv 2mm/s ppv Tables 1 and 3 of E 6.30.1 of the AUP 999 building damage	2mm/s ppv 5mm/s ppv 5mm/s ppv 5mm/s ppv DIN4150-3:1999				
	Table 23-1 Construct         Receiver         Occupied activity set         Occupied activities       sensitive to noise         Other occupied       buildings         Other occupied       buildings         All other buildings       * Category A criteria activities         * Category B criteria buildings       (b)	ion vibration standar Details ensitive to noise Night-time 2000h - 0630h Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times dopted from Rule E25. based on DIN 4150-311 ance with the vibrati	ds Category A* 0.3mm/s ppv 2mm/s ppv 2mm/s ppv Tables 1 and 3 of E 6.30.1 of the AUP 999 building damage on standards set ou	2mm/s ppv 5mm/s ppv 5mm/s ppv 5mm/s ppv DIN4150-3:1999 e criteria for daytime ut in Table 23-1 is not				
	Table 23-1 Construct         Receiver         Occupied activity set         Occupied activities         sensitive to noise         Other occupied         buildings         All other buildings         * Category A criteria at         ** Category B criteria to         (b)       Where compling         practicable, th	ion vibration standar Details ensitive to noise Night-time 2000h - 0630h Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times dopted from Rule E25. based on DIN 4150-311 ance with the vibrati the methodology in Co	ds Category A* 0.3mm/s ppv 2mm/s ppv 2mm/s ppv Tables 1 and 3 of E 6.30.1 of the AUP 999 building damage on standards set ou ondition 25 shall ap	2mm/s ppv 5mm/s ppv 5mm/s ppv 5mm/s ppv DIN4150-3:1999 e criteria for daytime ut in Table 23-1 is not ply				
4.	Table 23-1 Construct         Receiver         Occupied activity set         Occupied activities         sensitive to noise         Other occupied         buildings         All other buildings         * Category A criteria at         ** Category B criteria to         (b)       Where compling         practicable, th         Construction Noise	ion vibration standar Details ensitive to noise Night-time 2000h - 0630h Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times dopted from Rule E25. based on DIN 4150-3:1 ance with the vibration the methodology in Co	ds Category A* 0.3mm/s ppv 2mm/s ppv 2mm/s ppv Tables 1 and 3 of E 6.30.1 of the AUP 999 building damage on standards set ou ondition 25 shall ap magement Plan (Cl	2mm/s ppv 5mm/s ppv 5mm/s ppv 5mm/s ppv DIN4150-3:1999 e criteria for daytime ut in Table 23-1 is not ply NMVP)				
4.	Table 23-1 Construct         Receiver         Occupied activity set         Occupied activities       sensitive to noise         Other occupied activities       sensitive to noise         Other occupied buildings       All other buildings         All other buildings       * Category A criteria at ** Category B criteria to the compling practicable, the construction Noise         (b)       Where compling practicable, the construction Noise         (a)       A CNVMP share	ion vibration standar Details ensitive to noise Night-time 2000h - 0630h Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times dopted from Rule E25. based on DIN 4150-3:1 ance with the vibration the methodology in Co	ds Category A* 0.3mm/s ppv 2mm/s ppv 2mm/s ppv Tables 1 and 3 of E 6.30.1 of the AUP 999 building damage on standards set ou ondition 25 shall ap magement Plan (Cl	2mm/s ppv 5mm/s ppv 5mm/s ppv 5mm/s ppv DIN4150-3:1999 e criteria for daytime ut in Table 23-1 is not ply				
4.	Table 23-1 Construct         Receiver         Occupied activity set         Occupied activities       sensitive to noise         Other occupied activities       sensitive to noise         Other occupied buildings       All other buildings         All other buildings       * Category A criteria at ** Category B criteria to b)         (b)       Where compling the practicable, the practicable	ion vibration standar Details ensitive to noise Night-time 2000h - 0630h Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times dopted from Rule E25. based on DIN 4150-3:1 ance with the vibration the methodology in Co and Vibration Mar all be prepared prior	ds Category A* 0.3mm/s ppv 2mm/s ppv 2mm/s ppv 2mm/s ppv Tables 1 and 3 of E 6.30.1 of the AUP 999 building damage on standards set ou ondition 25 shall ap magement Plan (Cl to the Start of Cons	2mm/s ppv 5mm/s ppv 5mm/s ppv 5mm/s ppv DIN4150-3:1999 e criteria for daytime ut in Table 23-1 is not ply NMVP) struction for Stage of				
4.	Table 23-1 Construct         Receiver         Occupied activity set         Occupied activities       sensitive to noise         Other occupied activities       sensitive to noise         Other occupied buildings       All other buildings         All other buildings       * Category A criteria at ** Category B criteria to the practicable, the practicable, the practicable, the practicable, the Work.         (b)       A CNVMP share work.         (b)       A CNVMP share work.	ion vibration standar Details ensitive to noise Night-time 2000h - 0630h Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times dopted from Rule E25. based on DIN 4150-3:1 ance with the vibration the methodology in Co	ds Category A* 0.3mm/s ppv 2mm/s ppv 2mm/s ppv 2mm/s ppv Tables 1 and 3 of E 6.30.1 of the AUP 999 building damage on standards set ou ondition 25 shall ap magement Plan (Cl to the Start of Cons	2mm/s ppv 5mm/s ppv 5mm/s ppv 5mm/s ppv DIN4150-3:1999 e criteria for daytime ut in Table 23-1 is not ply NMVP) struction for Stage of				
4.	Table 23-1 Construct         Receiver         Occupied activity set         Occupied activities       sensitive to noise         Other occupied activities       sensitive to noise         Other occupied buildings       All other buildings         All other buildings       All other buildings         * Category A criteria at ** Category B criteria to the practicable, the practicable, the practicable, the practicable, the Work.         (b)       A CNVMP share relates.	ion vibration standar Details ensitive to noise Night-time 2000h - 0630h Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times dopted from Rule E25. based on DIN 4150-311 ance with the vibration e methodology in Co and Vibration Mar all be prepared prior all be implemented of	ds Category A* 0.3mm/s ppv 2mm/s ppv 2mm/s ppv Tables 1 and 3 of E 6.30.1 of the AUP 999 building damage on standards set ou ondition 25 shall ap nagement Plan (Cl to the Start of Cons uring the Stage of V	2mm/s ppv 5mm/s ppv 5mm/s ppv 5mm/s ppv DIN4150-3:1999 e criteria for daytime ut in Table 23-1 is not ply NMVP) struction for Stage of Work to which it				
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		(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;
		(vi)	methods and frequency for monitoring and reporting on construction noise and vibration;
		(vii)	procedures for communication and engagement with nearby
		(vii)	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
		(177)	equipment to minimise noise and vibration as well as expected
			construction site behaviours for all workers;
		(x)	procedures and requirements for the preparation of a Schedule to the
		(,,)	CNVMP (Schedule) for those areas where compliance with the noise
			Condition 22 and/or vibration standards Condition 23 Category B will
			not be practicable;
		(xi)	identification of trigger levels for undertaking building condition
		( )	surveys, which shall be Category B day time levels;
		(xii)	procedures and trigger levels for undertaking building condition
		( )	surveys before and after works to determine whether any cosmetic or
			structural damage has occurred as a result of construction vibration;
		(xiii)	methodology and programme of desktop and field audits and
			inspections to be undertaken to ensure that the CNVMP, Schedules
			and the best practicable option for management of effects are being
			implemented; and
		(xiv)	
25.	Scho	dula t	o a CNVMP
25.	SCHE	uule l	
23.	(a)	A Scł	hedule to the CNVMP (Schedule) shall be prepared prior to the start of
25.		A Sch the co	hedule to the CNVMP (Schedule) shall be prepared prior to the start of onstruction to which it relates by a Suitably Qualified Person, in
23.		A Sch the co consi	hedule to the CNVMP (Schedule) shall be prepared prior to the start of onstruction to which it relates by a Suitably Qualified Person, in ultation with the owners and occupiers of sites subject to the Schedule,
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23.		A Sch the co consu when	hedule to the CNVMP (Schedule) shall be prepared prior to the start of onstruction to which it relates by a Suitably Qualified Person, in ultation with the owners and occupiers of sites subject to the Schedule, it: construction noise is either predicted or measured to exceed the noise standards in Condition 22, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed: A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or
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23.		A Scł the co consu when (i)	<ul> <li>hedule to the CNVMP (Schedule) shall be prepared prior to the start of onstruction to which it relates by a Suitably Qualified Person, in ultation with the owners and occupiers of sites subject to the Schedule, it:</li> <li>construction noise is either predicted or measured to exceed the noise standards in Condition 22, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed:</li> <li>A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or</li> <li>B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</li> </ul>
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23.	(a)	A Sch the consu- when (i)	<ul> <li>hedule to the CNVMP (Schedule) shall be prepared prior to the start of onstruction to which it relates by a Suitably Qualified Person, in ultation with the owners and occupiers of sites subject to the Schedule, it:</li> <li>construction noise is either predicted or measured to exceed the noise standards in Condition 22, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed:</li> <li>A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or</li> <li>B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</li> <li>construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 23.</li> </ul>
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23.	(a)	A Sch the co consu when (i) (ii) (ii) The c meas activit <b>objec</b> (i)	<ul> <li>hedule to the CNVMP (Schedule) shall be prepared prior to the start of onstruction to which it relates by a Suitably Qualified Person, in ultation with the owners and occupiers of sites subject to the Schedule, it:</li> <li>construction noise is either predicted or measured to exceed the noise standards in Condition 22, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed:</li> <li>A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or</li> <li>B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</li> <li>construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 23.</li> <li>bejective of the Schedule is to set out the Best Practicable Option sures to manage noise and/or vibration effects of the construction ty beyond those measures set out in the CNVMP. To achieve the Cative, tThe Schedule shall include details such as: construction activity location, start and finish dates;</li> </ul>
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23.	(a)	A Sch the co consu when (i) (ii) (ii) The c meas activit <b>objec</b> (i)	<ul> <li>hedule to the CNVMP (Schedule) shall be prepared prior to the start of onstruction to which it relates by a Suitably Qualified Person, in ultation with the owners and occupiers of sites subject to the Schedule, it:</li> <li>construction noise is either predicted or measured to exceed the noise standards in Condition 22, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed:</li> <li>A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or</li> <li>B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</li> <li>construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 23.</li> <li>bejective of the Schedule is to set out the Best Practicable Option sures to manage noise and/or vibration effects of the construction ty beyond those measures set out in the CNVMP. To achieve the construction activity location, start and finish dates; the nearest neighbours to the construction activity; the predicted noise and/or vibration level for all receivers where the</li> </ul>
23.	(a)	A Sch the co consu when (i) (ii) The c meas activit <b>objec</b> (i) (ii)	<ul> <li>hedule to the CNVMP (Schedule) shall be prepared prior to the start of onstruction to which it relates by a Suitably Qualified Person, in ultation with the owners and occupiers of sites subject to the Schedule, it:</li> <li>construction noise is either predicted or measured to exceed the noise standards in Condition 22, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed:</li> <li>A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or</li> <li>B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</li> <li>construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 23.</li> <li>objective of the Schedule is to set out the Best Practicable Option sures to manage noise and/or vibration effects of the construction ty beyond those measures set out in the CNVMP. To achieve the Cative, tThe Schedule shall include details such as: construction activity location, start and finish dates; the nearest neighbours to the construction activity;</li> </ul>
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	(c) 1 v (d) V s (d) V s s a	<ul> <li>vii) location, times and types of monitoring.</li> <li>The Schedule shall be submitted to the Manager for certification at least 5 yorking days (except in unforeseen circumstances) in advance of construction Works that are covered by the scope of the Schedule and hall form part of the CNVMP.</li> <li>Where material changes are made to a Schedule required by this condition, he Requiring Authority shall consult the owners and/or occupiers of sites ubject 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</li> </ul>
26.		aken into account. c Heritage Management Plan
20.		HHMP shall be prepared in consultation with Council, HNZPT and Mana
	(b) T	Whenua prior to the Start of Construction for a Stage of Work. The objective of the HHMP is to protect historic heritage and to remedy and nitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify:
	(	) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;
	(	<ul> <li>methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</li> </ul>
		<ul> <li>known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;</li> </ul>
		<ul> <li>v) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory);</li> </ul>
		<ul> <li>roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;</li> </ul>
	,	<ul> <li>vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</li> </ul>
	(	vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;
		viii) methods to acknowledge cultural values identified through the Mana Whenua Kaitiaki Forum (Condition 11) and Urban Landscape and Design Management Plan (Condition 14) where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;
	(	<ul> <li>methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:</li> <li>A. security fencing or hoardings around historic heritage places to</li> </ul>
		protect them from damage during construction or unauthorised access;

		( )	
	(c)	achie awar (xi) traini subc legal Accio prior Qual the tr Electronic c investigatio	sures to mitigate adverse effects on historic heritage sites that eve positive historic heritage outcomes such as increased public eness and interpretation signage; and ng requirements and inductions for contractors and ontractors on historic heritage places within the Designation, obligations relating to unexpected discoveries and the AUP dental Discovery Rule (E11.6.1) The training shall be undertaken to the Start of Construction, under the guidance of a Suitably ified Person and Mana Whenua representatives (to the extent raining relates to cultural values identified under Condition 19). copies of all historic heritage reports relating to historic heritage ns (evaluation, excavation, building and standing structures and , shall be submitted to the Manager within 12 months of
	Advio	ce note:	
	Accio	dental Disco	overies
	E11.6	6.1 of the AU	for accidental discoveries of heritage items are set out in Rule P and shall apply when an archaeological authority under the herwise in place.
27.	Pre-C	construction	n Ecological Survey
	(a)	survey shal the survey i confirming Nationally A	of detailed design for a Stage of Work, an updated ecological I be undertaken by a Suitably Qualified Person. The purpose of is to inform <b>the detailed design of</b> ecological management by whether the indigenous flora and fauna (including Regionally or At-Risk or Threatened species) within the Identified Biodiversity rded in Schedule 3 are still present.
	(b)		nua shall be invited as partners to observe how the ecological
	( )		ı) will be undertaken.
	(c)	If the ecolog (including F accordance Plans) shall	gical survey confirms the presence of indigenous flora and fauna Regionally or Nationally At-Risk or Threatened species) in with Condition 27(a) then an Ecological Management Plan (or be prepared in accordance with Condition 28 for these areas Biodiversity Areas).
28.	Ecolo	ogical Mana	gement Plan (EMP)
	(a) (b)	An EMP sh through Co The objective ecological f practicable. that will be (i) if an	all be prepared for any Confirmed Biodiversity Areas (confirmed ndition 27) prior to the Start of Construction for a Stage of Work. we of the EMP is to minimise effects of the Project on the eatures of value of Confirmed Biodiversity Areas as far as <b>To achieve the objective, tT</b> he EMP shall set out the methods used to achieve the objective which may include: EMP is required in accordance with Condition 27(c) for the
		•	ence of long-tailed bats:
		Α.	measures to minimise disturbance from construction activities within the vicinity of any active roosts that are discovered until such roosts are confirmed to be vacant of bats;
		В.	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 tailed 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) will be provided and maintained; and
		E.	where mitigation isn't practicable, details of any offsetting proposed.

	/::) If a	- FMD is required in accordance with Condition 27(s) for the
		n EMP is required in accordance with Condition 27(c) for the sence of Threatened or At-Risk birds (excluding Wetland Birds): how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;
	В.	where Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of the Pipit bird breeding season (August to February) where practicable;
	C.	where works are required within the Confirmed Biodiversity Area during the bird breeding season (including Pipits), methods to minimise adverse effects on Threatened or At-Risk birds; and
	D.	details of grass maintenance if Pipit are present.
		n EMP is required in accordance with Condition 27(c) for the
	pre: A.	sence of Threatened or At-Risk wetland birds:
	A.	how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;
	В.	where works are required within the Confirmed Biodiversity Area during the bird breeding season, methods to minimise
		adverse effects on Threatened or At-Risk wetland birds
	C.	undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place
		within a 50m radius of any identified Wetlands (including
		establishment of construction areas adjacent to Wetlands).
		Surveys should be repeated at the beginning of each wetland
		bird breeding season and following periods of construction inactivity;
	D.	what protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified
		within 50m of any construction area (including laydown areas). Measures could include:
		a. a 20m buffer area around the nest location and retaining
		vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;
		b. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction Works
		within the 20m nesting buffer areas should not occur
		until the Threatened or At-Risk wetland birds have
		fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person; and
		c. minimising the disturbance from the works if
		Construction Works are required within 50m of a nest,
	_	as advised by a Suitably Qualified Person.
	E.	adopting a 10m setback where practicable, between the edge
		of wetlands and construction areas (along the edge of the stocknile/lavdown area); and
	F.	stockpile/laydown area); and minimising light spill from construction areas into wetlands.
(c)		shall be consistent with any ecological management measures to
(-)		aken in compliance with conditions of any regional resource
	consents	granted for the Project.
(d)		propriate, and in partnership with Mana Whenua, flora and fauna entified in the ULDMP are reflected and included within this EMP.
Advi	ce note:	
	ct may inclu	e potential effects of the Project, the regional consents for the ude the following monitoring and management plans:
(i	i) Stream	and/or wetland restoration plans;

	(ii) Vegetation restoration plans; and
	(iii) Fauna management plans (e.g. avifauna, herpetofauna).
29.	Tree Management Plan
	(a) Prior to the Start of Construction for a Stage of Work, a Tree Management
	<ul><li>Plan shall be prepared.</li><li>(b) The objective of the Tree Management Plan is to avoid, remedy or mitigate</li></ul>
	effects of construction activities on trees identified in Schedule 4. To
	achieve the objective, the Tree Management Plan shall:
	(i) confirm that the trees listed in Schedule 4 still exist; and
	(ii) demonstrate how the design and location of project works has
	avoided, remedied or mitigated any effects on any tree listed in Schedule 4. This may include:
	A. any opportunities identified through Condition 14(i)(i)A to
	relocate mature trees and native trees where practicable;
	B. planting to replace trees that require removal (with reference to
	the ULDMP planting design details in Condition 14);
	C. tree protection zones and tree protection measures such as
	protective fencing, ground protection and physical protection of roots, trunks and branches; and
	D. methods for work within the rootzone of trees that are to be
	retained in line with accepted arboricultural standards.
	(iii) demonstrate how the tree management measures (outlined in $A - D$
	above) are consistent with conditions of any resource consents
	granted for the project in relation to managing construction effects on trees.
30.	Network Utility Management Plan (NUMP)
00.	(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of
	Work.
	(b) The objective of the NUMP is to set out a framework for protecting,
	relocating and working in proximity to existing network utilities. <u>To achieve</u>
	the objective, tThe NUMP shall include methods to:
	(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;
	(ii) manage the effects of dust and any other material potentially
	resulting from construction activities and able to cause material
	damage, beyond normal wear and tear to overhead transmission
	lines in the Project area; (iii) demonstrate compliance with relevant standards and Codes of
	Practice including, where relevant, the NZECP 34:2001 New Zealand
	Electrical Code of Practice for Electrical Safe Distances 2001;
	AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and
	AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.
	(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) (including Auckland International Airport Limited) who
	have existing assets that are directly affected by the Project.
	(d) The development of the NUMP shall consider opportunities to coordinate
	future work programmes with other Network Utility Operator(s) (including
	Auckland International Airport Limited) during detailed design where
	<ul><li>(e) The NUMP shall describe how any comments from the Network Utility</li></ul>
	Operator (including Auckland International Airport Limited) in relation to its
	assets have been addressed.
	(f) Any comments received from the Network Utility Operator (including
	Auckland International Airport Limited) shall be considered when finalising
	<ul><li>(g) Any amendments to the NUMP related to the assets of a Network Utility</li></ul>
	Operator (including Auckland International Airport Limited) shall be
	prepared in consultation with that asset owner.
Operati	ional conditions
31.	Low Noise Road Surface

<ul> <li>(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall implemented within 12 months of Completion of Construction of the project (b) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:         <ul> <li>(ii) the volume of traffic exceeds 10,000 vehicles per day; or</li> <li>(iii) the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</li> <li>(iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or</li> <li>(iv) it is subject to high usage by pedestrians, such as town centr hospitals, shopping centres and schools.</li> </ul> </li> </ul>	ect.		
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hospitals, shopping centres and schools.	~~		
	<del>es,</del>		
(c) <b>Prior to common clinical any future resultancing works the Regularing</b>			
(c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition	<b>n</b> .		
31(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			
32. Future Resurfacing Work			
(a) Any future resurfacing works of the Project shall be undertaken in			
accordance with the Auckland Transport Reseal Guidelines, Asset			
Management and Systems 2013 and asphaltic concrete surfacing (c	r		
equivalent low noise road surface) shall be implemented where:	_		
(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) <u>it is in an industrial or commercial area where there is a high</u>			
concentration of truck traffic; or			
	(iv) it is subject to high usage by pedestrians, such as town centres,		
	hospitals, shopping centres and schools. Prior to commencing any future resurfacing works, the Requiring		
Authority shall advise the Manager if any of the triggers in Conditio	n		
31(a)(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	<u> </u>		
Traffic Noise			
For the purposes of Conditions 33 to 44:			
(c) Building-Modification Mitigation – has the same meaning as in NZS 6806	i,		
(d) Design year has the same meaning as in NZS 6806;			
(e) Detailed Mitigation Options – means the fully detailed design of the			
Selected Mitigation Options, with all practical issues addressed;			
(f) Habitable Space – has the same meaning as in NZS 6806;			
(g) Identified Noise Criteria Category – means the Noise Criteria Category for PRE identified in Schedule 2 Identified PREs Noise Criteria Categories:	ла		
PPF identified in Schedule 2 Identified PPFs Noise Criteria Categories; (b) Mitigation – has the same meaning as in NZS 6806:2010 Accustics – Bo	he		
<ul> <li>(h) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Ro traffic noise – New and altered roads;</li> </ul>	au-		
(i) Noise Criteria Categories – means the groups of preference for sound			
levels established in accordance with NZS 6806 when determining the B	est		
Practicable Option for noise mitigation (i.e. Categories A, B and C);			
(j) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics –			
Road-traffic noise – New and altered roads;			
(k) Protected Premises and Facilities (PPFs) – means only the premises and	Ł		
facilities identified in Schedule 2: Identified PPFs Noise Criteria Categori			
(I) Selected Mitigation Options – means the preferred mitigation option			
resulting from a Best Practicable Option assessment undertaken in			
accordance with NZS 6806 taking into account any low noise road surface	e		
	e		

	Notwithstanding the above applying to PPFs in Schedule 2 existing as at 2022, conditions 32 to 43 shall be read as also including a requirement for
	the future BPO assessment to determine the BPO for the environment that is present prior to construction starting provided that the Requiring Authority
	is not responsible for acoustically treating dwellings that are constructed
	following the lodgement of the NoR. The Naise Criteria Categories identified in Schedule 2: Identified DDEs Naise
33.	The Noise Criteria Categories identified in Schedule 2: Identified PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 33 to 44 (all traffic noise conditions).
	The Noise Criteria Categories do not need to be complied with at a PPF where: (a) The PPF no longer exists; or
	(b) Agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met.
	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.
34.	As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 2: Identified PPFs Noise Criteria Categories.
	For the avoidance of doubt, the low noise road surface implemented in
	accordance with Condition 31 may be (or be part of) the Selected Mitigation
	Option(s). Barriers may also be (or be part of) the Selected Mitigation Options(s).
35.	Prior to construction of the Project, a Suitably Qualified Person shall develop the
	Detailed Mitigation Options for the PPFs identified in Schedule 2: Identified PPFs
	Noise Criteria Categories, taking into account the Selected Mitigation Options.
36.	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.
37.	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.
38.	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 <sub>LAeq(24h)</sub> inside Habitable Spaces ('Category C
	Buildings'). This does not include those dwellings constructed after the
39.	Iodgement of the NoR. Prior to the Start of Construction in the vicinity of each Category C Building, the
53.	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.
40.	For each Category C Building identified, the Requiring Authority is deemed to
	<ul><li>have complied with Condition 39 above if:</li><li>(a) The Requiring Authority's Suitably Qualified Person has visited the building</li></ul>
	(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 months of the date of the Requiring Authority's letter sent in accordance with Condition 39 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.

	If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is	
41.	not required to implement Building-Modification Mitigation to that building. Subject to Condition 40 above, within six months of the assessment undertaken in accordance with Condition 40, the Requiring Authority shall write to the owner of	
	each Category C Building advising:	
	(a) If Building-Modification Mitigation is required to achieve 40 dB <sub>LAeq(24h)</sub> 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	
42.	has advised that more than one option is available. Once an agreement on Building-Modification Mitigation is reached between the	
42.	Requiring Authority and the owner of a Category C Building, the mitigation shall be	
	implemented, including any third party authorisations required, in a reasonable	
	and practical timeframe agreed between the Requiring Authority and the owner.	
43.	Subject to Condition 41, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 42 if:	
	(a) The Requiring Authority has completed Building Modification Mitigation to	
	the building; or	
	(b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or	
	(c) The building owner did not accept the Requiring Authority's offer to	
	implement Building-Modification Mitigation within three months of the date	
	of the Requiring Authority's letter sent in accordance with Condition 41 (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.	
44.	The Detailed Mitigation Options shall be maintained so they retain their noise	
	reduction performance as far as practicable	
4 <del>5</del>	Affected person assistance	
	The Requiring Authority shall at its cost provide fully funded independent	
	expert and / or legal professional services to any directly affected residential landowner who wishes to avail themselves of an early purchase of property	
	either through the Requiring Authorities' hardship mechanism	
	or through s185 of the RMA. Details of how people can access these	
	services must be contained on the website required by Condition 2.	
4 <del>6</del>	-Loading Bays	
	The Project shall not result in the removal of access to loading bays for commercial buildings or the restriction of internal access to loading bays.	

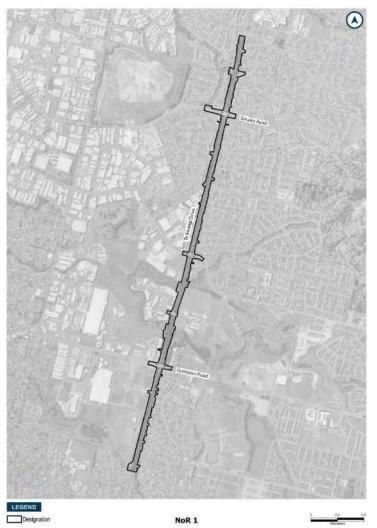
## **Attachments**

## Schedule 1: General accordance plan and information

The proposed work is for the construction, operation and maintenance of an upgrade to Te Irirangi Drive between Leixlep Lane and Rongomai Park to provide for a BRT corridor, walking and cycling facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) An upgrade of Te Irirangi Drive to accommodate centre-running BRT lanes, general traffic lanes, and walking and cycling facilities;
- (b) Associated works including but not limited to intersections, bridges, embankments, retaining walls, 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 areas and the re-grading of driveways.

## Concept plan:



## Schedule 2: Identified PPFs noise criteria categories

Address	New or Altered Road	Noise Criteria Category
4 Aaronville Way	Altered	Category B
6 Aaronville Way	Altered	Category B
8 Aaronville Way	Altered	Category A
8 Aaronville Way	Altered	Category B
10 Aaronville Way	Altered	Category B
12 Aaronville Way	Altered	Category B
28 Accent Drive	Altered	Category A
28 Accent Drive	Altered	Category A
28 Accent Drive	Altered	Category A
28 Accent Drive	Altered	Category A
28 Accent Drive	Altered	Category A
36 Accent Drive	Altered	Category A
12 Aclare Place	Altered	Category A
14 Aclare Place	Altered	Category A
15 Aclare Place	Altered	Category A
16 Aclare Place	Altered	Category A
17 Aclare Place	Altered	Category A
17 Aclare Place	Altered	Category A
19 Aclare Place	Altered	Category A
21 Aclare Place	Altered	Category A
23 Aclare Place	Altered	Category C
25 Aclare Place	Altered	Category C
2 Adrigole Place	Altered	Category A
3 Ardkeen Place	Altered	Category A
5 Ardkeen Place	Altered	Category A
6 Ardkeen Place	Altered	Category A
7 Ardkeen Place	Altered	Category A
8 Ardkeen Place	Altered	Category A
9 Ardkeen Place	Altered	Category A
10 Ardkeen Place	Altered	Category A
11 Ardkeen Place	Altered	Category A
12 Ardkeen Place	Altered	Category A
13 Ardkeen Place	Altered	Category A
14 Ardkeen Place	Altered	Category B
15 Ardkeen Place	Altered	Category A
16 Ardkeen Place	Altered	Category B
17 Ardkeen Place	Altered	Category A
18 Ardkeen Place	Altered	Category B
19 Ardkeen Place	Altered	Category A
20 Ardkeen Place	Altered	Category B
22 Ardkeen Place	Altered	Category B
24 Ardkeen Place	Altered	Category B
26 Ardkeen Place	Altered	Category B
28 Ardkeen Place	Altered	Category B
30 Ardkeen Place	Altered	Category A
6 Ballydonegan Rise	Altered	Category A
7 Balrath Road	Altered	Category A

8 Balrath Road	Altered	Category A
9 Balrath Road	Altered	Category A
10 Balrath Road	Altered	Category A
11 Balrath Road	Altered	Category A
12 Balrath Road	Altered	Category B
1 Banville Road	Altered	Category A
2 Banville Road	Altered	Category B
3 Banville Road	Altered	Category A
5 Banville Road	Altered	Category A
7 Banville Road	Altered	Category A
2 Belinda Avenue	Altered	Category B
5 Belinda Avenue	Altered	Category A
6 Belinda Avenue	Altered	Category A
6 Belinda Avenue	Altered	Category A
7 Belinda Avenue	Altered	Category A
8 Belinda Avenue	Altered	Category A
9 Belinda Avenue	Altered	Category A
11 Belinda Avenue	Altered	Category A
5 Beragh Place	Altered	Category A
6 Beragh Place	Altered	Category A
7 Beragh Place	Altered	Category A
8 Beragh Place	Altered	Category A
9 Beragh Place	Altered	Category A
10 Beragh Place	Altered	Category A
11 Beragh Place	Altered	Category A
12 Beragh Place	Altered	Category A
2 Blowers Place	Altered	Category A
3 Blowers Place	Altered	Category A
4 Blowers Place	Altered	Category A
5 Blowers Place	Altered	Category A
6 Blowers Place	Altered	Category A
7 Blowers Place	Altered	Category A
8 Blowers Place	Altered	Category A
9 Blowers Place	Altered	Category A
10 Blowers Place	Altered	Category A
11 Blowers Place	Altered	Category A
13 Blowers Place	Altered	Category A
3 Boderg Way	Altered	Category A
4 Boderg Way	Altered	Category A
5 Boderg Way	Altered	Category A
6 Boderg Way	Altered	Category A
7 Boderg Way	Altered	Category A
8 Boderg Way	Altered	Category A
9 Boderg Way	Altered	Category A
10 Boderg Way	Altered	Category A
11 Boderg Way	Altered	Category A
12 Boderg Way	Altered	Category C
13 Boderg Way	Altered	Category A
15 Boderg Way	Altered	Category A
17 Boderg Way	Altered	Category A
19 Boderg Way	Altered	Category A

21 Boderg Way	Altered	Category B
3 Borris Close	Altered	Category A
5 Borris Close	Altered	Category A
6 Borris Close	Altered	Category A
7 Borris Close	Altered	Category A
8 Borris Close	Altered	Category A
9 Borris Close	Altered	Category A
10 Borris Close	Altered	Category A
11 Borris Close	Altered	Category B
5 Brinlack Drive	Altered	Category A
6 Brinlack Drive	Altered	Category A
7 Brinlack Drive	Altered	Category A
8 Brinlack Drive	Altered	Category A
9 Brinlack Drive	Altered	Category A
10 Brinlack Drive	Altered	Category A
11 Brinlack Drive	Altered	Category A
13 Brinlack Drive	Altered	Category A
15 Brinlack Drive	Altered	Category C
7 Brittas Place	Altered	Category A
9 Brittas Place	Altered	Category A
10 Brittas Place	Altered	Category A
11 Brittas Place	Altered	Category A
12 Brittas Place	Altered	Category A
13 Brittas Place	Altered	Category B
14 Brittas Place	Altered	Category A
16 Brittas Place	Altered	Category A
18 Brittas Place	Altered	Category B
7A Brittas Place	Altered	Category A
5 Brosna Place	Altered	Category A
7 Brosna Place	Altered	Category A
8 Brosna Place	Altered	Category A
9 Brosna Place	Altered	Category A
10 Brosna Place	Altered	Category A
11 Brosna Place	Altered	Category A
12 Brosna Place	Altered	Category A
14 Brosna Place	Altered	Category A
16 Brosna Place	Altered	Category A Category A
14 Caltra Place	Altered	Category A Category A
16 Caltra Place	Altered	Category A Category A
17 Caltra Place	Altered	Category A
18 Caltra Place	Altered	
19 Caltra Place		Category A
20 Caltra Place	Altered	Category A
	Altered	Category A
21 Caltra Place 22 Caltra Place	Altered Altered	Category A
		Category A
23 Caltra Place	Altered	Category A
24 Caltra Place	Altered	Category B
26 Caltra Place	Altered	Category B
1 Cashmore Place	Altered	Category A
2 Cashmore Place	Altered	Category A
7 Chapletown Drive	Altered	Category A

9 Chapletown Drive	Altered	Category A
10 Chapletown Drive	Altered	Category A
11 Chapletown Drive	Altered	Category A
12 Chapletown Drive	Altered	Category A
13 Chapletown Drive	Altered	Category A
14 Chapletown Drive	Altered	Category A
15 Chapletown Drive	Altered	Category A
16 Chapletown Drive	Altered	Category A
17 Chapletown Drive	Altered	Category B
3 Clavoy Place	Altered	Category A
5 Clavoy Place	Altered	Category A
6 Clavoy Place	Altered	Category A
7 Clavoy Place	Altered	Category A
9 Clavoy Place	Altered	Category A
11 Clavoy Place	Altered	Category A
13 Clavoy Place	Altered	Category A
15 Clavoy Place	Altered	Category A
17 Clavoy Place	Altered	Category A
19 Clavoy Place	Altered	Category A
21 Clavoy Place	Altered	Category A
23 Clavoy Place	Altered	Category A
25 Clavoy Place	Altered	Category A
27 Clavoy Place	Altered	Category A
29 Clavoy Place	Altered	Category A
31 Clavoy Place	Altered	Category A
33 Clavoy Place	Altered	Category A
7 Coleraine Place	Altered	Category A
9 Coleraine Place	Altered	Category A
10 Coleraine Place	Altered	Category A
11 Coleraine Place	Altered	Category A
12 Coleraine Place	Altered	Category A
13 Coleraine Place	Altered	Category A
14 Coleraine Place	Altered	Category A
10A Coleraine Place	Altered	Category A
10 Corrofin Drive	Altered	Category A
12 Corrofin Drive	Altered	Category A
14 Corrofin Drive	Altered	Category A
16 Corrofin Drive	Altered	Category A
18 Corrofin Drive	Altered	Category A
20 Corrofin Drive	Altered	Category A
22 Corrofin Drive	Altered	Category A
24 Corrofin Drive	Altered	Category A
26 Corrofin Drive	Altered	Category A
28 Corrofin Drive	Altered	Category A
30 Corrofin Drive	Altered	Category A
32 Corrofin Drive	Altered	Category A
34 Corrofin Drive	Altered	Category A
36 Corrofin Drive	Altered	Category A Category A
31 Craigavon Drive	Altered	Category A
-	Altered	
32 Craigavon Drive 33 Craigavon Drive	Altered	Category A
55 Craigavon Drive		Category A

34 Craigavon Drive	Altered	Category A
35 Craigavon Drive	Altered	Category A
8 Cratloe Lane	Altered	Category B
8 Cratloe Lane	Altered	Category B
424 East Tamaki Road	Altered	Category A
426 East Tamaki Road	Altered	Category A
2 Franco Lane	Altered	Category B
4 Franco Lane	Altered	Category B
6 Franco Lane	Altered	Category B
8 Franco Lane	Altered	Category B
10 Franco Lane	Altered	Category B
12 Franco Lane	Altered	Category B
8A Franco Lane	Altered	Category B
9 Gordal Place	Altered	Category A
10 Gordal Place	Altered	Category A
12 Gordal Place	Altered	Category A
13 Gordal Place	Altered	Category A
13 Gordal Place	Altered	Category A
15 Gordal Place	Altered	Category A
16 Gordal Place	Altered	Category A
18 Gordal Place	Altered	Category A
20 Gordal Place	Altered	Category A
8 Gransna Lane	Altered	Category A
10 Gransna Lane	Altered	Category A
12 Gransna Lane	Altered	Category B
14 Gransna Lane	Altered	Category A
16 Gransna Lane	Altered	Category B
18 Gransna Lane	Altered	Category B
20 Gransna Lane	Altered	Category B
22 Gransna Lane	Altered	Category A
24 Gransna Lane	Altered	Category B
40 Haven Drive	Altered	Category A
42 Haven Drive	Altered	Category A
44 Haven Drive	Altered	Category A
46 Haven Drive	Altered	Category A
48 Haven Drive	Altered	Category A
50 Haven Drive	Altered	Category A
52 Haven Drive	Altered	Category A
54 Haven Drive	Altered	Category A
4/29 Haven Drive	Altered	Category A
43-47 Haven Drive	Altered	Category A
8 Kalmore Place	Altered	Category A
9 Kalmore Place	Altered	Category A
10 Kalmore Place	Altered	Category A
11 Kalmore Place	Altered	Category A
12 Kalmore Place	Altered	Category A
13 Kalmore Place	Altered	Category A
14 Kalmore Place	Altered	Category A
15 Kalmore Place	Altered	Category A
16 Kalmore Place	Altered	Category A
2 Kanturk Close	Altered	Category A

3 Kanturk Close	Altered	Category B
4 Kanturk Close	Altered	Category B
1 Kellaway Drive	Altered	Category A
7 Kellaway Drive	Altered	Category A
11 Kellaway Drive	Altered	Category A
13 Kellaway Drive	Altered	Category A
15 Kellaway Drive	Altered	Category A
17 Kellaway Drive	Altered	Category A
21 Kellaway Drive	Altered	Category A
23 Kellaway Drive	Altered	Category A
33 Kellaway Drive	Altered	Category B
35 Kellaway Drive	Altered	Category B
41 Kellaway Drive	Altered	Category B
43 Kellaway Drive	Altered	Category B
45 Kellaway Drive	Altered	Category B
1/25 Kellaway Drive	Altered	Category A
2/25 Kellaway Drive	Altered	Category A
3/25 Kellaway Drive	Altered	Category A
1/27 Kellaway Drive	Altered	Category A
2/27 Kellaway Drive	Altered	Category A
3/27 Kellaway Drive	Altered	Category A
29-31 Kellaway Drive	Altered	Category B
2 Kilbaha Close	Altered	Category A
3 Kilbaha Close	Altered	Category A
4 Kilbaha Close	Altered	Category A
5 Kilbaha Close	Altered	Category A
6 Kilbaha Close	Altered	Category A
7 Kilbaha Close	Altered	Category A
8 Kilbaha Close	Altered	Category B
9 Kilbaha Close	Altered	Category A
10 Kilbaha Close	Altered	Category B
11 Kilbaha Close	Altered	Category A
12 Kilbaha Close	Altered	Category B
13 Kilbaha Close	Altered	Category B
2A Kilbaha Close	Altered	Category A
2 Kippure Close	Altered	Category A
3 Kippure Close	Altered	Category A
4 Kippure Close	Altered	Category B
4 Kippure Close	Altered	Category A
5 Kippure Close	Altered	Category A
7 Kippure Close	Altered	Category B
4 Leixlep Lane	Altered	Category B
4 Leixlep Lane	Altered	Category B
4 Leixlep Lane	Altered	Category A
6 Leixlep Lane	Altered	Category B
8 Leixlep Lane	Altered	Category B
10 Leixlep Lane	Altered	Category B
12 Leixlep Lane	Altered	Category B
14 Leixlep Lane	Altered	Category B
16 Leixlep Lane	Altered	Category B
18 Leixlep Lane	Altered	Category B
L'	1	

20 Leixlep Lane	Altered	Category B
2 Leneford Drive	Altered	Category B
4 Leneford Drive	Altered	Category B
6 Leneford Drive	Altered	Category B
8 Leneford Drive	Altered	Category B
10 Leneford Drive	Altered	Category B
12 Leneford Drive	Altered	Category B
14 Leneford Drive	Altered	Category B
16 Leneford Drive	Altered	Category B
18 Leneford Drive	Altered	Category A
20 Leneford Drive	Altered	Category A
22 Leneford Drive	Altered	Category A
24 Leneford Drive	Altered	Category A
26 Leneford Drive	Altered	Category A
28 Leneford Drive	Altered	Category A
30 Leneford Drive	Altered	Category A
32 Leneford Drive	Altered	Category A
2 Marlon Lane	Altered	Category B
4 Marlon Lane	Altered	Category B
6 Marlon Lane	Altered	Category B
8 Marlon Lane	Altered	Category B
4A Marlon Lane	Altered	Category B Category B
8 Matarangi Road	Altered	Category A
9 Matarangi Road	Altered	Category A Category A
10 Matarangi Road	Altered	Category A
11 Matarangi Road	Altered	Category A Category A
12 Matarangi Road	Altered	Category A
13 Matarangi Road	Altered	Category A
14 Matarangi Road	Altered	Category A
15 Matarangi Road	Altered	Category A
16 Matarangi Road	Altered	Category A
17 Matarangi Road	Altered	Category A Category A
18 Matarangi Road	Altered	
	Altered	Category A
19 Matarangi Road	Altered	Category A
20 Matarangi Road		Category A
21 Matarangi Road	Altered	Category A
23 Matarangi Road	Altered	Category A
25 Matarangi Road	Altered	Category A
27 Matarangi Road	Altered	Category A
29 Matarangi Road	Altered	Category A
30 Matarangi Road	Altered	Category C
8A Matarangi Road	Altered	Category A
35 Medvale Avenue	Altered	Category A
37 Medvale Avenue	Altered	Category A
39 Medvale Avenue	Altered	Category A
41 Medvale Avenue	Altered	Category A
42 Michael Jones Drive	Altered	Category A
48 Michael Jones Drive	Altered	Category A
50 Michael Jones Drive	Altered	Category A
52 Michael Jones Drive	Altered	Category A
54 Michael Jones Drive	Altered	Category A

56 Michael Jones Drive	Altered	Category A
58 Michael Jones Drive	Altered	Category A
60 Michael Jones Drive	Altered	Category A
62 Michael Jones Drive	Altered	Category A
64 Michael Jones Drive	Altered	Category A
66 Michael Jones Drive	Altered	Category A
68 Michael Jones Drive	Altered	Category A
72 Michael Jones Drive	Altered	Category A
76 Michael Jones Drive	Altered	Category A
1 Mika Court	Altered	Category A
2 Mika Court	Altered	Category A
3 Mika Court	Altered	Category B
4 Mika Court	Altered	Category B
5 Mika Court	Altered	Category A
7 Mika Court	Altered	Category A
9 Mika Court	Altered	Category C
8 Monash Place	Altered	Category A
9 Monash Place	Altered	Category A
10 Monash Place	Altered	Category A
11 Monash Place	Altered	Category A
12 Monash Place	Altered	Category A
13 Monash Place	Altered	Category A
14 Monash Place	Altered	Category A
15 Monash Place	Altered	Category A Category A
16 Monash Place	Altered	Category A Category A
2 Moravale Lane	Altered	Category B
3 Moravale Lane	Altered	Category B Category B
4 Moravale Lane	Altered	Category A
5 Moravale Lane	Altered	Category B
6 Moravale Lane	Altered	Category B Category B
7 Moravale Lane	Altered	Category B Category B
8 Moravale Lane	Altered	
10 Moravale Lane	Altered	Category B
		Category B
12 Moravale Lane	Altered	Category B
3 Opito Way	Altered	Category A
5 Opito Way	Altered	Category A
1/1 Opito Way	Altered	Category A
4 Redcastle Drive	Altered	Category A
5 Redcastle Drive	Altered	Category A
6 Redcastle Drive	Altered	Category A
8 Redcastle Drive	Altered	Category A
10 Redcastle Drive	Altered	Category A
86 Redcastle Drive	Altered	Category A
87 Redcastle Drive	Altered	Category A
88 Redcastle Drive	Altered	Category A
89 Redcastle Drive	Altered	Category A
90 Redcastle Drive	Altered	Category A
92 Redcastle Drive	Altered	Category A
94 Redcastle Drive	Altered	Category A
96 Redcastle Drive	Altered	Category A
98 Redcastle Drive	Altered	Category A

100 Redcastle Drive	Altered	Category A
102 Redcastle Drive	Altered	Category A
104 Redcastle Drive	Altered	Category A
106 Redcastle Drive	Altered	Category A
108 Redcastle Drive	Altered	Category A
5A Redcastle Drive	Altered	Category A
81A Redcastle Drive	Altered	Category A
1 Reinheimer Place	Altered	Category A
2 Reinheimer Place	Altered	Category A
3 Reinheimer Place	Altered	Category A
4 Reinheimer Place	Altered	Category A
5 Reinheimer Place	Altered	Category A
6 Reinheimer Place	Altered	Category A
7 Reinheimer Place	Altered	Category A
8 Reinheimer Place	Altered	Category B
9 Reinheimer Place	Altered	Category A
10 Reinheimer Place	Altered	Category B
11 Reinheimer Place	Altered	Category A
13 Reinheimer Place	Altered	Category A
3 Riechelmann Court	Altered	Category A
4 Riechelmann Court	Altered	Category A
5 Riechelmann Court	Altered	Category A
6 Riechelmann Court	Altered	Category A
7 Riechelmann Court	Altered	Category A Category A
8 Riechelmann Court	Altered	Category A Category A
9 Riechelmann Court	Altered	Category A Category A
10 Riechelmann Court	Altered	Category B
11 Riechelmann Court	Altered	Category A
12 Riechelmann Court	Altered	Category A Category A
13 Riechelmann Court	Altered	
15 Robin Brooke Drive		Category B
	Altered	Category A
17 Robin Brooke Drive	Altered Altered	Category A
19 Robin Brooke Drive		Category A
20 Robin Brooke Drive	Altered	Category A
21 Robin Brooke Drive	Altered	Category A
22 Robin Brooke Drive	Altered	Category A
23 Robin Brooke Drive	Altered	Category A
24 Robin Brooke Drive	Altered	Category A
25 Robin Brooke Drive	Altered	Category A
27 Robin Brooke Drive	Altered	Category A
29 Robin Brooke Drive	Altered	Category A
30 Robin Brooke Drive	Altered	Category A
32 Robin Brooke Drive	Altered	Category A
34 Robin Brooke Drive	Altered	Category A
35 Robin Brooke Drive	Altered	Category A
36 Robin Brooke Drive	Altered	Category A
37 Robin Brooke Drive	Altered	Category A
38 Robin Brooke Drive	Altered	Category A
39 Robin Brooke Drive	Altered	Category A
40 Robin Brooke Drive	Altered	Category A
41 Robin Brooke Drive	Altered	Category A

42 Robin Brooke Drive	Altered	Category A
43 Robin Brooke Drive	Altered	Category A
45 Robin Brooke Drive	Altered	Category A
47 Robin Brooke Drive	Altered	Category A
49 Robin Brooke Drive	Altered	Category A
51 Robin Brooke Drive	Altered	Category A
53 Robin Brooke Drive	Altered	Category A
55 Robin Brooke Drive	Altered	Category A
1 Sheddings Lane	Altered	Category B
3 Sheddings Lane	Altered	Category B
4 Sheddings Lane	Altered	Category B
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9 Sheddings Lane	Altered	Category B
10 Sheddings Lane	Altered	Category B
11 Sheddings Lane	Altered	Category B
12 Sheddings Lane	Altered	Category B
14 Sheddings Lane	Altered	Category B
16 Sheddings Lane	Altered	Category B
18 Sheddings Lane	Altered	Category B
20 Sheddings Lane	Altered	Category B
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26 Sheddings Lane	Altered	Category B
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30 Sheddings Lane	Altered	Category B
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6 Shingleton Lane	Altered	Category B
7 Shingleton Lane	Altered	Category A
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10 Shingleton Lane	Altered	Category B
12 Shingleton Lane	Altered	Category B
14 Shingleton Lane	Altered	Category B
16 Shingleton Lane	Altered	Category B
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13 Siedeberg Drive	Altered	Category A
15 Siedeberg Drive	Altered	Category A
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11 Speyside Crescent	Altered	Category A
12 Speyside Crescent	Altered	Category A
13 Speyside Crescent	Altered	Category A
14 Speyside Crescent	Altered	Category A
15 Speyside Crescent	Altered	Category A
16 Speyside Crescent	Altered	Category A
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18 Speyside Crescent	Altered	Category A
19 Speyside Crescent	Altered	Category B
20 Speyside Crescent	Altered	Category A

21 Speyside Crescent	Altered	Category B
22 Speyside Crescent	Altered	Category A
23 Speyside Crescent	Altered	Category B
24 Speyside Crescent	Altered	Category A
25 Speyside Crescent	Altered	Category B
27 Speyside Crescent	Altered	Category B
37 Speyside Crescent	Altered	Category A
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5 Srah Place	Altered	Category A
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22 Srah Place	Altered	Category B
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26 Srah Place	Altered	Category B
6 Strundeen Close	Altered	Category A
8 Strundeen Close	Altered	Category A
9 Strundeen Close	Altered	Category A
10 Strundeen Close	Altered	Category A
11 Strundeen Close	Altered	Category A
12 Strundeen Close	Altered	Category A
13 Strundeen Close	Altered	Category A
15 Strundeen Close	Altered	Category A
17 Strundeen Close	Altered	Category B
203 Te Irirangi Drive	Altered	Category C
205 Te Irirangi Drive	Altered	Category B
207 Te Irirangi Drive	Altered	Category B
209 Te Irirangi Drive	Altered	Category B Category B
203 Te Irirangi Drive	Altered	Category B
213 Te Irirangi Drive	Altered	Category C
213 Te Initialigi Drive	Altered	Category A
228 Te Irirangi Drive	Altered	Category B
311 Te Irirangi Drive	Altered	Category A
311 Te Irirangi Drive	Altered	Category A Category A
311 Te Irirangi Drive	Altered	Category A Category A
487 Te Irirangi Drive	Altered	Category B
497 Te Irirangi Drive	Altered	Category C
1 Tonu'U Court	Altered	Category C Category A
3 Tonu'U Court	Altered	Category A Category A
5 Tonu'U Court	Altered	Category A
7 Tonu'U Court	Altered	Category B
8 Tonu'U Court	Altered	Category A
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10 Tonu'U Court	Altered	Category B

11 Tonu'U Court	Altered	Category A
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16 Tonu'U Court	Altered	Category B
4 Treneary Lane	Altered	Category B
15 Treneary Lane	Altered	Category B
17 Treneary Lane	Altered	Category A
2 Vidiri Court	Altered	Category A
3 Vidiri Court	Altered	Category A
4 Vidiri Court	Altered	Category A
5 Vidiri Court	Altered	Category A
6 Vidiri Court	Altered	Category A
7 Vidiri Court	Altered	Category A
8 Vidiri Court	Altered	Category A
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14 Vidiri Court	Altered	Category B
15 Vidiri Court	Altered	Category A
17 Vidiri Court	Altered	Category A
19 Vidiri Court	Altered	Category C
9 Walter Haddrell Crescent	Altered	Category A
10 Walter Haddrell Crescent	Altered	Category A
11 Walter Haddrell Crescent	Altered	Category A
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23 Walter Haddrell Crescent	Altered	Category A
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3 Wayne Francis Drive	Altered	Category A
5 Wayne Francis Drive		Calcyoly A

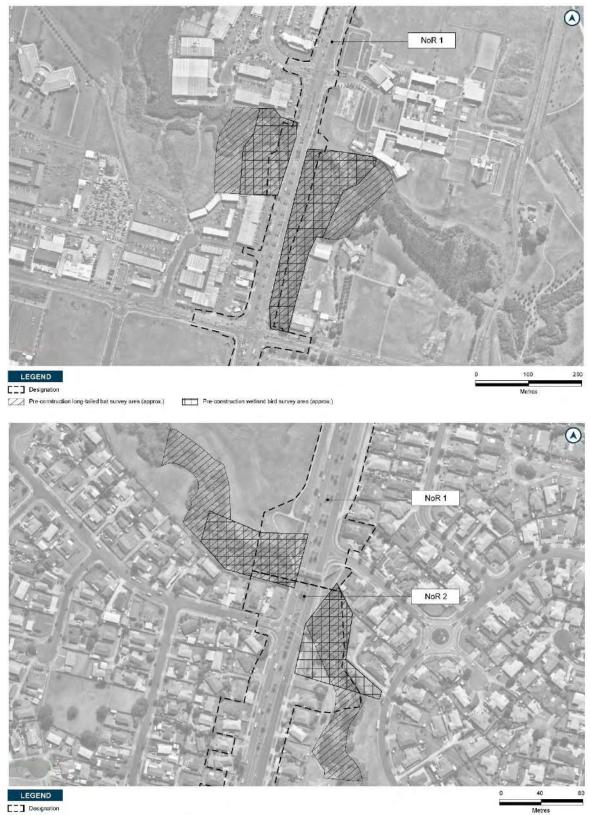
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7 Whetstone Road	Altered	Category A
8 Whetstone Road	Altered	Category A
9 Whetstone Road	Altered	Category A
10 Whetstone Road	Altered	Category B
7A Whetstone Road	Altered	Category A
9 William Woods Court	Altered	Category A
10 William Woods Court	Altered	Category A
11 William Woods Court	Altered	Category A
12 William Woods Court	Altered	Category A
13 William Woods Court	Altered	Category A
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17 William Woods Court	Altered	Category B
18 William Woods Court	Altered	Category B
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21 William Woods Court	Altered	Category B

Schedule 3: Identified Biodiversity Areas [Schedule updated – refer to clean set]

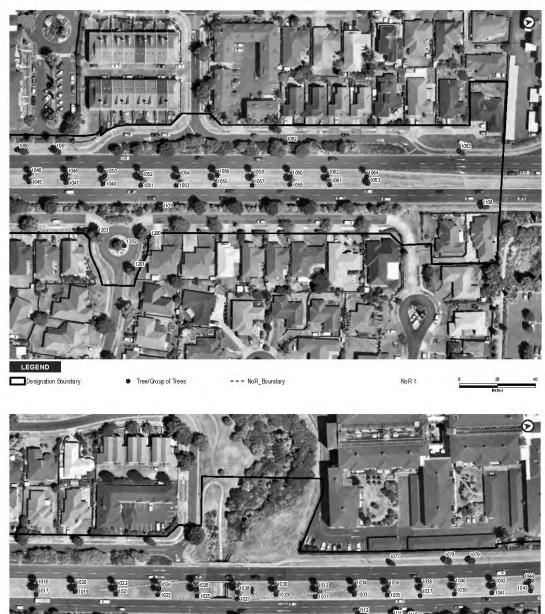


Pre-construction long tailed bat and wetland bird survey area(s):

Z Pre-construction long-Pre-construction wetland bird survey area (approx.) ed bat survey area (approx.)



Pre-construction long-failed bat survey area (approx.) Pre-construction wetland bird survey area (approx.)



Schedule 4: Trees to be included in the Tree Management Plan [Schedule updated – refer to clean set]



Designation Boundary 
Tree/Group of Trees 
NoR\_Boundary NoR 1







• Tree/Group of Trees

=== NoR\_Boundary

. llettes



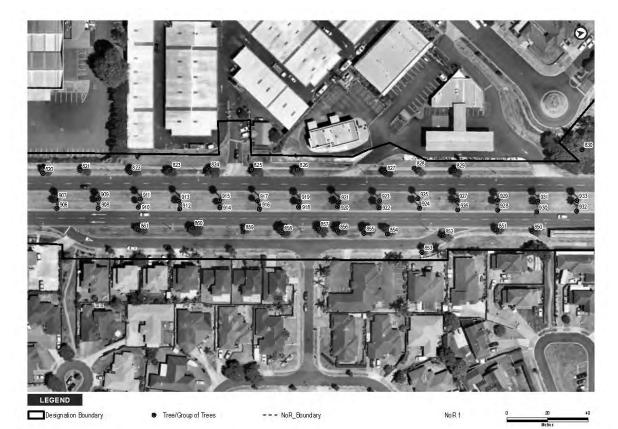
Designation Boundary

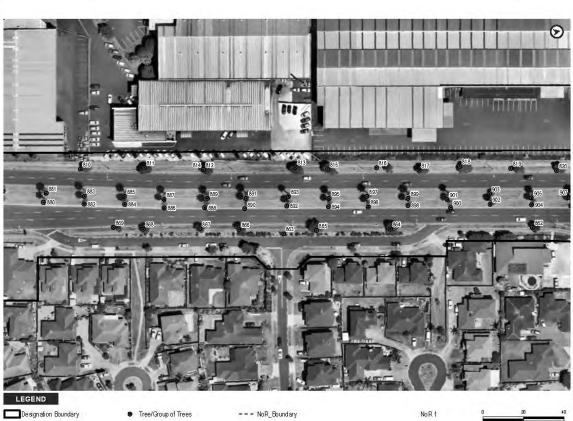
Tree/Group of Trees

= = = NoR\_Boundary

No R 1

0 20 Netres 40



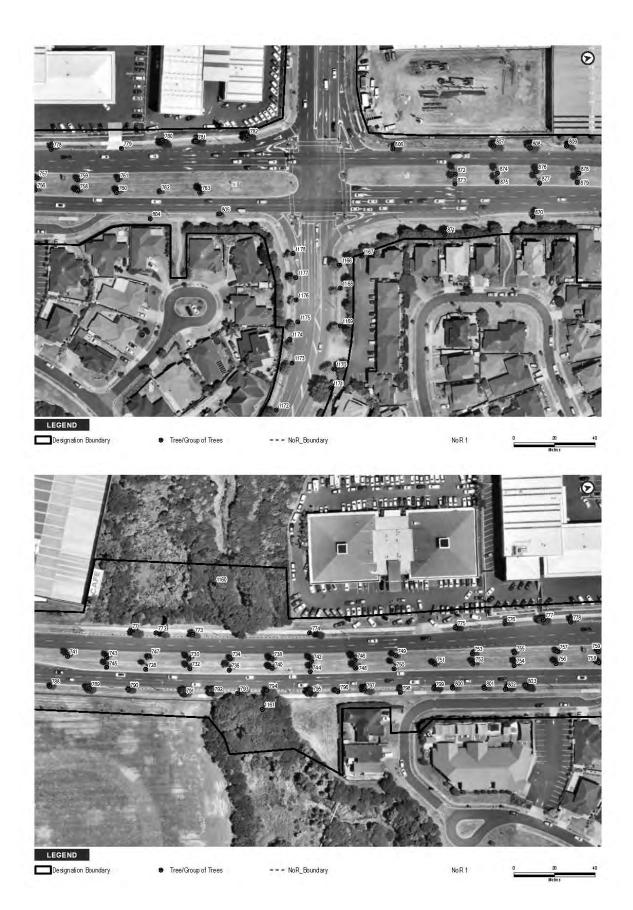


Tree/Group of Trees

= = = NoR\_Boundary

No R 1

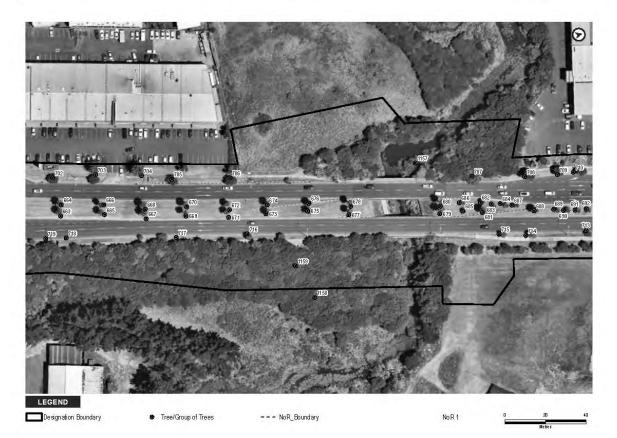
0 20 Netres



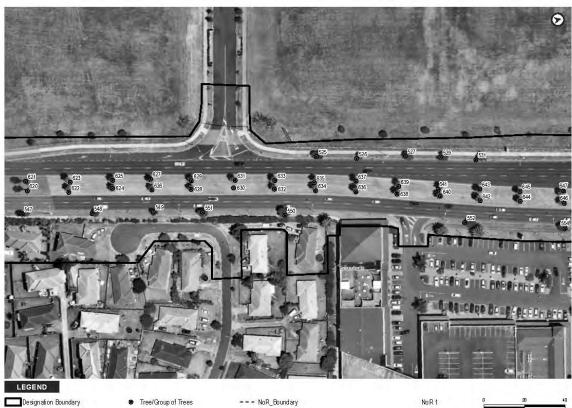


Tree/Group of Trees

--- NoR\_Boundary





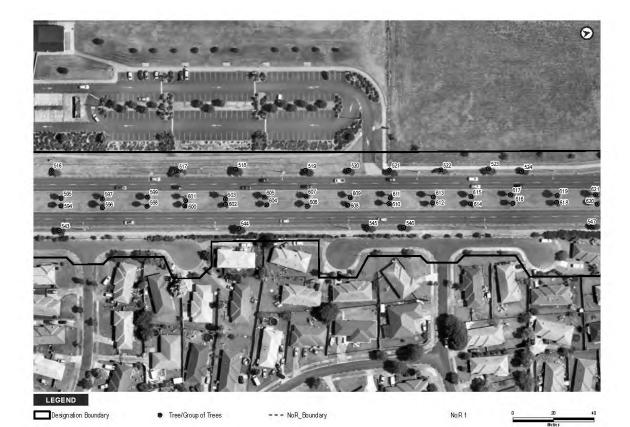


Tree/Group of Trees

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=== NoR_Boundary
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NoR1

20 Metres 0



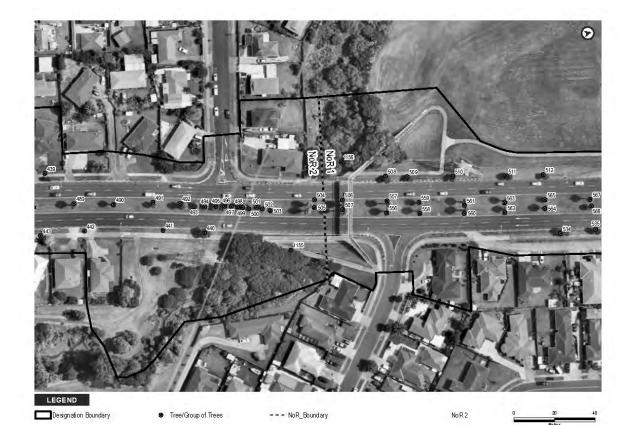


Tree/Group of Trees

=== NoR\_Boundary

NoR1

D 20 40



Tree No. Vegetation Type Protection Species Age 426 Single tree Road Reserve Pohutukawa Semi - Mature 427 Single tree Road Reserve Pohutukawa Semi - Mature 428 Road Reserve Semi - Mature Single tree Pohutukawa 429 Single tree Road Reserve Semi - Mature Pohutukawa 430 Single tree Road Reserve London Plane Semi - Mature Single tree 431 Road Reserve Pohutukawa Semi - Mature 432 Single tree Road Reserve London Plane Semi - Mature 445 Single tree Road Reserve Pohutukawa Semi - Mature 434 Single tree Road Reserve Pohutukawa Semi - Mature Road Reserve Titoki 435 Single tree Semi - Mature 436 Single tree Road Reserve Plane Semi - Mature Single tree 437 Road Reserve Plane Semi - Mature 438 Single tree Road Reserve Pohutukawa Semi - Mature 439 Single tree Road Reserve Pohutukawa Semi - Mature 440 Single tree Road Reserve Pohutukawa Semi - Mature 441 Single tree Road Reserve Ash Semi - Mature 442 Single tree Road Reserve Pohutukawa Semi - Mature 443 Single tree Road Reserve Pohutukawa Semi - Mature 444 Single tree Road Reserve Semi - Mature Pohutukawa Single tree 433 Road Reserve Pohutukawa Semi - Mature 446 Single tree Road Reserve Pohutukawa Semi - Mature 447 Single tree Road Reserve Pohutukawa Semi - Mature 448 Single tree Road Reserve Pohutukawa Semi - Mature 449 Road Reserve Pohutukawa Semi - Mature Single tree 450 Single tree **Road Reserve** Plane Semi - Mature

454	Circula trac	Deed Deeem /a	Diana	Consi Matura
451	Single tree	Road Reserve	Plane	Semi - Mature
452	Single tree	Road Reserve	Pohutukawa	Semi - Mature
453	Single tree	Road Reserve	Pohutukawa	Semi - Mature
454 455	Single tree	Road Reserve	Pohutukawa	Semi - Mature
	Single tree	Road Reserve	Pohutukawa	Semi - Mature Semi - Mature
700	Single tree	Road Reserve	Pohutukawa	
457	Single tree	Road Reserve	Pohutukawa	Semi - Mature
458	Single tree	Road Reserve	Washingtonia Palm	Mature
459	Single tree	Road Reserve	Washingtonia Palm	Mature
460	Single tree	Road Reserve	Washingtonia Palm	Mature
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508	Single tree	Road Reserve	Palm Pohutukawa	Semi - Mature
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820	Single tree	Road Reserve	Pohutukawa	Mature
821	Single tree	Road Reserve	Pohutukawa	Mature
822	Single tree	Road Reserve	Pohutukawa	Mature
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828	Single tree	Road Reserve	Pohutukawa	Mature
829	Single tree	Road Reserve	Pohutukawa	Mature
833	Single tree	Road Reserve	Pohutukawa	Mature
834	Single tree	Road Reserve	Pohutukawa	Mature
830	Group of Trees	Road Reserve	Mixed natives mainly kanuka, Norfolk Pine	
831	Single tree	Road Reserve	Norfolk Island Pine	Mature
832	Group of Trees	Road Reserve	Mixed natives, mainly lemonwood and Pohutukawa	
835	Single tree	Road Reserve	Pohutukawa	Mature
836	Single tree	Road Reserve	Pohutukawa	Mature
840	Single tree	Road Reserve	Pohutukawa	Mature
841	Single tree	Road Reserve	Pohutukawa	Mature
837	Group of Trees	Road Reserve	Mixed Natives, lemonwood, Ngaio, Pohutukawa	Mature
838	Single tree	Road Reserve	Palm	Mature
839	Group of Trees	Road Reserve	Mixed Natives, lemonwood, Ngaio, Pohutukawa	Mature
842	Single tree	Road Reserve	Pohutukawa	Mature
843	Single tree	Road Reserve	Pohutukawa	Mature
845	Single tree	Road Reserve	Pohutukawa	Mature
846	Single tree	Road Reserve	Pohutukawa	Mature
844	Group of Trees	Road Reserve	Mixed Natives, lemonwood, Ngaio, Pohutukawa	Mature
847	Single tree	Road Reserve	Pohutukawa	Mature
848	Single tree	Road Reserve	Pohutukawa	Mature
850	Single tree	Road Reserve	Pohutukawa	Mature
851	Single tree	Road Reserve	Pohutukawa	Mature
849	Group of Trees	Road Reserve	Mixed Natives, lemonwood, Ngaio, Pohutukawa	Mature
852	Single tree	Road Reserve	Pohutukawa	Mature
853	Single tree	Road Reserve	Pohutukawa	Mature
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870	Single tree	Road Reserve	Pohutukawa	Mature
1073	Single tree	Road Reserve	Pohutukawa	Mature
1074	Single tree	Road Reserve	Pohutukawa	Mature
871	Group of Trees	Road Reserve	Mixed Natives, Pohutukawa	Mature
871a	Group of Trees	Road Reserve	Mixed Natives, Pohutukawa	Mature
872	Single tree	Road Reserve	Washingtonia Palm	Mature
873	Single tree	Road Reserve	Washingtonia Palm	Mature
874	Single tree	Road Reserve	Washingtonia Palm	Mature
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1062	Single tree	Road Reserve	Washingtonia Palm	Mature
1063	Single tree	Road Reserve	Washingtonia Palm	Mature
1064	Single tree	Road Reserve	Washingtonia Palm	Mature
1072	Group of Trees	Road Reserve	Ngaio, Pohutukawa	Sem-mature
1076	Single tree	Road Reserve	Pohutukawa	Mature
1077	Single tree	Road Reserve	Pohutukawa	Mature
1075	Group of Trees	Road Reserve	Mixed Natives, lemonwood, Ngaio, Pohutukawa	Mature
1078	Single tree	Road Reserve	Pohutukawa	Mature
1079	Single tree	Road Reserve	Pohutukawa	Mature
1080	Single tree	Road Reserve	Pohutukawa	Mature
1081	Single tree	Road Reserve	Pohutukawa	Mature
<del>1083</del>	Single tree	Road Reserve	Pohutukawa	Mature
1082	Group of Trees	Road Reserve	Pohutukawa, Broadleaf, Tarata	
<del>1108</del>	Single tree	Road Reserve	Pohutukawa	Mature
1112	Single tree	Road Reserve	Pohutukawa	Mature
1113	Single tree	Road Reserve	Pohutukawa	Mature
1109	Group of Trees	Road Reserve	Mixed Natives, Pohutukawa, Lemonwood	Mature
1110	Single tree	Road Reserve	Pin Oak	Semi - Mature
1111	Single tree	Road Reserve	Pin Oak	Semi - Mature
1115	Single tree	Road Reserve	Pohutukawa	Mature
1116	Single tree	Road Reserve	Pohutukawa	Mature
1114	Group of Trees	Road Reserve	Mixed Natives, Lemonwood, Ake Ake	Mature
1117	Single tree	Road Reserve	Pohutukawa	Mature
1118	Single tree	Road Reserve	Pohutukawa	Mature
1119	Single tree	Road Reserve	Pohutukawa	Mature
1120	Single tree	Road Reserve	Pohutukawa	Mature
711	Single tree	Road Reserve	Pohutukawa	Semi - Mature
456	Single tree	Road Reserve	Pohutukawa	Semi - Mature
1121	Group of Trees	Road Reserve	Ngaio	Mature
1155b	Griselinea hedge	Road Reserve	Griselinea hedge	Mature
1157	Group of Trees	Open Space	Manuka,Tarata,M ahoe, Kowhai	Mature

1158	Group of Trees	Open Space	Manuka,Tarata,M ahoe, Kowhai	Mature
1159	Group of Trees	Open Space/ riparian	Mixed Native, Manuka	Mature
1160	Group of Trees	Open Space/ riparian	Mixed Native, Manuka	Mature
1161	Group of Trees	Open Space	Mixed Native, Kanuka	Mature
1166	Single tree	Road Reserve	Liquid Amber	Semi - Mature
1167	Group of Trees	Open Space	Ngaio	Mature
1177	Single tree	Road Reserve	Liquid Amber	Semi - Mature
1178	Single tree	Road Reserve	Liquid Amber	Semi - Mature
1189	Single tree	Road Reserve	Pin Oak	Semi - Mature

Appendix B – Auckland Transport's Modifications to NoR 1 conditions (clean)



Designation Number	XXXX
Requiring Authority	Auckland Transport
Location	Botany to Rongomai Park
Lapse Date	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.

## Designation XXXX – Airport to Botany Bus Rapid Transit Botany to Rongomai Park

## Purpose

Construction, operation and maintenance of an upgrade to Te Irirangi Drive between Leixlep Lane and Rongomai Park to provide for a BRT corridor, walking and cycling facilities and associated infrastructure.

## Conditions

## 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
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 of material changes to management plans and CNVMP Schedules	<ul> <li>Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates.</li> <li>A material change to a management plan or CNVMP Schedule shall be deemed certified: <ul> <li>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified;</li> <li>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received; or</li> <li>(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of</li> </ul> </li> </ul>
	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 27
Construction Works	Activities undertaken to construct the Project excluding Enabling Works
Council	Auckland Council

СТМР	Construction Traffic Management Plan
Developer	Any legal entity that intends to master plan or develop land adjacent to the designation
Development Agency	Public entities involved in development projects
DRMP	Development Response Management Plan
Educational facility	<ul> <li>Facility used for education to secondary level.</li> <li>Includes:</li> <li>(a) schools and outdoor education facilities; and</li> <li>(b) accommodation, administrative, cultural, religious, health, retail</li> </ul>
	and communal facilities accessory to the above. Excludes: (a) care centres; and (b) tertiary education facilities.
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	<ul> <li>Includes, but is not limited to, the following and similar activities:</li> <li>(a) geotechnical investigations (including trial embankments);</li> <li>(b) archaeological site investigations;</li> <li>(c) formation of access for geotechnical investigations;</li> <li>(d) establishment of site yards, site entrances and fencing;</li> <li>(e) constructing and sealing site access roads;</li> <li>(f) demolition or removal of buildings and structures;</li> <li>(g) relocation of services; and</li> <li>(h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).</li> </ul>
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features 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
LIP	Land use Integration Process
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	<ul> <li>Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Airport to Botany Bus Rapid Transit Project:</li> <li>(a) Te Ākitai Waiohua;</li> <li>(b) Ngāi Tai ki Tamaki;</li> <li>(c) Ngāti Te Ata Waiohua;</li> <li>(d) Ngāti Whanaunga;</li> <li>(e) Ngāti Tamaoho;</li> <li>(f) Ngāti Paoa Trust Board;</li> <li>(g) Te Ahiwaru;</li> <li>(h) Ngāti Tamaterā; and</li> <li>(i) Ngāti Maru.</li> <li>Note: other iwi not identified above may have an interest in the Project and should be consulted</li> </ul>
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA

NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
NZAA	New Zealand Archaeological Association
OSMP	Open Space Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
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: Acoustics – Road-traffic noise – New and altered roads
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) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise
ULDMP	Urban and Landscape Design Management Plan

	(a)	and a principal partner to the Southwest Gateway Programme, to which this project forms a part. The operation of this designation must in all respects
0.		The Requiring Authority acknowledges Te Ākitai Waiohua as Mana Whenua
6.	ΤοĀ	kitai Waiohua – Southwest Gateway Programme
5.	Laps (a)	ie 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.
5	Lang	
		<ul> <li>(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.</li> </ul>
		<ul> <li>review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation,</li> </ul>
		Construction or as soon as otherwise practicable:
4.	(a)	gnation Review The Requiring Authority shall within six (6) months of Completion of
4.	Deci	· ·
	(f)	The record shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.
		<ul> <li>details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators.</li> </ul>
		(ii) details of any requests made to the Requiring Authority that could influence detailed design, the results of any engagement and, where such requests that could influence detailed design are declined, the reasons why the Requiring Authority has declined the requests; and
		<ul> <li>a list of all Developers and Development Agencies who have indicated through the Notice of Requirement process that they intend to master plan or develop sites along the Project alignment that may require specific integration with the designation;</li> </ul>
		through to the Start of Construction for a Stage of Work. The record shall include:
	(e)	the Requiring Authority and Developers and Development Agencies for the period following the date in which this designation is included in the AUP
		are reasonable grounds for not providing it. The nominated contact shall maintain a record of the engagement between
	(d)	Where information is requested from the Requiring Authority and is available, the nominated contact shall provide the information unless there
	(-1)	the designation under section 176(1)(b) of the RMA.
		<ul> <li>(iv) details of how to apply for written consent from the Requiring Authority for any development proposal that relates to land is within</li> </ul>
		proposal advanced by the Developer or Development Agency as it relates to integration with the Project; and
		(iii) a process for the Requiring Authority to undertake a technical review of or provide comments on any master planning or development
		<ul> <li>(ii) potential modifications to the extent of the designation in response to information received through Condition 3(b)(ii);</li> </ul>
		F. traffic noise modelling contours.
		<ul> <li>D. integration of stormwater infrastructure;</li> <li>E. outputs from any flood modelling; and</li> </ul>
		C. potential locations for mid-block crossings;
		slopes); B. the horizontal and vertical alignment of the road (levels);
		A. boundary treatment (e.g. the use of retaining walls or batter
		<ul><li>but not be limited to the following matters:</li><li>(i) design details including but not limited to:</li></ul>
	(c)	Information requested or provided under Condition 3(b) above may include

	ref	lect these matters, including through meeting the conditions and		
		eaningful engagement at both a governance and kaitiaki level.		
7.		Utility Operators and Auckland Council Parks (Section 176		
	Au Au rec act	Auckland International Airport Limited) with existing infrastructure and Auckland Council in relation to parks located within the designation will not require written consent under section 176 of the RMA for the following activities:		
	(i) (ii)	operation, maintenance and repair works; minor renewal works to existing network utilities or parks necessary for the on-going provision or security of supply of network utility or parks operations;		
	(iii) (iv)			
		the extent that a record of written approval is required for the activities ted above, this condition shall constitute written approval.		
8.		Management		
	pro	e Requiring Authority shall undertake its best endeavours to ensure that operties acquired for the Project are appropriately managed in a manner at does not adversely affect the surrounding area.		
Pre-cor	nstruction	conditions		
9.	Outline F	Plan		
	17	Outline Plan (or Plans) shall be prepared in accordance with section 6A of the RMA.		
	of	ana Whenua shall be invited as partners to participate in the preparation an Outline Plan (or Plans).		
	pa	Itline Plans (or Plan) may be submitted in parts or in stages to address rticular activities (e.g. design or construction aspects), or a Stage of Work the Project.		
	(d) Ou to to ma	Itline Plans shall include any management plan or plans that are relevant the management of effects of those activities or Stage of Work, which ay include:		
	(i)	Construction Environmental Management Plan; Construction Traffic Management Plan;		
	(iii)			
	(iv)	) Urban and Landscape Design Management Plan;		
	(v) (vi			
	(vi			
	(vii (ix)	ii) Network Utilities Management Plan; and		
10.		nent Plans		
	• •	y management plan shall:		
	(i)	be prepared and implemented in accordance with the relevant		
	(ii)	management plan condition; be prepared by a Suitably Qualified Person(s);		
	(iii)			
		Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua;		
	(iv)			

	r		_
		(v) summarise comments received from Mana Whenua and stakeholders	
		as required by the relevant management plan condition, along with a summary of where comments have:	
		A. been incorporated; and	
		B. where not incorporated, the reasons why.	
		(vi) be submitted as part of an Outline Plan pursuant to section 176A of	
		the RMA, with the exception of SCEMPs and CNVMP Schedules;	
		and	
		(vii) Once finalised, uploaded to the Project website or equivalent virtual	
		information source.	
	(b)	Any management plan developed in accordance with Condition 10 may:	
		(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; and	
		(ii) except for material changes, be amended to reflect any changes in	
		design, construction methods or management of effects without further process.	
	(c)	If there is a material change required to a management plan which has	
	(0)	been submitted with an Outline Plan, the revised part of the plan shall be	
		submitted to the Council as an update to the Outline Plan or for Certification	
		as soon as practicable following identification of the need for a revision.	
	(d)	Any material changes to the SCEMP(s) are to be submitted to the Council	
		for information.	
11.	Mana	i Whenua Kaitiaki Forum	
	(a)	At least twelve (12) months prior to the start of detailed design for a Stage	
		of Work, the Requiring Authority shall invite Mana Whenua to establish a	
		Mana Whenua Kaitiaki Forum. The objective of the Mana Whenua Kaitiaki	
		Forum is to provide a forum for Mana Whenua to participate as partners in	
		all phases of the Project. To achieve the objective, the Mana Whenua	
		Kaitiaki Forum shall address (as a minimum) the following matters:	
		<ul> <li>(i) how Mana Whenua will provide input into the design of the Project. For example:</li> </ul>	
		A. how Mana Whenua values and narrative are incorporated	
		through the form of the Project and associated structures;	
		B. how the historic and cultural significance of the Puhinui Historic	
		Gateway will be recognised; and	
		C. how pou, art, sculptures, mahi toi or other any other features	
		located on land within or adjoining the Project will be provided	
		in a manner that represents the Māori history of the area and	
		promotes a distinctiveness or sense of place. (ii) how Mana Whenua will be engaged in the preparation of	
		management plans and future consenting processes;	
		(iii) how mātauranga Māori and tikanga Māori will be recognised in all	
		phases of the Project;	
		(iv) where opportunities for Mana Whenua to participate in engagement	
		with local communities, business associations, social institutions and	
		community groups will be provided;	
		(v) where opportunities for Mana Whenua to support the physical,	
		mental, social and economic wellbeing for iwi and the local	
		community will be provided through the Project. This could include:	
		<ul> <li>A. planting supplied through Mana Whenua and community based nurseries;</li> </ul>	
		B. local schools being involved in planting; and	
		C. scholarships, cadetships and job creation.	
		(vi) the Requiring Authority shall provide reasonable resourcing, technical	
		and administrative support for Mana Whenua including organising	
		meetings at a local venue and the taking and dissemination of	
		meeting minutes;	
		(vii) the frequency of meetings shall be agreed between the Requiring	
1		Authority and Mana Whenua; and	

	(vi	produte the M	to the Start of Construction, the Requiring Authority shall ice a record of the Mana Whenua Kaitiaki Forum. The record of ana Whenua Kaitiaki Forum shall be provided to Mana Whenua hall include (but not be limited to); details of how Mana Whenua have participated as partners in the Project; details of how the matters set out in (a) will be incorporated into the Project; how the objective of the Mana Whenua Kaitiaki Forum has been and will continue to be met; and details of how comments from Mana Whenua have been incorporated into the Project and where not incorporated, the
			reasons why. The shall be invited to identify and (if possible) nominate among along the Preject corridor such as Pue Papid Transit
	Sta	ations and	ames along the Project corridor such as Bus Rapid Transit d bridge structures. Noting there may be formal statutory putside the Project required in any decision-making.
	) mo		Vhenua Kaitiaki Forum shall continue to meet for at least six owing the Completion of Construction or as agreed with Mana
	Advice r		
			of doubt, Mana Whenua may wish to use another forum as the
10			itiaki Forum.
12.			munication and Engagement Management Plan (SCEMP) hall be prepared in consultation with stakeholders, community
			organisations prior to the Start of Construction.
	(b) Th	ne objectiv	e of the SCEMP is to identify how the public and stakeholders
			irectly affected and adjacent owners and occupiers of land) will
			with prior to and throughout Construction Works. To achieve e of the SCEMP:
	(i)	at lea	st six (6) months prior to detailed design for a Stage of Work,
		-	equiring Authority shall identify:
		A. B.	a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; a list of key stakeholders, community groups, organisations
		Β.	and businesses who will be engaged with; and
		C.	methods to engage with key stakeholders, community groups, organisations and businesses and the owners of properties
	(ii)	) a rec	identified in (b)(i)A-B above. ord of (b)(i) shall be submitted with an Outline Plan for the
		releva	ant Stage of Work.
	(iii	,	CEMP shall include: the contact details for the Project Ligison Person. These details
		A.	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
		B.	entrance(s) to the site(s); the procedures for ensuring that there is a contact person
		D.	available for the duration of Construction Works, for public
		-	enquiries or complaints about the Construction Works;
		C.	details of opportunities to strengthen the relationship between Mana Whenua, key stakeholders and the wider community;
		D.	methods and timing to engage with landowners whose access
			is directly affected;
		E.	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 (b)(i) above; and

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		F. linkages and cross-references to communication and
		engagement methods set out in other conditions and
		management plans where relevant.
	(c)	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.
13.	Deve	elopment Response Management Plan
	(a)	A DRMP shall be prepared prior to the Start of Construction for a Stage of
		Work.
	(b)	The objective of the DRMP is to provide a framework to assist businesses
		affected by the Project to manage the impacts of construction and to
		maximise the opportunities the Project presents.
	(c)	Business Associations representing businesses within the relevant Stage of
		Work shall be invited no later than 18 months prior to the Start of
		Construction for a Stage of Work, to participate in the development of the
	<i>(</i> ))	
	(d)	To achieve the objective, the DRMP shall include:
		(i) a list of businesses likely to be impacted by the Project;
		(ii) recommended measures to mitigate impacts on identified businesses associated with construction effects such as the potential loss of
		visibility of businesses from public spaces, reduction of accessibility
		and severance. Such mitigation measures may include business
		support, temporary placemaking and place activation measures and
		temporary wayfinding and signage;
		(iii) a summary of any proactive assistance to be provided to impacted
		businesses;
		(iv) identification of opportunities to co-ordinate the forward work
		programme, where appropriate with infrastructure providers and
		development agencies; and
		(v) linkages and cross-references to communication and engagement
		methods set out in other conditions and management plans (e.g. the
		SCEMP) where relevant.
14.		an and Landscape Design Management Plan (ULDMP)
	(a)	A ULDMP shall be prepared prior to the Start of Construction for a Stage of
	(6)	Work.
	(b)	The objective of the ULDMP(s) is to: (i) enable integration of the Project's permanent works into the
		<ul> <li>enable integration of the Project's permanent works into the surrounding landscape and urban context;</li> </ul>
		(ii) ensure that the Project manages potential adverse landscape and
		visual effects as far as practicable and contributes to a quality urban
		environment; and
		(iii) acknowledge and recognise the whakapapa Mana Whenua have to
		the Project area.
	(c)	Mana Whenua shall be invited to participate in the development of the
		ULDMP at least six (6) months prior to the start of detailed design for a
		Stage of Work to provide input on cultural landscape and design matters.
		This shall include (but not be limited to) how desired outcomes for the
		management of potential effects on cultural sites, landscapes and values
		identified and discussed in accordance with the Historic Heritage Management Plan (Condition 26) and the Ecological Management Plan
		(Condition 28) may be reflected in the ULDMP.
	(d)	Key stakeholders shall be invited to participate in the development of the
	(~)	ULDMP at least six (6) months prior to the start of detailed design for a
		Stage of Work.
1		
	(e)	The ULDMP shall be prepared in general accordance with:
	(e)	The ULDMP shall be prepared in general accordance with: (i) Auckland Transport's Urban Roads and Streets Design Guide;
	(e)	

	(iii)	Waka Kotahi Landscape Guidelines (2013) or any subsequent
	(iv)	updated version; Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and
	(v)	Auckland's Urban Ngahere (Forest) Strategy or any subsequent
(f)		updated version. hieve the objective, the ULDMP shall provide details of how the
	Projec	
	(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;
	(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:
		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.
	(v)	has responded to requests that could influence detailed design
		through the Land Use Integration Process (Condition 3);
	(vi)	provides opportunities to incorporate Mana Whenua values and
		cultural narrative through the design. This shall include but not be
		limited to:
		A. how to protect and enhance connections to the Māori cultural landscape;
		B. how and where accurate historical signage can be provided along the corridor;
		C. how historical portage routes will be recognised;
		D. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be
		provided; E. how opportunities to utilise flora and fauna with a specific
		connection to the area are realised where possible by:
		a. preserving them in the design and maintenance of the Project; and
		b. restoring them in a manner that recognises their
		historical and cultural significance. For example, by
		clustering planting to represent a lost ngahere.
		F. how the historic and cultural significance of the Puhinui Historic
		Gateway is recognised; and
		G. how public access to coastal areas, waterways and open space is enhanced, where appropriate.
	(vii)	provides for an integrated stormwater management approach which
	()	prioritises in the following order:
		A. opportunities for ki uta ki tai (a catchment scale approach);
		B. opportunities for net catchment benefit;
		C. green infrastructure and nature-based solutions; and
	A · ··	D. opportunities for low maintenance design.
(g)		e discretion of Mana Whenua, the matters listed in $(f)(v) - (vi)$ shall
(h)		be incorporated into the ULDMP or prepared as a separate plan.
(h)	(i)	a concept plan(s) – which depicts the overall landscape and urban
	(')	design concept, and explain the rationale for the landscape and
		urban design proposals;
		<b>v</b> , , .

(ii)	developed design concepts, including principles for walking and
(iii)	cycling facilities and public transport; and landscape and urban design details – that cover the following:
	A. road design – elements such as:
	<ul> <li>a. intersection form;</li> <li>b. carriageway gradient and associated earthworks;</li> </ul>
	c. contouring, cut and fill batters and/or retaining walls and
	their interface with adjacent land uses and existing roads
	(including slip lanes);
	d. benching; e. spoil disposal sites;
	f. median width and treatment; and
	g. roadside width and treatment.
	<ul> <li>B. roadside elements – such as lighting, fencing, wayfinding and signage;</li> </ul>
	C. architectural and landscape treatment of all major structures,
	including bridges and retaining walls;
	D. architectural and landscape treatment of noise barriers;
	<ul> <li>E. landscape treatment of permanent stormwater control wetlands and swales;</li> </ul>
	F. integration of passenger transport;
	G. pedestrian and cycle facilities including paths, road crossings
	and dedicated pedestrian/ cycle bridges or underpasses;
	<ul> <li>H. historic heritage places with reference to the HHMP (Condition 26); and</li> </ul>
	I. re-instatement of construction and site compound areas,
(i) nlen	driveways, accessways and fences.
(i) plant (i)	ting details and maintenance requirements: planting design details including:
	A. identification of existing trees and vegetation that will be
	retained with reference to the Tree Management Plan
	(Condition 29). 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;
	<ul><li>D. planting of stormwater wetlands;</li><li>E. identification of vegetation to be retained and any planting</li></ul>
	requirements under the Ecological Management Plan
	(Conditions 28) and Tree Management Plan (Condition 29);
	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:
	A. weed control and clearance;
	<ul><li>B. pest animal management (to support plant establishment);</li><li>C. ground preparation (top soiling and decompaction);</li></ul>
	D. mulching; and
	E. plant sourcing and planting, including hydroseeding and
	grassing, and use of eco-sourced species.
Advice no	te.
	nation is for the purpose of construction, operation and maintenance of
an arterial	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.				
Specifi	fic Outline Plan requirements				
	Flood Hazard				
	For the purpose of Condition 15: (a) ARI – means Average Recurrence Interval;				
	<ul> <li>(a) Art - means Average recurrence interval,</li> <li>(b) Existing authorised community, commercial and industrial floor – means the floor level of any community, commercial and industrial building which is authorised and exists at the time the Outline Plan is submitted;</li> </ul>				
	(c) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised 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;				
	(d) Flood prone area – means potential ponding areas that may flood and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features;				
	(e) Maximum Probable Development – is the 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 AUP, the probable level of development arising from zone changes;				
	<ul> <li>(f) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways); and</li> </ul>				
	(g) Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).				
15.	Flood Hazard				
	<ul> <li>(a) The Project shall be designed to achieve the following flood risk outcomes:</li> <li>(i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;</li> </ul>				
	<ul> <li>(ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors to maintain a minimum freeboard of 150mm;</li> </ul>				
	<ul> <li>(iii) no increase in flood levels in a 1% AEP event for existing authorised community, commercial and industrial building floors that are already subject to flooding;</li> </ul>				
	<ul> <li>(iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors;</li> </ul>				
	<ul> <li>(v) maximum of 50mm increase in flood level in a 1% AEP event outside and adjacent to the designation boundaries between the pre and post Project scenarios;</li> <li>(vi)</li> </ul>				
	<ul> <li>(vi) no new flood prone areas; and</li> <li>(vii) no increase of flood hazard for main access to authorised habitable dwellings existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP event. Where Flood Hazard is:</li> </ul>				
	A. velocity x depth is greater than or equal to $(\ge)$ 0.6; or B. depth is greater than $(>)$ 0.5m; or				
	<ul> <li>C. velocity is greater than (&gt;) 2m/s.</li> <li>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 1% AEP flood levels (for Maximum Probable Development land use and including climate change).</li> </ul>				
	<ul> <li>(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</li> </ul>				

	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.
16.	Existing property access
	(a) Where existing property vehicle access which exists at the time the Outline Plan is submitted is proposed to be altered by the Project, the Requiring Authority shall consult with the directly affected landowner regarding the required changes. The Outline Plan shall demonstrate how safe access will be provided, unless otherwise agreed with the affected landowner.
	uction conditions
17.	Construction Environmental Management Plan (CEMP)
	<ul> <li>(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work.</li> </ul>
	<ul> <li>(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: <ul> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) details of the proposed construction yards including temporary screening when adjacent to residential areas;</li> <li>(v) details of the proposed construction lighting;</li> <li>(vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vii) methods for providing for the health and safety of the general public;</li> <li>(viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain;</li> <li>(ix) procedures for incident management;</li> <li>(x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;</li> </ul> </li> </ul>
	<ul> <li>(xii) procedures for responding to complaints about Construction Works; and</li> </ul>
	(xiii) methods for amending and updating the CEMP as required.
18.	Complaints Register
	<ul> <li>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: <ul> <li>(i) the date, time and nature of the complaint;</li> <li>(ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</li> <li>(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;</li> <li>(iv) the outcome of the investigation into the complaint; and</li> <li>(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.</li> </ul> </li> <li>(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.</li> </ul>

19.	Cultural	Cultural Monitoring Plan				
		Cultural Monitoring Plan shall be prepared prior to the Start of				
	-	nstruction. least six (6) months prior to the start of detailed design, a Suitably				
		alified Person(s) identified in partnership with Mana Whenua shall				
	со	mmence the preparation of the Cultural Monitoring Plan.				
		e objective of the Cultural Monitoring Plan is to identify methods for				
		dertaking cultural monitoring to assist with management of any cultural ects during Construction works. To achieve the objective, the Cultural				
		ponitoring Plan shall include:				
	(i)	requirements for formal dedication or cultural interpretation to be				
		undertaken prior to start of Construction Works in areas identified as				
	(ii)	having significance to Mana Whenua; requirements and protocols for cultural inductions for contractors and				
	(ii)	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)					
		identified during cultural monitoring, including implementation of the				
	(d) If E	Accidental Discovery Protocol. Enabling Works involving soil disturbance are undertaken prior to the start				
		Construction Works, an Enabling Works Cultural Monitoring Plan shall be				
		epared by a Suitably Qualified Person identified in collaboration with				
		ana Whenua. This plan may be prepared as a standalone Enabling				
		orks Cultural Monitoring Plan or be included in the main Construction orks Cultural Monitoring Plan.				
	vv					
	Advice r	Advice note:				
		Where appropriate, the Cultural Monitoring Plan shall align with the requirements				
		f other conditions of the designation and resource consents for the Project which equire monitoring during Construction Works.				
20.	1	ction Traffic Management Plan (CTMP)				
20.		CTMP shall be prepared prior to the Start of Construction for a Stage of				
	Ú We	prk.				
		e objective of the CTMP is to avoid, remedy or mitigate, as far as				
		acticable, adverse construction traffic effects. To achieve this objective, e CTMP shall include:				
	(i)	methods to manage the effects of temporary traffic management				
	(	activities on traffic;				
	(ii) (iii	· · · ·				
	(m	movements, including any specific non-working or non-movement				
		hours (for example on roads serving educational facilities during pick				
		up and drop off times) to manage vehicular and pedestrian traffic				
	(iv	near educational facilities or to manage traffic congestion; ) site access routes and access points for heavy vehicles, the size and				
	(10	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, pedestrians and				
	(vi	cyclists; ) methods to maintain access to and within property and/or private				
		roads where practicable, or to provide alternative access				
		arrangements when it will not be. Engagement with landowners				
		whose access is directly affected shall be undertaken in accordance with Condition 12(b)(iii)D;				
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<ul> <li>(vii) details of how access for the loading and unloading of good provided for;</li> <li>(viii) the management approach to loads on heavy vehicles, inclusion accessing loads of fine material, the use of wheel week facility</li> </ul>				
(viii) the management approach to loads on heavy vehicles, incl	ds will be			
covering loads of fine material, the use of wheel-wash facili exit points and the timely removal of any material deposited on public roads;	ities at site			
<ul> <li>(ix) methods that will be undertaken to communicate traffic many measures to affected road users (e.g. residents / public / stakeholders / emergency services);</li> </ul>	nagement			
<ul> <li>(x) details of minimum network performance parameters to be during the construction phase, including any measures to n compliance with the performance parameters. These could maximum increases in journey time and traffic volumes alo routes; and</li> </ul>	nonitor include			
(xi) details of any Travel Demand Management (TDM) measure proposed to be implemented in the event of thresholds ider (x) being exceeded.				
21. Open Space Management Plan (OSMP)				
<ul> <li>(a) An OSMP shall be prepared prior to the Start of Construction for a Work. The objective of the OSMP is to minimise as far as practica adverse effects on the recreation amenity of parks and reserves r from construction.</li> </ul>	able			
<ul> <li>(b) To achieve the objective, the OSMP shall include details of:</li> <li>(i) how the ongoing operation (including but not limited to even access (including walking and cycling) to parks and reserve construction will be maintained in accordance with the Con</li> </ul>	es during			
<ul> <li>Traffic Management Plan (Condition 20); and</li> <li>(ii) opportunities to coordinate the construction of the Project, a practicable, with the forward work programme (including ar for parks and reserves directly affected by the Project.</li> </ul>	ny events)			
(c) Auckland Council Parks and Community Facilities shall be invited participate in the development of the OSMP at least six (6) month the start of detailed design for a Stage of Work.	is prior to			
<ul> <li>(d) Any OSMP prepared for a Stage of Work shall be submitted to Construction ten working days prior to the Start of Construction for Work.</li> </ul>				
22. Construction Noise Standards				
NZS6803:1999 Acoustics – Construction Noise and shall comply	NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:			
Day of week         Time period         LAeq(15min)         LAFmax				
Occupied activity sensitive to noise				
Weekday         0630h - 0730h         55 dB         75 dB				
Weekday         0630h - 0730h         55 dB         75 dB           0730h - 1800h         70 dB         85 dB				
Weekday         0630h - 0730h         55 dB         75 dB           0730h - 1800h         70 dB         85 dB           1800h - 2000h         65 dB         80 dB				
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				
Weekday         0630h - 0730h         55 dB         75 dB           0730h - 1800h         70 dB         85 dB         80 dB           1800h - 2000h         65 dB         80 dB           2000h - 0630h         45 dB         75 dB           Saturday         0630h - 0730h         55 dB         75 dB				
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         80 dB           2000h - 0630h         45 dB         75 dB           0630h - 0730h         55 dB         75 dB           0630h - 0730h         55 dB         85 dB				
Weekday         0630h - 0730h 0730h - 1800h 1800h - 2000h         55 dB 70 dB 65 dB 80 dB 2000h - 0630h         75 dB 80 dB 75 dB           Saturday         0630h - 0730h 0630h - 0730h 1800h - 2000h         55 dB 75 dB 75 dB         75 dB 75 dB           Saturday         0630h - 0730h 1800h - 2000h         55 dB 75 dB         75 dB 75 dB				
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         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           1800h - 2000h         45 dB         75 dB         2000h - 0630h         45 dB         75 dB           Sunday and Public         0630h - 0730h         45 dB         75 dB         75 dB				
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         180 dB           2000h - 0630h         45 dB         75 dB         75 dB           0730h - 1800h         70 dB         85 dB         1800h - 2000h         45 dB         75 dB           1800h - 2000h         45 dB         75 dB         75 dB         75 dB         75 dB         1800h - 2000h         45 dB         75 dB				
Weekday         0630h - 0730h 0730h - 1800h         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         180 dB           2000h - 0630h         45 dB         75 dB           0730h - 1800h         70 dB         85 dB           1800h - 2000h         45 dB         75 dB           2000h - 0630h         45 dB         75 dB           Sunday and Public         0630h - 0730h         45 dB         75 dB				
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         75 dB           Saturday         0630h - 0730h         55 dB         75 dB           0730h - 1800h         70 dB         85 dB         180 dB           1800h - 2000h         45 dB         75 dB         75 dB           2000h - 0630h         45 dB         75 dB         75 dB           Sunday and Public         0630h - 0730h         45 dB         75 dB           Holidays         0730h - 1800h         55 dB         85 dB				

	All	0730h – 1800h	70 dB	
		1800h – 0730h	75 dB	
	(b) Where comp	liance with the noise	standards set out in 7	Table 22-1 is not
	practicable, t	he methodology in C	ondition 25 shall appl	у.
23.	Construction Vibr	ation Standards		
	(a) Construction	vibration shall be me	asured in accordance	e with ISO
	4866:2010 M	echanical vibration a	nd shock – Vibration	of fixed structures –
			of vibrations and evalu	
			h the vibration standa	ards set out in the
	following tabl	e as far as practicab	e.	
	Table 23-1 Construc	tion vibration standar	ds	
	Receiver	Details	Category A*	Category B**
	Occupied activity s			
	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 DI	N4150-3:1999
	* Category A criteria a	adopted from Rule E25.	6.30.1 of the AUP	
	** Category B criteria	based on DIN 4150-3:	1999 building damage c	riteria for daytime
			on standards set out	
			ondition 25 shall appl	
24.			nagement Plan (CNN	•
	(a) A CNVMP sh Work.	all be prepared prior	to the Start of Constr	ruction for Stage of
		all be implemented o	luring the Stage of W	ork to which it
	relates.			
			provide a framework	
			racticable Option for t	
			ffects to achieve the o Conditions 22 and 23	
			ive, the CNVMP shall	
			New Zealand Standa	
			NZS6803:1999) and :	shall as a minimum,
	address the f		1	
			d anticipated equipme g times and days whe	
		es would occur;	g times and days whe	
			vibration standards fo	r the Project;
	(iv) identifi	cation of receivers w	here noise and vibrat	ion standards apply;
		, ,	and mitigation optior	
			vorks and works durin	
		<b>3</b>	nd public holidays as monitoring and repor	•
		and vibration;	monitoring and repor	
			ion and engagement	with nearby
	reside	nts and stakeholders	, including notification	of proposed
			period of construction	activities, and
		ement of noise and v		
		t details of the Project		ra of construction
			raining of the operato e and vibration as we	
		uction site behaviours		
·			,	

		(x) procedures and requirements for the preparation of a Schedule to the
		CNVMP (Schedule) for those areas where compliance with the noise Condition 22 and/or vibration standards Condition 23 Category B will
		not be practicable;
		(xi) identification of trigger levels for undertaking building condition
		surveys, which shall be Category B day time levels;
		(xii) procedures and trigger levels for undertaking building condition
		surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration;
		(xiii) methodology and programme of desktop and field audits and
		inspections to be undertaken to ensure that the CNVMP, Schedules
		and the best practicable option for management of effects are being
		implemented; and
25.	Saha	(xiv) requirements for review and update of the CNVMP. dule to a CNVMP
25.	(a)	A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of
	(a)	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:
		(i) construction noise is either predicted or measured to exceed the
		noise standards in Condition 22, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed:
		$A_{\text{eq}}$ Chief is no greater than 5 decides and does not exceed. 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 23.
	(b)	The objective of the Schedule is to set out the Best Practicable Option
	(6)	measures to manage noise and/or vibration effects of the construction
		activity beyond those measures set out in the CNVMP. To achieve the
		objective, the Schedule shall include details such as:
		(i) construction activity location, start and finish dates;
		<ul> <li>(ii) the nearest neighbours to the construction activity;</li> <li>(iii) the predicted noise and/or vibration level for all receivers where the</li> </ul>
		levels are predicted or measured to exceed the applicable standards
		and predicted duration of the exceedance;
		(iv) for works proposed between 2000h and 0630h, the reasons why the
		proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime;
		(v) the proposed mitigation options that have been selected, and the
		options that have been discounted as being impracticable and the
		reasons why;
		(vi) 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
		(vii) location, times and types of monitoring.
	(c)	The Schedule shall be submitted to the Manager 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.
	(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.

26.	Historic Heritage Management Plan			
	(a)	A HHMP shall be prepared in consultation with Council, HNZPT and Mana		
			nua prior to the Start of Construction for a Stage of Work.	
	(b)		objective of the HHMP is to protect historic heritage and to remedy and	
			ate any residual effects as far as practicable. To achieve the objective,	
			IHMP shall identify:	
		(i)	any adverse direct and indirect effects on historic heritage sites and	
			measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and	
			measures;	
		(ii)	methods for the identification and assessment of potential historic	
		(")	heritage places within the Designation to inform detailed design;	
		(iii)	known historic heritage places and potential archaeological sites	
		( )	within the Designation, including identifying any archaeological sites	
			for which an Archaeological Authority under the HNZPTA will be	
			sought or has been granted;	
		(iv)	any unrecorded archaeological sites or post-1900 heritage sites	
			within the Designation, which shall also be documented and recorded	
			(such as in the New Zealand Archaeological Association Site	
			Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory);	
		(v)	roles, responsibilities and contact details of Project personnel,	
		(•)	Council and HNZPT representatives, Mana Whenua representatives,	
			and relevant agencies involved with heritage and archaeological	
			matters including surveys, monitoring of Construction Works,	
			compliance with AUP accidental discovery rule, and monitoring of	
			conditions;	
		(vi)	specific areas to be investigated, monitored and recorded to the	
		(v/ii)	extent these are directly affected by the Project;	
		(vii)	the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures)	
			that need to be destroyed, demolished or relocated, including details	
			of their condition, measures to mitigate any adverse effects and	
			timeframe for implementing the proposed methodology, in	
			accordance with the HNZPT Archaeological Guidelines Series No.1:	
			Investigation and Recording of Buildings and Standing Structures	
		<i>,</i>	(November 2018), or any subsequent version;	
		(viii)	methods to acknowledge cultural values identified through the Mana	
			Whenua Kaitiaki Forum (Condition 11) and Urban Landscape and	
			Design Management Plan (Condition 14) where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our	
			ancestors) and where feasible and practicable to do so;	
		(ix)	methods for avoiding, remedying or mitigating adverse effects on	
		()	historic heritage places and sites within the Designation during	
			Construction Works as far as practicable. These methods shall	
			include, but are not limited to:	
			A. security fencing or hoardings around historic heritage places to	
			protect them from damage during construction or unauthorised	
		()	access;	
		(x)	measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public	
			awareness and interpretation signage; and	
		(xi)	training requirements and inductions for contractors and	
		. ,	subcontractors on historic heritage places within the Designation,	
			legal obligations relating to unexpected discoveries and the AUP	
			Accidental Discovery Rule (E11.6.1) The training shall be undertaken	
			prior to the Start of Construction, under the guidance of a Suitably	
			Qualified Person and Mana Whenua representatives (to the extent	
			the training relates to cultural values identified under Condition 19).	

	(c)	Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation, building and standing structures and monitoring), shall be submitted to the Manager within 12 months of completion.					
	Advi	ce note:					
		dental Discoveries					
	E11.6	6.1 of t	ments for accidental discoveries of heritage items are set out in Rule the AUP and shall apply when an archaeological authority under the not otherwise in place.				
27.			ruction Ecological Survey				
	(a) (b) (c)	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 ecological management by confirming whether the indigenous flora and fauna (including Regionally or Nationally At-Risk or Threatened species) within the Identified Biodiversity Areas recorded in Schedule 3 are still present. Mana Whenua shall be invited as partners to observe how the ecological survey in (a) will be undertaken. If the ecological survey confirms the presence of indigenous flora and fauna (including Regionally or Nationally At-Risk or Threatened species) in					
		àccoi Plans	rdance with Condition 27(a) then an Ecological Management Plan (or s) shall be prepared in accordance with Condition 28 for these areas				
			firmed Biodiversity Areas).				
28.		-	Management Plan (EMP)				
	(a)		MP shall be prepared for any Confirmed Biodiversity Areas (confirmed				
	(b)	<ul> <li>through Condition 27) prior to the Start of Construction for a Stage of Work.</li> <li>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. To achieve the objective, the EMP shall set out the methods which may include:</li> <li>(i) if an EMP is required in accordance with Condition 27(c) for the presence of long-tailed bats:</li> </ul>					
			<ul> <li>A. measures to minimise disturbance from construction activities within the vicinity of any active roosts that are discovered until such roosts are confirmed to be vacant of bats;</li> <li>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;</li> <li>C. details of areas where vegetation is to be retained where</li> </ul>				
		(ii)	<ul> <li>practicable for the purposes of the connectivity of long tailed bats;</li> <li>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) will be provided and maintained; and</li> <li>E. where mitigation is not practicable, details of any offsetting proposed.</li> <li>If an EMP is required in accordance with Condition 27(c) for the presence of Threatened or At-Risk birds (excluding Wetland Birds):</li> </ul>				
			<ul> <li>A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;</li> <li>B. where Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of the Pipit bird breeding season (August to February) where practicable;</li> </ul>				

	C.	where works are required within the Confirmed Biodiversity
		Area during the bird breeding season (including Pipits),
		methods to minimise adverse effects on Threatened or At-Risk
	-	birds; and
	D.	details of grass maintenance if Pipit are present.
(iii)		EMP is required in accordance with Condition 27(c) for the
	•	ence of Threatened or At-Risk wetland birds:
	А.	how the timing of any Construction Works shall be undertaken
		outside of the bird breeding season (September to February)
	D	where practicable; where works are required within the Confirmed Biodiversity
	В.	
		Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk wetland birds;
	C	undertaking a nesting bird survey of Threatened or At-Risk
	C.	
		wetland birds prior to any Construction Works taking place within a 50m radius of any identified Wetlands (including
		establishment of construction areas adjacent to Wetlands).
		Surveys should be repeated at the beginning of each wetland
		bird breeding season and following periods of construction
		inactivity;
	D.	what protection and buffer measures will be provided where
	Ξ.	nesting Threatened or At-Risk wetland birds are identified
		within 50m of any construction area (including laydown areas).
		Measures could include:
		a. a 20m buffer area around the nest location and retaining
		vegetation. The buffer areas should be demarcated
		where necessary to protect birds from encroachment.
		This might include the use of marker poles, tape and
		signage;
		b. monitoring of the nesting Threatened or At-Risk wetland
		birds by a Suitably Qualified Person. Construction Works
		within the 20m nesting buffer areas should not occur
		until the Threatened or At-Risk wetland birds have
		fledged from the nest location (approximately 30 days
		from egg laying to fledging) as confirmed by a Suitably
		Qualified Person; and
		c. minimising the disturbance from the works if
		Construction Works are required within 50m of a nest,
	-	as advised by a Suitably Qualified Person.
	E.	adopting a 10m setback where practicable, between the edge
		of wetlands and construction areas (along the edge of the stockpile/laydown area); and
	F.	minimising light spill from construction areas into wetlands.
(c) The E		nall be consistent with any ecological management measures to
		ten in compliance with conditions of any regional resource
		anted for the Project.
		opriate, and in partnership with Mana Whenua, flora and fauna
		tified in the ULDMP are reflected and included within this EMP.
Advice note	ə.	
		potential effects of the Project, the regional consents for the
		le the following monitoring and management plans:
		nd/or wetland restoration plans;
		n restoration plans; and
		nagement plans (e.g. avifauna, herpetofauna).

29.	Tree	Free Management Plan		
	(a)	Prior to the Start of Construction for a Stage of Work, a Tree Management		
	(1.)	Plan shall be prepared.		
	(b)	The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 4. To		
		achieve the objective, the Tree Management Plan shall:		
		(i) confirm that the trees listed in Schedule 4 still exist; and		
		(ii) demonstrate how the design and location of project works has		
		avoided, remedied or mitigated any effects on any tree listed in		
		Schedule 4. This may include:		
		A. any opportunities identified through Condition 14(i)(i)A to		
		relocate mature trees and native trees where practicable;		
		B. planting to replace trees that require removal (with reference to		
		the ULDMP planting design details in Condition 14); C. tree protection zones and tree protection measures such as		
		C. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of		
		roots, trunks and branches; and		
		D. methods for work within the rootzone of trees that are to be		
		retained in line with accepted arboricultural standards.		
		(iii) demonstrate how the tree management measures (outlined in $A - D$		
		above) are consistent with conditions of any resource consents		
		granted for the Project in relation to managing construction effects on trees.		
30.	Notw	rork Utility Management Plan (NUMP)		
30.	(a)	A NUMP shall be prepared prior to the Start of Construction for a Stage of		
	(a)	Work.		
	(b)	The objective of the NUMP is to set out a framework for protecting,		
	. ,	relocating and working in proximity to existing network utilities. To achieve		
		the objective, the NUMP shall include methods to:		
		(i) provide access for maintenance at all reasonable times, or		
		<ul> <li>emergency works at all times during construction activities;</li> <li>(ii) manage the effects of dust and any other material potentially</li> </ul>		
		resulting from construction activities and able to cause material		
		damage, beyond normal wear and tear to overhead transmission		
		lines in the Project area; and		
		(iii) demonstrate compliance with relevant standards and Codes of		
		Practice including, where relevant, the NZECP 34:2001 New Zealand		
		Electrical Code of Practice for Electrical Safe Distances 2001;		
		AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.		
	(c)	The NUMP shall be prepared in consultation with the relevant Network		
	( )	Utility Operator(s) (including Auckland International Airport Limited) who		
		have existing assets that are directly affected by the Project.		
	(d)	The development of the NUMP shall consider opportunities to coordinate		
		future work programmes with other Network Utility Operator(s) (including		
		Auckland International Airport Limited) during detailed design where practicable.		
	(e)	The NUMP shall describe how any comments from the Network Utility		
	(0)	Operator (including Auckland International Airport Limited) in relation to its		
		assets have been addressed.		
	(f)	Any comments received from the Network Utility Operator (including		
		Auckland International Airport Limited) shall be considered when finalising		
	(m)	the NUMP.		
	(g)	Any amendments to the NUMP related to the assets of a Network Utility Operator (including Auckland International Airport Limited) shall be		
		prepared in consultation with that asset owner.		
		· · · · · · · · · · · · · · · · · · ·		

Operati	ional conditions			
31.	Low Noise Road Surface			
	(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the Project.			
32.	Future Resurfacing Work			
	<ul> <li>(a) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where: <ul> <li>(i) the volume of traffic exceeds 10,000 vehicles per day; or</li> <li>(ii) the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</li> <li>(iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or</li> <li>(iv) it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</li> </ul> </li> <li>(b) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 31(a)(i) – (iv) are</li> </ul>			
	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.			
	Traffic Noise			
	For the purposes of Conditions 33 to 44:			
	<ul> <li>(a) Building-Modification Mitigation – has the same meaning as in NZS 6806;</li> <li>(b) Design year has the same meaning as in NZS 6806;</li> <li>(c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed;</li> </ul>			
	(d) Habitable Space – has the same meaning as in NZS 6806;			
	<ul> <li>(e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 2 Identified PPFs Noise Criteria Categories;</li> <li>(f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-</li> </ul>			
	<ul> <li>(r) Initigation finds the same meaning as in the second of the second of</li></ul>			
	levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C);			
	<ul> <li>(h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;</li> <li>(i) Distributed Draminos and Equilibrium (DDEs) – means only the promises and</li> </ul>			
	<ul> <li>(i) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 2: Identified PPFs Noise Criteria Categories;</li> <li>(j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806 taking into account any low noise road surface</li> </ul>			
	<ul> <li>to be implemented in accordance with Condition 31; and</li> <li>(k) Structural Mitigation – has the same meaning as in NZS 6806.</li> </ul>			
33.	The Noise Criteria Categories identified in Schedule 2: Identified PPFs Noise			
	Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 33 to 44 (all traffic noise conditions).			
	<ul> <li>The Noise Criteria Categories do not need to be complied with at a PPF where:</li> <li>(a) The PPF no longer exists; or</li> <li>(b) Agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met.</li> </ul>			
	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.			

34.	As part of the detailed design of the Project, a Suitably Qualified Person shall
•	determine the Selected Mitigation Options for the PPFs identified on Schedule 2:
	Identified PPFs Noise Criteria Categories.
	For the avoidance of doubt, the low noise road surface implemented in
	accordance with Condition 31 may be (or be part of) the Selected Mitigation
	Option(s).
35.	Prior to construction of the Project, a Suitably Qualified Person shall develop the
	Detailed Mitigation Options for the PPFs identified in Schedule 2: Identified PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
20	If the Detailed Mitigation Options would result in the Identified Noise Criteria
36.	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.
37.	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.
38.	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 <sub>LAeq(24h)</sub> inside Habitable Spaces ('Category C
	Buildings').
39.	Prior to the Start of Construction in the vicinity of each Category C Building, the
00.	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.
40.	For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 39 above if:
	(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 months of the date of
	the Requiring Authority's letter sent in accordance with Condition 39 above
	<ul><li>(including where the owner did not respond within that period); or</li><li>(d) The building owner cannot, after reasonable enquiry, be found prior to</li></ul>
	Completion of Construction of the Project.
	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.
41.	Subject to Condition 40 above, within six months of the assessment undertaken in
	accordance with Condition 40, the Requiring Authority shall write to the owner of
	each Category C Building advising:
	(a) If Building-Modification Mitigation is required to achieve 40 dB <sub>LAeq(24h)</sub> 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.
42.	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 party authorisations required, in a reasonable
40	and practical timeframe agreed between the Requiring Authority and the owner. Subject to Condition 41, where Building-Modification Mitigation is required, the
43.	Requiring Authority is deemed to have complied with Condition 42 if:
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	(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 41
		(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.
44.	The [	Detailed Mitigation Options shall be maintained so they retain their noise
	reduc	ction performance as far as practicable

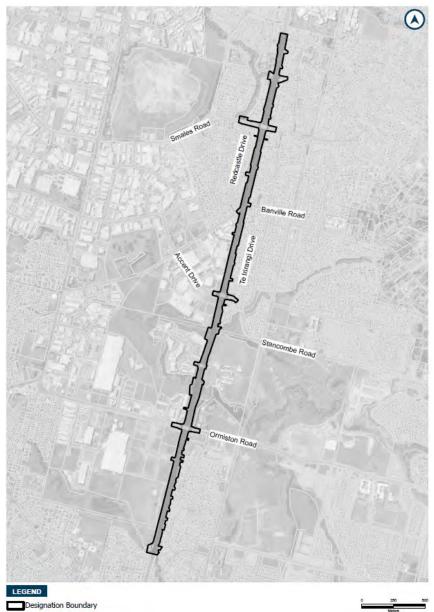
# Attachments

#### Schedule 1: General accordance plan and information

The proposed work is for the construction, operation and maintenance of an upgrade to Te Irirangi Drive between Leixlep Lane and Rongomai Park to provide for a BRT corridor, walking and cycling facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) An upgrade of Te Irirangi Drive to accommodate centre-running BRT lanes, general traffic lanes, and walking and cycling facilities;
- (b) Associated works including but not limited to intersections, bridges, embankments, retaining walls, 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 areas and the re-grading of driveways.

#### Concept plan:



## Schedule 2: Identified PPFs noise criteria categories

Address	New or Altered Road	Noise Criteria Category
4 Aaronville Way	Altered	Category B
6 Aaronville Way	Altered	Category B
8 Aaronville Way	Altered	Category A
8 Aaronville Way	Altered	Category B
10 Aaronville Way	Altered	Category B
12 Aaronville Way	Altered	Category B
28 Accent Drive	Altered	Category A
28 Accent Drive	Altered	Category A
28 Accent Drive	Altered	Category A
28 Accent Drive	Altered	Category A
28 Accent Drive	Altered	Category A
36 Accent Drive	Altered	Category A
12 Aclare Place	Altered	Category A
14 Aclare Place	Altered	Category A
15 Aclare Place	Altered	Category A
16 Aclare Place	Altered	Category A
17 Aclare Place	Altered	Category A
17 Aclare Place	Altered	Category A
19 Aclare Place	Altered	Category A
21 Aclare Place	Altered	Category A
23 Aclare Place	Altered	Category C
25 Aclare Place	Altered	Category C
2 Adrigole Place	Altered	Category A
3 Ardkeen Place	Altered	Category A
5 Ardkeen Place	Altered	Category A
6 Ardkeen Place	Altered	Category A
7 Ardkeen Place	Altered	Category A
8 Ardkeen Place	Altered	Category A
9 Ardkeen Place	Altered	Category A
10 Ardkeen Place	Altered	Category A
11 Ardkeen Place	Altered	Category A
12 Ardkeen Place	Altered	Category A
13 Ardkeen Place	Altered	Category A
14 Ardkeen Place	Altered	Category B
15 Ardkeen Place	Altered	Category A
16 Ardkeen Place	Altered	Category B
17 Ardkeen Place	Altered	Category A
18 Ardkeen Place	Altered	Category B
19 Ardkeen Place	Altered	Category A
20 Ardkeen Place	Altered	Category B
22 Ardkeen Place	Altered	Category B
24 Ardkeen Place	Altered	Category B
26 Ardkeen Place	Altered	Category B
28 Ardkeen Place	Altered	Category B
30 Ardkeen Place	Altered	Category A
6 Ballydonegan Rise	Altered	Category A

7 Balrath Road	Altered	Category A
8 Balrath Road	Altered	Category A
9 Balrath Road	Altered	Category A
10 Balrath Road	Altered	Category A
11 Balrath Road	Altered	Category A
12 Balrath Road	Altered	Category B
1 Banville Road	Altered	Category A
2 Banville Road	Altered	Category B
3 Banville Road	Altered	Category A
5 Banville Road	Altered	Category A
7 Banville Road	Altered	Category A
2 Belinda Avenue	Altered	Category B
5 Belinda Avenue	Altered	Category A
6 Belinda Avenue	Altered	Category A
6 Belinda Avenue	Altered	Category A
7 Belinda Avenue	Altered	Category A
8 Belinda Avenue	Altered	Category A
9 Belinda Avenue	Altered	Category A
11 Belinda Avenue	Altered	Category A
5 Beragh Place	Altered	Category A
6 Beragh Place	Altered	Category A
7 Beragh Place	Altered	Category A
8 Beragh Place	Altered	Category A
9 Beragh Place	Altered	Category A
10 Beragh Place	Altered	Category A
11 Beragh Place	Altered	Category A
12 Beragh Place	Altered	Category A
2 Blowers Place	Altered	Category A
3 Blowers Place	Altered	Category A
4 Blowers Place	Altered	Category A
5 Blowers Place	Altered	Category A
6 Blowers Place	Altered	Category A
7 Blowers Place	Altered	Category A
8 Blowers Place	Altered	Category A
9 Blowers Place	Altered	Category A
10 Blowers Place	Altered	Category A
11 Blowers Place	Altered	Category A
13 Blowers Place	Altered	Category A
3 Boderg Way	Altered	Category A
4 Boderg Way	Altered	Category A
5 Boderg Way	Altered	Category A
6 Boderg Way	Altered	Category A
7 Boderg Way	Altered	Category A
8 Boderg Way	Altered	Category A
9 Boderg Way	Altered	Category A
10 Boderg Way	Altered	Category A Category A
11 Boderg Way	Altered	Category A
12 Boderg Way	Altered	Category C
12 Boderg Way 13 Boderg Way	Altered	Category C Category A
13 Douely Way	Alleleu	Calegory A

15 Boderg Way	Altered	Category A
17 Boderg Way	Altered	Category A
19 Boderg Way	Altered	Category A
21 Boderg Way	Altered	Category B
3 Borris Close	Altered	Category A
5 Borris Close	Altered	Category A
6 Borris Close	Altered	Category A
7 Borris Close	Altered	Category A
8 Borris Close	Altered	Category A
9 Borris Close	Altered	Category A
10 Borris Close	Altered	Category A
11 Borris Close	Altered	Category B
5 Brinlack Drive	Altered	Category A
6 Brinlack Drive	Altered	Category A
7 Brinlack Drive	Altered	Category A
8 Brinlack Drive	Altered	Category A
9 Brinlack Drive	Altered	Category A
10 Brinlack Drive	Altered	Category A
11 Brinlack Drive	Altered	Category A
13 Brinlack Drive	Altered	Category A
15 Brinlack Drive	Altered	Category C
7 Brittas Place	Altered	Category A
9 Brittas Place	Altered	Category A
10 Brittas Place	Altered	Category A
11 Brittas Place	Altered	Category A
12 Brittas Place	Altered	Category A
13 Brittas Place	Altered	Category B
14 Brittas Place	Altered	Category A
16 Brittas Place	Altered	Category A
18 Brittas Place	Altered	Category B
7A Brittas Place	Altered	Category A
5 Brosna Place	Altered	Category A
7 Brosna Place	Altered	Category A
8 Brosna Place	Altered	Category A
9 Brosna Place	Altered	Category A
10 Brosna Place	Altered	Category A
11 Brosna Place	Altered	Category A
12 Brosna Place	Altered	Category A
14 Brosna Place	Altered	Category A
16 Brosna Place	Altered	Category A
14 Caltra Place	Altered	Category A
16 Caltra Place	Altered	Category A
17 Caltra Place	Altered	Category A
18 Caltra Place	Altered	Category A
19 Caltra Place	Altered	Category A
20 Caltra Place	Altered	Category A
21 Caltra Place	Altered	Category A
22 Caltra Place	Altered	Category A
23 Caltra Place	Altered	Category A

24 Caltra Place	Altered	Category B
26 Caltra Place	Altered	Category B
1 Cashmore Place	Altered	Category A
2 Cashmore Place	Altered	Category A
7 Chapletown Drive	Altered	Category A
9 Chapletown Drive	Altered	Category A
10 Chapletown Drive	Altered	Category A
11 Chapletown Drive	Altered	Category A
12 Chapletown Drive	Altered	Category A
13 Chapletown Drive	Altered	Category A
14 Chapletown Drive	Altered	Category A
15 Chapletown Drive	Altered	Category A
16 Chapletown Drive	Altered	Category A
17 Chapletown Drive	Altered	Category B
3 Clavoy Place	Altered	Category A
5 Clavoy Place	Altered	Category A
6 Clavoy Place	Altered	Category A
7 Clavoy Place	Altered	Category A
9 Clavoy Place	Altered	Category A
11 Clavoy Place	Altered	Category A
13 Clavoy Place	Altered	Category A
15 Clavoy Place	Altered	Category A
17 Clavoy Place	Altered	Category A
19 Clavoy Place	Altered	Category A
21 Clavoy Place	Altered	Category A
23 Clavoy Place	Altered	Category A
25 Clavoy Place	Altered	Category A
27 Clavoy Place	Altered	Category A
29 Clavoy Place	Altered	Category A
31 Clavoy Place	Altered	Category A
33 Clavoy Place	Altered	Category A
7 Coleraine Place	Altered	Category A
9 Coleraine Place	Altered	Category A
10 Coleraine Place	Altered	Category A
11 Coleraine Place	Altered	Category A
12 Coleraine Place	Altered	Category A
13 Coleraine Place	Altered	Category A
14 Coleraine Place	Altered	Category A
10A Coleraine Place	Altered	Category A
10 Corrofin Drive	Altered	Category A
12 Corrofin Drive	Altered	Category A
14 Corrofin Drive	Altered	Category A
16 Corrofin Drive	Altered	Category A
18 Corrofin Drive	Altered	Category A
20 Corrofin Drive	Altered	Category A
22 Corrofin Drive	Altered	Category A
24 Corrofin Drive	Altered	Category A
26 Corrofin Drive	Altered	Category A
28 Corrofin Drive	Altered	Category A

30 Corrofin Drive	Altered	Category A
32 Corrofin Drive	Altered	Category A
34 Corrofin Drive	Altered	Category A
36 Corrofin Drive	Altered	Category A
31 Craigavon Drive	Altered	Category A
32 Craigavon Drive	Altered	Category A
33 Craigavon Drive	Altered	Category A
34 Craigavon Drive	Altered	Category A
35 Craigavon Drive	Altered	Category A
8 Cratioe Lane	Altered	Category B
8 Cratloe Lane	Altered	Category B
424 East Tamaki Road	Altered	Category A
426 East Tamaki Road	Altered	Category A
2 Franco Lane	Altered	Category A Category B
4 Franco Lane	Altered	Category B
6 Franco Lane	Altered	Category B
8 Franco Lane	Altered	Category B
10 Franco Lane	Altered	Category B
12 Franco Lane	Altered	Category B
8A Franco Lane	Altered	Category B
9 Gordal Place	Altered	Category A
10 Gordal Place	Altered	Category A
12 Gordal Place	Altered	Category A
13 Gordal Place	Altered	Category A
13 Gordal Place	Altered	Category A
15 Gordal Place	Altered	Category A
16 Gordal Place	Altered	Category A
18 Gordal Place	Altered	Category A
20 Gordal Place	Altered	Category A
8 Gransna Lane	Altered	Category A
10 Gransna Lane	Altered	Category A
12 Gransna Lane	Altered	Category B
14 Gransna Lane	Altered	Category A
16 Gransna Lane	Altered	Category B
18 Gransna Lane	Altered	Category B
20 Gransna Lane	Altered	Category B
22 Gransna Lane	Altered	Category A
24 Gransna Lane	Altered	Category B
40 Haven Drive	Altered	Category A
42 Haven Drive	Altered	Category A
44 Haven Drive	Altered	Category A
46 Haven Drive	Altered	Category A
48 Haven Drive	Altered	Category A
50 Haven Drive	Altered	Category A
52 Haven Drive	Altered	Category A
54 Haven Drive	Altered	Category A
4/29 Haven Drive	Altered	Category A
43-47 Haven Drive	Altered	Category A
8 Kalmore Place	Altered	Category A
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10 Kalmore PlaceAl11 Kalmore PlaceAl12 Kalmore PlaceAl13 Kalmore PlaceAl14 Kalmore PlaceAl15 Kalmore PlaceAl	Itered Itered Itered Itered Itered Itered	Category A Category A Category A Category A Category A
11 Kalmore PlaceAl12 Kalmore PlaceAl13 Kalmore PlaceAl14 Kalmore PlaceAl15 Kalmore PlaceAl	Itered Itered Itered Itered	Category A Category A Category A
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13 Kalmore PlaceAl14 Kalmore PlaceAl15 Kalmore PlaceAl	Itered Itered	Category A
14 Kalmore PlaceAl15 Kalmore PlaceAl	ltered	
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	Itered	Category A
2 Kanturk Close Al	ltered	Category A
	ltered	Category B
	ltered	Category B
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-	ltered	Category A
-	ltered	Category A
5	ltered	Category A
-	ltered	Category B
	ltered	Category A
3 Kilbaha Close Al	ltered	Category A
4 Kilbaha Close Al	ltered	Category A
5 Kilbaha Close Al	ltered	Category A
6 Kilbaha Close Al	ltered	Category A
7 Kilbaha Close Al	ltered	Category A
8 Kilbaha Close Al	ltered	Category B
9 Kilbaha Close Al	ltered	Category A
10 Kilbaha Close Al	ltered	Category B
	ltered	Category A
12 Kilbaha Close Al	ltered	Category B
13 Kilbaha Close Al	ltered	Category B
2A Kilbaha Close Al	ltered	Category A
2 Kippure Close Al	ltered	Category A
	ltered	Category A
	ltered	Category B
	ltered	Category A
	ltered	Category A

7 Kippure Close	Altered	Category B
4 Leixlep Lane	Altered	Category B
4 Leixlep Lane	Altered	Category B
4 Leixlep Lane	Altered	Category A
6 Leixlep Lane	Altered	Category B
8 Leixlep Lane	Altered	Category B
10 Leixlep Lane	Altered	Category B
12 Leixlep Lane	Altered	Category B
14 Leixlep Lane	Altered	Category B
16 Leixlep Lane	Altered	Category B
18 Leixlep Lane	Altered	Category B
20 Leixlep Lane	Altered	Category B
2 Leneford Drive	Altered	Category B
4 Leneford Drive	Altered	Category B
6 Leneford Drive	Altered	Category B
8 Leneford Drive	Altered	Category B
10 Leneford Drive	Altered	Category B
12 Leneford Drive	Altered	Category B
14 Leneford Drive	Altered	Category B
16 Leneford Drive	Altered	Category B
18 Leneford Drive	Altered	Category A
20 Leneford Drive	Altered	Category A
22 Leneford Drive	Altered	Category A
24 Leneford Drive	Altered	Category A
26 Leneford Drive	Altered	Category A
28 Leneford Drive	Altered	Category A
30 Leneford Drive	Altered	Category A
32 Leneford Drive	Altered	Category A
2 Marlon Lane	Altered	Category B
4 Marlon Lane	Altered	Category B
6 Marlon Lane	Altered	Category B
8 Marlon Lane	Altered	Category B
4A Marlon Lane	Altered	Category B
8 Matarangi Road	Altered	Category A
9 Matarangi Road	Altered	Category A
10 Matarangi Road	Altered	Category A
11 Matarangi Road	Altered	Category A
12 Matarangi Road	Altered	Category A
13 Matarangi Road	Altered	Category A
14 Matarangi Road	Altered	Category A
15 Matarangi Road	Altered	Category A
16 Matarangi Road	Altered	Category A
17 Matarangi Road	Altered	Category A
18 Matarangi Road	Altered	Category A
19 Matarangi Road	Altered	Category A
20 Matarangi Road	Altered	Category A
21 Matarangi Road	Altered	Category A
23 Matarangi Road	Altered	Category A
25 Matarangi Road	Altered	Category A

27 Matarangi Road	Altered	Category A
29 Matarangi Road	Altered	Category A
30 Matarangi Road	Altered	Category C
8A Matarangi Road	Altered	Category A
35 Medvale Avenue	Altered	Category A
37 Medvale Avenue	Altered	Category A
39 Medvale Avenue	Altered	Category A
41 Medvale Avenue	Altered	Category A
42 Michael Jones Drive	Altered	Category A
48 Michael Jones Drive	Altered	Category A
50 Michael Jones Drive	Altered	Category A
52 Michael Jones Drive	Altered	Category A
54 Michael Jones Drive	Altered	Category A
56 Michael Jones Drive	Altered	Category A
58 Michael Jones Drive	Altered	Category A
60 Michael Jones Drive	Altered	Category A
62 Michael Jones Drive	Altered	Category A
64 Michael Jones Drive	Altered	Category A
66 Michael Jones Drive	Altered	Category A
68 Michael Jones Drive	Altered	Category A
72 Michael Jones Drive	Altered	Category A
76 Michael Jones Drive	Altered	Category A
1 Mika Court	Altered	Category A
2 Mika Court	Altered	Category A
3 Mika Court	Altered	Category B
4 Mika Court	Altered	Category B
5 Mika Court	Altered	Category A
7 Mika Court	Altered	Category A
9 Mika Court	Altered	Category C
8 Monash Place	Altered	Category A
9 Monash Place	Altered	Category A
10 Monash Place	Altered	Category A
11 Monash Place	Altered	Category A
12 Monash Place	Altered	Category A
13 Monash Place	Altered	Category A
14 Monash Place	Altered	Category A
15 Monash Place	Altered	Category A
16 Monash Place	Altered	Category A
2 Moravale Lane	Altered	3
	Altered	Category B
3 Moravale Lane		Category B
4 Moravale Lane	Altered	Category A
5 Moravale Lane	Altered	Category B
6 Moravale Lane	Altered	Category B
7 Moravale Lane	Altered	Category B
8 Moravale Lane	Altered	Category B
10 Moravale Lane	Altered	Category B
12 Moravale Lane	Altered	Category B
3 Opito Way	Altered	Category A
5 Opito Way	Altered	Category A

1/1 Opito Way	Altered	Category A
4 Redcastle Drive	Altered	Category A
5 Redcastle Drive	Altered	Category A
6 Redcastle Drive	Altered	Category A
8 Redcastle Drive	Altered	Category A
10 Redcastle Drive	Altered	Category A
86 Redcastle Drive	Altered	Category A
87 Redcastle Drive	Altered	Category A
88 Redcastle Drive	Altered	Category A
89 Redcastle Drive	Altered	Category A
90 Redcastle Drive	Altered	Category A
92 Redcastle Drive	Altered	Category A
94 Redcastle Drive	Altered	Category A
96 Redcastle Drive	Altered	Category A
98 Redcastle Drive	Altered	Category A
100 Redcastle Drive	Altered	Category A
102 Redcastle Drive	Altered	Category A
104 Redcastle Drive	Altered	Category A
106 Redcastle Drive	Altered	Category A
108 Redcastle Drive	Altered	Category A
5A Redcastle Drive	Altered	Category A
81A Redcastle Drive	Altered	Category A
1 Reinheimer Place	Altered	Category A
2 Reinheimer Place	Altered	Category A
3 Reinheimer Place	Altered	Category A
4 Reinheimer Place	Altered	Category A
5 Reinheimer Place	Altered	Category A
6 Reinheimer Place	Altered	Category A
7 Reinheimer Place	Altered	Category A
8 Reinheimer Place	Altered	Category B
9 Reinheimer Place	Altered	Category A
10 Reinheimer Place	Altered	Category B
11 Reinheimer Place	Altered	Category A
13 Reinheimer Place	Altered	Category A
3 Riechelmann Court	Altered	Category A
4 Riechelmann Court	Altered	Category A
5 Riechelmann Court	Altered	Category A
6 Riechelmann Court	Altered	Category A
7 Riechelmann Court	Altered	Category A
8 Riechelmann Court	Altered	Category A
9 Riechelmann Court	Altered	Category A
10 Riechelmann Court	Altered	Category B
11 Riechelmann Court	Altered	Category A
12 Riechelmann Court	Altered	Category A
13 Riechelmann Court	Altered	Category B
15 Robin Brooke Drive	Altered	Category A
17 Robin Brooke Drive	Altered	Category A
19 Robin Brooke Drive	Altered	Category A
20 Robin Brooke Drive	Altered	Category A

22 Robin Brooke Drive       Altered       Category A         23 Robin Brooke Drive       Altered       Category A         24 Robin Brooke Drive       Altered       Category A         25 Robin Brooke Drive       Altered       Category A         26 Robin Brooke Drive       Altered       Category A         27 Robin Brooke Drive       Altered       Category A         30 Robin Brooke Drive       Altered       Category A         31 Robin Brooke Drive       Altered       Category A         32 Robin Brooke Drive       Altered       Category A         33 Robin Brooke Drive       Altered       Category A         34 Robin Brooke Drive       Altered       Category A         35 Robin Brooke Drive       Altered       Category A         38 Robin Brooke Drive       Altered       Category A         39 Robin Brooke Drive       Altered       Category A         41 Robin Brooke Drive       Altered       Category A         42 Robin Brooke Drive       Altered       Category A         43 Robin Brooke Drive       Altered       Category A         44 Robin Brooke Drive       Altered       Category A         45 Robin Brooke Drive       Altered       Category A         45 Robin Brooke Driv	21 Robin Brooke Drive	Altered	Category A
23 Robin Brooke Drive       Altered       Category A         24 Robin Brooke Drive       Altered       Category A         25 Robin Brooke Drive       Altered       Category A         27 Robin Brooke Drive       Altered       Category A         29 Robin Brooke Drive       Altered       Category A         30 Robin Brooke Drive       Altered       Category A         32 Robin Brooke Drive       Altered       Category A         34 Robin Brooke Drive       Altered       Category A         35 Robin Brooke Drive       Altered       Category A         36 Robin Brooke Drive       Altered       Category A         38 Robin Brooke Drive       Altered       Category A         39 Robin Brooke Drive       Altered       Category A         39 Robin Brooke Drive       Altered       Category A         41 Robin Brooke Drive       Altered       Category A         42 Robin Brooke Drive       Altered       Category A         42 Robin Brooke Drive       Altered       Category A         43 Robin Brooke Drive       Altered       Category A         44 Robin Brooke Drive       Altered       Category A         45 Robin Brooke Drive       Altered       Category A         47 Robin Brooke Driv			
24 Robin Brooke Drive     Altered     Category A       25 Robin Brooke Drive     Altered     Category A       29 Robin Brooke Drive     Altered     Category A       29 Robin Brooke Drive     Altered     Category A       30 Robin Brooke Drive     Altered     Category A       32 Robin Brooke Drive     Altered     Category A       34 Robin Brooke Drive     Altered     Category A       35 Robin Brooke Drive     Altered     Category A       36 Robin Brooke Drive     Altered     Category A       37 Robin Brooke Drive     Altered     Category A       38 Robin Brooke Drive     Altered     Category A       39 Robin Brooke Drive     Altered     Category A       40 Robin Brooke Drive     Altered     Category A       41 Robin Brooke Drive     Altered     Category A       42 Robin Brooke Drive     Altered     Category A       43 Robin Brooke Drive     Altered     Category A       44 Robin Brooke Drive     Altered     Category A       45 Robin Brooke Drive     Altered     Category A       47 Robin Brooke Drive     Altered     Category A       51 Robin Brooke Drive     Altered     Category A       53 Robin Brooke Drive     Altered     Category A       53 Robin Brooke Drive <td< td=""><td></td><td></td><td><u> </u></td></td<>			<u> </u>
25 Robin Brooke Drive     Altered     Category A       27 Robin Brooke Drive     Altered     Category A       29 Robin Brooke Drive     Altered     Category A       30 Robin Brooke Drive     Altered     Category A       32 Robin Brooke Drive     Altered     Category A       33 Robin Brooke Drive     Altered     Category A       34 Robin Brooke Drive     Altered     Category A       35 Robin Brooke Drive     Altered     Category A       36 Robin Brooke Drive     Altered     Category A       37 Robin Brooke Drive     Altered     Category A       38 Robin Brooke Drive     Altered     Category A       40 Robin Brooke Drive     Altered     Category A       41 Robin Brooke Drive     Altered     Category A       42 Robin Brooke Drive     Altered     Category A       43 Robin Brooke Drive     Altered     Category A       44 Robin Brooke Drive     Altered     Category A       45 Robin Brooke Drive     Altered     Category A       45 Robin Brooke Drive     Altered     Category A       47 Robin Brooke Drive     Altered     Category A       48 Robin Brooke Drive     Altered     Category A       51 Robin Brooke Drive     Altered     Category A       53 Robin Brooke Drive <td< td=""><td></td><td></td><td></td></td<>			
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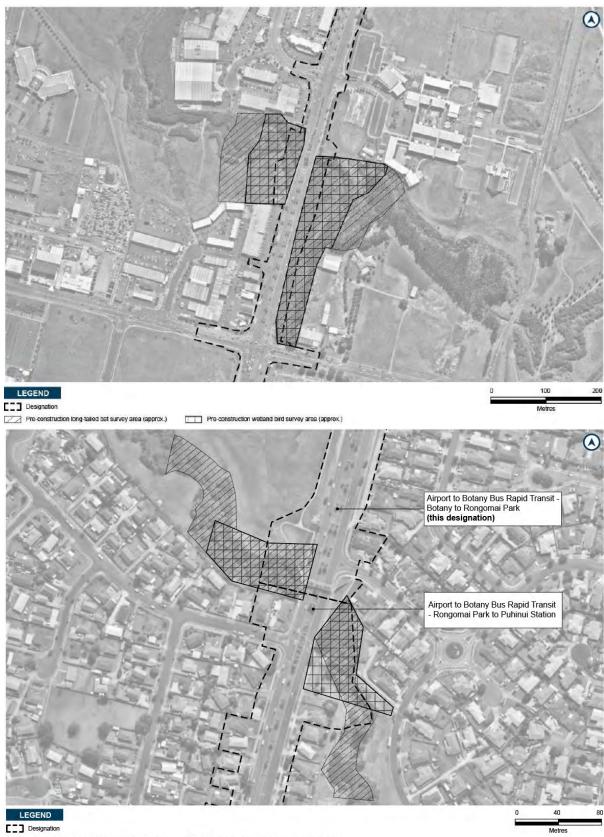
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207 Te Irirangi Drive	Altered	Category B
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211 Te Irirangi Drive	Altered	Category B
213 Te Irirangi Drive	Altered	Category C
226 Te Irirangi Drive	Altered	Category A
228 Te Irirangi Drive	Altered	Category B
311 Te Irirangi Drive	Altered	Category A
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9 William Woods Court	Altered	Category A
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### Schedule 3: Identified Biodiversity Areas



Pre-construction long tailed bat and wetland bird survey area(s):



Pre-construction long-tailed bat survey area (approx.)

## Schedule 4: Trees to be included in the Tree Management Plan



Tree/Group of Trees
 Designation Boundary

<sup>0 30 80</sup> 



Tree/Group of Trees
 Designation Boundary

0 30



LEGEND

Tree/Group of Trees
 Designation Boundary

0 30 60 Metres



Tree/Group of Trees
 Designation Boundary

0 30 Metres



Tree/Group of Trees
 Designation Boundary

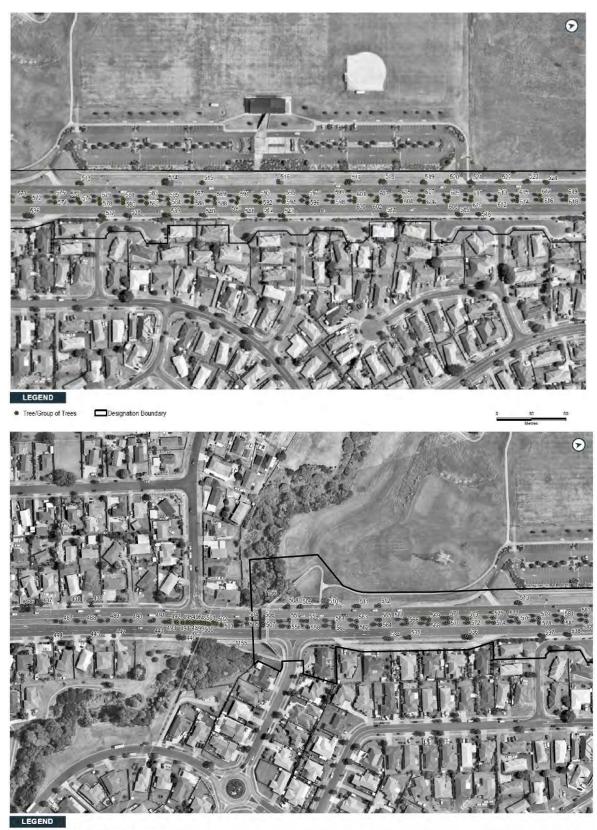
0 30 00 Metres





Tree/Group of Trees
 Designation Boundary

0 30 60 Metres



Tree/Group of Trees
 Designation Boundary

0 30 60

Tree No.	Vegetation Type	Protection	Species	Age
426	Single tree	Road Reserve	Pohutukawa	Semi - Mature
427	Single tree	Road Reserve	Pohutukawa	Semi - Mature
428	Single tree	Road Reserve	Pohutukawa	Semi - Mature
429	Single tree	Road Reserve	Pohutukawa	Semi - Mature
430	Single tree	Road Reserve	London Plane	Semi - Mature
431	Single tree	Road Reserve	Pohutukawa	Semi - Mature
432	Single tree	Road Reserve	London Plane	Semi - Mature
445	Single tree	Road Reserve	Pohutukawa	Semi - Mature
434	Single tree	Road Reserve	Pohutukawa	Semi - Mature
435	Single tree	Road Reserve	Titoki	Semi - Mature
436	Single tree	Road Reserve	Plane	Semi - Mature
437	Single tree	Road Reserve	Plane	Semi - Mature
438	Single tree	Road Reserve	Pohutukawa	Semi - Mature
439	Single tree	Road Reserve	Pohutukawa	Semi - Mature
440	Single tree	Road Reserve	Pohutukawa	Semi - Mature
441	Single tree	Road Reserve	Ash	Semi - Mature
442	Single tree	Road Reserve	Pohutukawa	Semi - Mature
443	Single tree	Road Reserve	Pohutukawa	Semi - Mature
444	Single tree	Road Reserve	Pohutukawa	Semi - Mature
433	Single tree	Road Reserve	Pohutukawa	Semi - Mature
446	Single tree	Road Reserve	Pohutukawa	Semi - Mature
447	Single tree	Road Reserve	Pohutukawa	Semi - Mature
448	Single tree	Road Reserve	Pohutukawa	Semi - Mature
449	Single tree	Road Reserve	Pohutukawa	Semi - Mature
450	Single tree	Road Reserve	Plane	Semi - Mature
451	Single tree	Road Reserve	Plane	Semi - Mature
452	Single tree	Road Reserve	Pohutukawa	Semi - Mature
453	Single tree	Road Reserve	Pohutukawa	Semi - Mature
454	Single tree	Road Reserve	Pohutukawa	Semi - Mature
455	Single tree	Road Reserve	Pohutukawa	Semi - Mature
700	Single tree	Road Reserve	Pohutukawa	Semi - Mature
457	Single tree	Road Reserve	Pohutukawa	Semi - Mature
458	Single tree	Road Reserve	Washingtonia Palm	Mature
459	Single tree	Road Reserve	Washingtonia Palm	Mature
460	Single tree	Road Reserve	Washingtonia Palm	Mature
461	Single tree	Road Reserve	Washingtonia Palm	Mature
462	Single tree	Road Reserve	Washingtonia Palm	Mature
463	Single tree	Road Reserve	Washingtonia Palm	Mature
464	Single tree	Road Reserve	Washingtonia Palm	Mature
465	Single tree	Road Reserve	Washingtonia Palm	Mature
466	Single tree	Road Reserve	Washingtonia Palm	Mature

467	Single tree	Road Reserve	Washingtonia Palm	Mature
468	Single tree	Road Reserve	Washingtonia Palm	Mature
469	Single tree	Road Reserve	Washingtonia Palm	Mature
470	Single tree	Road Reserve	Washingtonia Palm	Mature
471	Single tree	Road Reserve	Washingtonia Palm	Mature
472	Single tree	Road Reserve	Washingtonia Palm	Mature
473	Single tree	Road Reserve	Washingtonia Palm	Mature
474	Single tree	Road Reserve	Washingtonia Palm	Mature
475	Single tree	Road Reserve	Washingtonia Palm	Mature
476	Single tree	Road Reserve	Washingtonia Palm	Mature
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508	Single tree	Road Reserve	Pohutukawa	Semi - Mature
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725	Single tree	Road Reserve	Pohutukawa	Semi - Mature
764	Single tree	Road Reserve	Pohutukawa	Mature
765	Single tree	Road Reserve	Pohutukawa	Mature
726	Single tree	Road Reserve	Washingtonia Palm	Mature
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779	Single tree	Road Reserve	Pohutukawa	Mature
	Single tree			
780	Single tree	Road Reserve	Pohutukawa	Mature
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828	Single tree	Road Reserve	Pohutukawa	Mature
829	Single tree	Road Reserve	Pohutukawa	Mature
833	Single tree	Road Reserve	Pohutukawa	Mature
834	Single tree	Road Reserve	Pohutukawa	Mature
830	Group of Trees	Road Reserve	Mixed natives mainly kanuka, Norfolk Pine	
831	Single tree	Road Reserve	Norfolk Island Pine	Mature
832	Group of Trees	Road Reserve	Mixed natives, mainly lemonwood and Pohutukawa	
835	Single tree	Road Reserve	Pohutukawa	Mature
836	Single tree	Road Reserve	Pohutukawa	Mature
840	Single tree	Road Reserve	Pohutukawa	Mature
841	Single tree	Road Reserve	Pohutukawa	Mature
837	Group of Trees	Road Reserve	Mixed Natives, lemonwood, Ngaio, Pohutukawa	Mature
838	Single tree	Road Reserve	Palm	Mature
839	Group of Trees	Road Reserve	Mixed Natives, lemonwood, Ngaio, Pohutukawa	Mature
842	Single tree	Road Reserve	Pohutukawa	Mature
843	Single tree	Road Reserve	Pohutukawa	Mature
845	Single tree	Road Reserve	Pohutukawa	Mature
846	Single tree	Road Reserve	Pohutukawa	Mature
844	Group of Trees	Road Reserve	Mixed Natives, lemonwood, Ngaio, Pohutukawa	Mature
847	Single tree	Road Reserve	Pohutukawa	Mature
848	Single tree	Road Reserve	Pohutukawa	Mature
850	Single tree	Road Reserve	Pohutukawa	Mature
851	Single tree	Road Reserve	Pohutukawa	Mature
849	Group of Trees	Road Reserve	Mixed Natives, lemonwood, Ngaio, Pohutukawa	Mature
852	Single tree	Road Reserve	Pohutukawa	Mature
853	Single tree	Road Reserve	Pohutukawa	Mature
854	Single tree	Road Reserve	Pohutukawa	Mature
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870	Single tree	Road Reserve	Pohutukawa	Mature
1073	Single tree	Road Reserve	Pohutukawa	Mature
1074	Single tree	Road Reserve	Pohutukawa	Mature
871	Group of Trees	Road Reserve	Mixed Natives, Pohutukawa	Mature
871a	Group of Trees	Road Reserve	Mixed Natives, Pohutukawa	Mature
872	Single tree	Road Reserve	Washingtonia Palm	Mature
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933	Single tree	Road Reserve	Washingtonia Palm	Mature
934	Single tree	Road Reserve	Washingtonia Palm	Mature
935	Single tree	Road Reserve	Washingtonia Palm	Mature
936	Single tree	Road Reserve	Washingtonia Palm	Mature
937	Single tree	Road Reserve	Washingtonia Palm	Mature
938	Single tree	Road Reserve	Washingtonia Palm	Mature
939	Single tree	Road Reserve	Washingtonia Palm	Mature
940	Single tree	Road Reserve	Washingtonia Palm	Mature
941	Single tree	Road Reserve	Washingtonia Palm	Mature
942	Single tree	Road Reserve	Washingtonia Palm	Mature
943	Single tree	Road Reserve	Washingtonia Palm	Mature
944	Single tree	Road Reserve	Washingtonia Palm	Mature
945	Single tree	Road Reserve	Washingtonia Palm	Mature

946	Single tree	Road Reserve	Washingtonia Palm	Mature
947	Single tree	Road Reserve	Washingtonia Palm	Mature
948	Single tree	Road Reserve	Washingtonia Palm	Mature
949	Single tree	Road Reserve	Washingtonia Palm	Mature
950	Single tree	Road Reserve	Washingtonia Palm	Mature
951	Single tree	Road Reserve	Washingtonia Palm	Mature
952	Single tree	Road Reserve	Washingtonia Palm	Mature
953	Single tree	Road Reserve	Washingtonia Palm	Mature
954	Single tree	Road Reserve	Washingtonia Palm	Mature
955	Single tree	Road Reserve	Washingtonia Palm	Mature
956	Single tree	Road Reserve	Washingtonia Palm	Mature
957	Single tree	Road Reserve	Washingtonia Palm	Mature
958	Single tree	Road Reserve	Washingtonia Palm	Mature
959	Single tree	Road Reserve	Washingtonia Palm	Mature
960	Single tree	Road Reserve	Washingtonia Palm	Mature
961	Single tree	Road Reserve	Washingtonia Palm	Mature
962	Single tree	Road Reserve	Washingtonia Palm	Mature
963	Single tree	Road Reserve	Washingtonia Palm	Mature
964	Single tree	Road Reserve	Washingtonia Palm	Mature
965	Single tree	Road Reserve	Washingtonia Palm	Mature
966	Single tree	Road Reserve	Washingtonia Palm	Mature
967	Single tree	Road Reserve	Washingtonia Palm	Mature
968	Single tree	Road Reserve	Washingtonia Palm	Mature
969	Single tree	Road Reserve	Washingtonia Palm	Mature
970	Single tree	Road Reserve	Washingtonia Palm	Mature
971	Single tree	Road Reserve	Washingtonia Palm	Mature
972	Single tree	Road Reserve	Washingtonia Palm	Mature

973	Single tree	Road Reserve	Washingtonia Palm	Mature
974	Single tree	Road Reserve	Washingtonia Palm	Mature
975	Single tree	Road Reserve	Washingtonia Palm	Mature
976	Single tree	Road Reserve	Washingtonia Palm	Mature
977	Single tree	Road Reserve	Washingtonia Palm	Mature
978	Single tree	Road Reserve	Washingtonia Palm	Mature
979	Single tree	Road Reserve	Washingtonia Palm	Mature
980	Single tree	Road Reserve	Washingtonia Palm	Mature
981	Single tree	Road Reserve	Washingtonia Palm	Mature
982	Single tree	Road Reserve	Washingtonia Palm	Mature
983	Single tree	Road Reserve	Washingtonia Palm	Mature
984	Single tree	Road Reserve	Washingtonia Palm	Mature
985	Single tree	Road Reserve	Washingtonia Palm	Mature
986	Single tree	Road Reserve	Washingtonia Palm	Mature
987	Single tree	Road Reserve	Washingtonia Palm	Mature
988	Single tree	Road Reserve	Washingtonia Palm	Mature
989	Single tree	Road Reserve	Washingtonia Palm	Mature
990	Single tree	Road Reserve	Washingtonia Palm	Mature
991	Single tree	Road Reserve	Washingtonia Palm	Mature
992	Single tree	Road Reserve	Washingtonia Palm	Mature
993	Single tree	Road Reserve	Washingtonia Palm	Mature
994	Single tree	Road Reserve	Washingtonia Palm	Mature
995	Single tree	Road Reserve	Washingtonia Palm	Mature
996	Single tree	Road Reserve	Washingtonia Palm	Mature
997	Single tree	Road Reserve	Washingtonia Palm	Mature
998	Single tree	Road Reserve	Washingtonia Palm	Mature
999	Single tree	Road Reserve	Washingtonia Palm	Mature

1000	Single tree	Road Reserve	Washingtonia Palm	Mature
1001	Single tree	Road Reserve	Washingtonia Palm	Mature
1002	Single tree	Road Reserve	Washingtonia Palm	Mature
1003	Single tree	Road Reserve	Washingtonia Palm	Mature
1004	Single tree	Road Reserve	Washingtonia Palm	Mature
1005	Single tree	Road Reserve	Washingtonia Palm	Mature
1006	Single tree	Road Reserve	Washingtonia Palm	Mature
1007	Single tree	Road Reserve	Washingtonia Palm	Mature
1008	Single tree	Road Reserve	Washingtonia Palm	Mature
1009	Single tree	Road Reserve	Washingtonia Palm	Mature
1010	Single tree	Road Reserve	Washingtonia Palm	Mature
1011	Single tree	Road Reserve	Washingtonia Palm	Mature
1012	Single tree	Road Reserve	Washingtonia Palm	Mature
1013	Single tree	Road Reserve	Washingtonia Palm	Mature
1014	Single tree	Road Reserve	Washingtonia Palm	Mature
1015	Single tree	Road Reserve	Washingtonia Palm	Mature
1016	Single tree	Road Reserve	Washingtonia Palm	Mature
1017	Single tree	Road Reserve	Washingtonia Palm	Mature
1018	Single tree	Road Reserve	Washingtonia Palm	Mature
1019	Single tree	Road Reserve	Washingtonia Palm	Mature
1020	Single tree	Road Reserve	Washingtonia Palm	Mature
1021	Single tree	Road Reserve	Washingtonia Palm	Mature
1022	Single tree	Road Reserve	Washingtonia Palm	Mature
1023	Single tree	Road Reserve	Washingtonia Palm	Mature
1024	Single tree	Road Reserve	Washingtonia Palm	Mature
1025	Single tree	Road Reserve	Washingtonia Palm	Mature
1026	Single tree	Road Reserve	Washingtonia Palm	Mature

1027	Single tree	Road Reserve	Washingtonia Palm	Mature
1028	Single tree	Road Reserve	Washingtonia Palm	Mature
1029	Single tree	Road Reserve	Washingtonia Palm	Mature
1030	Single tree	Road Reserve	Washingtonia Palm	Mature
1031	Single tree	Road Reserve	Washingtonia Palm	Mature
1032	Single tree	Road Reserve	Washingtonia Palm	Mature
1033	Single tree	Road Reserve	Washingtonia Palm	Mature
1034	Single tree	Road Reserve	Washingtonia Palm	Mature
1035	Single tree	Road Reserve	Washingtonia Palm	Mature
1036	Single tree	Road Reserve	Washingtonia Palm	Mature
1037	Single tree	Road Reserve	Washingtonia Palm	Mature
1038	Single tree	Road Reserve	Washingtonia Palm	Mature
1039	Single tree	Road Reserve	Washingtonia Palm	Mature
1040	Single tree	Road Reserve	Washingtonia Palm	Mature
1041	Single tree	Road Reserve	Washingtonia Palm	Mature
1042	Single tree	Road Reserve	Washingtonia Palm	Mature
1043	Single tree	Road Reserve	Washingtonia Palm	Mature
1044	Single tree	Road Reserve	Washingtonia Palm	Mature
1045	Single tree	Road Reserve	Washingtonia Palm	Mature
1046	Single tree	Road Reserve	Washingtonia Palm	Mature
1047	Single tree	Road Reserve	Washingtonia Palm	Mature
1048	Single tree	Road Reserve	Washingtonia Palm	Mature
1049	Single tree	Road Reserve	Washingtonia Palm	Mature
1050	Single tree	Road Reserve	Washingtonia Palm	Mature
1051	Single tree	Road Reserve	Washingtonia Palm	Mature
1052	Single tree	Road Reserve	Washingtonia Palm	Mature
1053	Single tree	Road Reserve	Washingtonia Palm	Mature

1054	Single tree	Road Reserve	Washingtonia	Mature
			Palm	
1055	Single tree	Road Reserve	Washingtonia Palm	Mature
1056	Single tree	Road Reserve	Washingtonia Palm	Mature
1057	Single tree	Road Reserve	Washingtonia Palm	Mature
1058	Single tree	Road Reserve	Washingtonia Palm	Mature
1059	Single tree	Road Reserve	Washingtonia Palm	Mature
1060	Single tree	Road Reserve	Washingtonia Palm	Mature
1061	Single tree	Road Reserve	Washingtonia Palm	Mature
1062	Single tree	Road Reserve	Washingtonia Palm	Mature
1063	Single tree	Road Reserve	Washingtonia Palm	Mature
1064	Single tree	Road Reserve	Washingtonia Palm	Mature
1072	Group of Trees	Road Reserve	Ngaio, Pohutukawa	Sem-mature
1076	Single tree	Road Reserve	Pohutukawa	Mature
1077	Single tree	Road Reserve	Pohutukawa	Mature
1075	Group of Trees	Road Reserve	Mixed Natives, lemonwood, Ngaio, Pohutukawa	Mature
1078	Single tree	Road Reserve	Pohutukawa	Mature
1079	Single tree	Road Reserve	Pohutukawa	Mature
1080	Single tree	Road Reserve	Pohutukawa	Mature
1081	Single tree	Road Reserve	Pohutukawa	Mature
1082	Group of Trees	Road Reserve	Pohutukawa, Broadleaf, Tarata	
1112	Single tree	Road Reserve	Pohutukawa	Mature
1113	Single tree	Road Reserve	Pohutukawa	Mature
1109	Group of Trees	Road Reserve	Mixed Natives, Pohutukawa, Lemonwood	Mature
1110	Single tree	Road Reserve	Pin Oak	Semi - Mature
1111	Single tree	Road Reserve	Pin Oak	Semi - Mature
1115	Single tree	Road Reserve	Pohutukawa	Mature
1116	Single tree	Road Reserve	Pohutukawa	Mature
1114	Group of Trees	Road Reserve	Mixed Natives, Lemonwood, Ake Ake	Mature
1117	Single tree	Road Reserve	Pohutukawa	Mature
1118	Single tree	Road Reserve	Pohutukawa	Mature
1119	Single tree	Road Reserve	Pohutukawa	Mature
1120	Single tree	Road Reserve	Pohutukawa	Mature
711	Single tree	Road Reserve	Pohutukawa	Semi - Mature

456	Single tree	Road Reserve	Pohutukawa	Semi - Mature
1121	Group of Trees	Road Reserve	Ngaio	Mature
1155b	Griselinea hedge	Road Reserve	Griselinea hedge	Mature
1157	Group of Trees	Open Space	Manuka,Tarata,M ahoe, Kowhai	Mature
1158	Group of Trees	Open Space	Manuka,Tarata,M ahoe, Kowhai	Mature
1159	Group of Trees	Open Space/ riparian	Mixed Native, Manuka	Mature
1160	Group of Trees	Open Space/ riparian	Mixed Native, Manuka	Mature
1161	Group of Trees	Open Space	Mixed Native, Kanuka	Mature
1166	Single tree	Road Reserve	Liquid Amber	Semi - Mature
1167	Group of Trees	Open Space	Ngaio	Mature
1177	Single tree	Road Reserve	Liquid Amber	Semi - Mature
1178	Single tree	Road Reserve	Liquid Amber	Semi - Mature
1189	Single tree	Road Reserve	Pin Oak	Semi - Mature

Appendix C – Auckland Transport's Modifications to NoR 2 conditions (tracked)



Designation Number	XXXX
Requiring Authority	Auckland Transport
Location	Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue)
Lapse Date	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.

## Designation XXXX – Airport to Botany Bus Rapid Transit Rongomai Park to Puhinui Station

## **Purpose**

Construction, operation and maintenance of an upgrade to Te Irirangi Drive, Great South Road, Ronwood Avenue, Davies Avenue, Manukau Station Road and Lambie Drive between Rongomai Park and Plunket Avenue for a BRT corridor, walking and cycling facilities and associated infrastructure.

## Conditions

## 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	
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 of material changes to management plans and CNVMP Schedules	<ul> <li>Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates.</li> <li>A material change to a management plan or CNVMP Schedule shall be deemed certified:         <ul> <li>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified;</li> <li>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received; or</li> <li>(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received;</li> </ul> </li> </ul>	
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 27	
Construction Works	Activities undertaken to construct the Project excluding Enabling Works	

Council	Auckland Council
CTMP	Construction Traffic Management Plan
Developer	Any legal entity that intends to master plan or develop land adjacent to the designation
Development Agency	Public entities involved in development projects
DRMP	Development Response Management Plan
Educational facility	<ul> <li>Facility used for education to secondary level.</li> <li>Includes: <ul> <li>(a) schools and outdoor education facilities; and</li> <li>(b) accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above.</li> </ul> </li> <li>Excludes: <ul> <li>(a) care centres; and</li> <li>(b) tertiary education facilities.</li> </ul> </li> </ul>
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	<ul> <li>Includes, but is not limited to, the following and similar activities:</li> <li>(a) geotechnical investigations (including trial embankments);</li> <li>(b) archaeological site investigations;</li> <li>(c) formation of access for geotechnical investigations;</li> <li>(d) establishment of site yards, site entrances and fencing;</li> <li>(e) constructing and sealing site access roads;</li> <li>(f) demolition or removal of buildings and structures;</li> <li>(g) relocation of services;</li> <li>(h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)</li> </ul>
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features 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
LIP	Land use Integration Process
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	<ul> <li>Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Airport to Botany Bus Rapid Transit Project:</li> <li>(a) Te Ākitai Waiohua</li> <li>(b) Ngāi Tai ki Tamaki</li> </ul>
	<ul> <li>(c) Ngāti Te Ata Waiohua</li> <li>(d) Ngāti Whanaunga</li> <li>(e) Ngāti Tamaoho</li> <li>(f) Ngāti Paoa Trust Board</li> <li>(g) Te Ahiwaru</li> <li>(h) Ngāti Tamaterā</li> <li>(i) Ngāti Maru</li> <li>Note: other iwi not identified above may have an interest in the Project and should be consulted</li> </ul>
Network Utility Operator	<ul> <li>(d) Ngāti Whanaunga</li> <li>(e) Ngāti Tamaoho</li> <li>(f) Ngāti Paoa Trust Board</li> <li>(g) Te Ahiwaru</li> <li>(h) Ngāti Tamaterā</li> <li>(i) Ngāti Maru</li> </ul>

NUMP	Network Utilities Management Plan
NZAA	New Zealand Archaeological Association
OSMP	Open Space Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
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: Acoustics – Road-traffic noise – New and altered roads
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) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan

No.	Condition	
Genera	conditions	
1.	Activity in General Accordance with Plans and Information	
	(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 Project description and concept plan in Schedule 1	
	<ul> <li>(b) Where there is inconsistency between:         <ul> <li>(i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail;</li> <li>(ii) the 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.</li> </ul> </li> </ul>	
2.	Project Information	
	(a) A project website, or equivalent virtual information source, shall be established within 12 months of the date on which as soon as reasonably practicable, and within six (6) months of the inclusion of this designation is included in the AUP.	
	(b) All directly affected owners and occupiers shall be notified in writing <u>as</u> <u>soon as reasonably practicable</u> once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall the status of the Project;	Э
	<ul> <li>(i) anticipated construction timeframes;</li> <li>(ii) contact details for enquiries;</li> <li>(iii) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice;</li> </ul>	
	<ul> <li>(iv) a subscription service to enable receipt of project updates by email;</li> <li>and</li> </ul>	
	<ul> <li>(v) how to apply for consent for works in the designation under s176(1)(b) of the RMA.</li> </ul>	
	(c) 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.	
3.	Land use Integration Process	
	<ul> <li>The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose:</li> <li>(i) within twelve (12) months of the date on which this designation</li> </ul>	Э
	<ul> <li>is included in the AUP, the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to be established by Condition 2(b)(iii); and</li> <li>(ii) the nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation.</li> </ul>	
	<ul> <li>At any time prior to the Start of Construction, the nominated contact will be available to engage with a Developer or Development Agency for the purpose of:         <ul> <li>(i) responding to requests made to the Requiring Authority for information regarding design details that could assist with land use</li> </ul> </li> </ul>	
	<ul> <li>(ii) receiving information from a Developer or Development Agency regarding master planning or land development details that could assist with land use integration.</li> </ul>	

	(c)	Information requested or provided under Condition 3(b) above may include	
		but not be limited to the following matters:	
		(i) design details including but not limited to:	
		A. boundary treatment (e.g. the use of retaining walls or batter	
		slopes);	
		B. the horizontal and vertical alignment of the road (levels);	
		C. potential locations for mid-block crossings;	
		<ul> <li>D. integration of stormwater infrastructure;</li> <li>E. outputs from any flood modelling; and</li> </ul>	
		<ul> <li>E. outputs from any flood modelling; and</li> <li>F. how to access traffic noise modelling contours to inform</li> </ul>	
		adjacent development.	
		(ii) potential modifications to the extent of the designation in response to	
		information received through Condition 3(b)(ii)	
		(iii) a process for the Requiring Authority to undertake a technical review	
		of or provide comments on any master planning or development	
		proposal advanced by the Developer or Development Agency as it	
		relates to integration with the Project; and	
		(iv) details of how to apply for written consent from the Requiring	
		Authority for any development proposal that relates to land is within	
		the designation under section 176(1)(b) of the RMA.	
	(d)	Where information is requested from the Requiring Authority and is	
		available, the nominated contact shall provide the information unless there	
		are reasonable grounds for not providing it.	
	<del>(e)</del>	Where a Developer and Development Agency wishes to advance	
		development plans, the Requiring Authority shall:	
		(i) Engage with the Developer or Development Agency in good faith to consider how the designation can integrate with the	
		development plans;	
		(ii) Use all reasonable endeavours to advance the design of the	
		relevant part of the designation to understand how it can	
		integrate with the development plans; and	
		(iii) Use all reasonable endeavours to minimise the impact of the	
		designation on development plans (including, but not limited to,	
		considering design and construction methods to minimise the	
		loss of land available for the development plans).	
	(f)	The nominated contact shall maintain a record of the engagement between	
		the Requiring Authority and Developers and Development Agencies for the	
		period following the date in which this designation is included in the AUP	
		through to the Start of Construction for a Stage of Work. The record shall	
		Include:	
		<ul> <li>a list of all Developers and Development Agencies who have indicated through the Notice of Requirement process that they intend</li> </ul>	
		to master plan or develop sites along the Project alignment that may	
		require specific integration with the designation;	
		(ii) details of any requests made to the Requiring Authority that could	
		influence detailed design, the results of any engagement and, where	
		such requests that could influence detailed design are declined, the	
		reasons why the Requiring Authority has declined the requests; and	
		(iii) details of any requests to co-ordinate the forward work programme,	
		where appropriate, with Development Agencies and Network Utility	
		Operators.	
		(iv) Details of any agreed changes to achieve integration with	
		development plans.	
	(g)	The record shall be submitted to Council for information ten working days	
		prior to the Start of Construction for a Stage of Work	
4.	Desi	gnation Review	
	<del>(a)</del>	The Requiring Authority shall, within 12 months of lodgement of the	
		outline plan of works;	
		(i) in conjunction with the landowner(s) review the extent of	
		designation required for construction purposes and identify any	

<ul> <li>of the Project, and         <ul> <li>(ii) - identify an indicative final operational area boundary so that adjacent landowners and occupants will be able to understand how mucch land is permanently required for the BRT.</li> <li>(b) The Requiring Authonity shall within so iC completion of Construction or as soon as otherwise practicable:                 <ul></ul></li></ul></li></ul>			areas that are no longer required for construction or operation
<ul> <li>adjacent landowners and occupants will be able to understand how much land is permanently required for the BRT.</li> <li>(b) The Requiring Authority shall within six (6) months of Completion of Construction or as soon as otherwise practicable:         <ul> <li>(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</li> <li>(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.</li> </ul> </li> <li>Lapse         <ul> <li>(a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 40 15 years from the date on which it is included in the AUP.</li> <li>The Requiring Authority acknowledges Te Åkitai Waiohua as Mana Whenua and a principal partner to the Southwest Gateway Programme.</li> <li>(a) The Requiring Authority acknowledges Te Åkitai Waiohua as Mana Whenua and a principal partner to the Southwest Gateway Programme, to which this project forms a part. The operation of this designation must in all respects reflect these matters, including through meeting the conditions and meaningful engagement at both a governance and kalitaki level.</li> </ul> </li> <li>Network Utility Operators and Auckland Council Parks (Section 176 Approval)         <ul> <li>(a) Prior to the start of Construction Works, Network Utility Operators (including Auckland International Airport Limited) with existing infrastructure and Auckland Council in relevant withit the designation will not require written consent under section 176 of the RMA for the following activities:                 <ul> <li>(i) operation, maintenance and repair works;</li></ul></li></ul></li></ul>			of the Project; and
<ul> <li>Construction or as soon as otherwise practicable:         <ul> <li>(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</li> <li>(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.</li> </ul> </li> <li>Lapse         <ul> <li>(a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 40 15 years from the date on which it is included in the AUP.</li> <li>Te Äkitai Waiohua – Southwest Gateway Programme.</li> <li>(a) The Requiring Authority acknowledges Te Äkitai Waiohua as Mana Whenua and a principal partner to the Southwest Gateway Programme, to which this project forms a part. The operation of this designation must in all respects reflect these matters, including through meeting the conditions and meaningful engagement at both a governance and kalitaki level.</li> </ul> </li> <li>Network Utility Operators and Auckland Council Parks (Section 176 Approval)         <ul> <li>(a) Prior to the start of Construction Works, Network Utility Operators (including Auckland International Airport Limited) with existing infrastructure and Auckland Council in relation to parks located within the designation will not require written consent under section 176 of the RMA for the following activities:</li></ul></li></ul>			adjacent landowners and occupants will be able to understand
<ul> <li>(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</li> <li>(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.</li> <li>Lapse         <ul> <li>(a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within <b>10</b> <u>15</u> years from the date on which it is included in the AUP.</li> <li>Te Äkitai Waiohua – Southwest Gateway Programme</li> <li>(a) The Requiring Authority acknowledges Te Åkitai Waiohua as Mana Whenua and a principal partner to the Southwest Gateway Programme, to which this project forms a part. The operation of this designation must in all respects reflect these matters, including through meeting the conditions and meaningful engagement at both a governance and kailtaki level.</li> </ul> </li> <li>Network Utility Operators and Auckland Council Parks (Section 176 Approval)         <ul> <li>(a) Prior to the start of Construction Works, Network Utility Operators (including Auckland International Airport Limited) with existing infrastructure and Auckland Council in relation to parks located within the designation will not require written consent under section 176 of the RMA for the following activities:</li></ul></li></ul>		(b)	
<ul> <li>RMA for the removal of those parts of the designation identified above.</li> <li>Lapse         <ul> <li>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 40 15 years from the date on which it is included in the AUP.</li> </ul> </li> <li>Te Åkitai Waiohua – Southwest Gateway Programme         <ul> <li>The Requiring Authority acknowledges Te Åkitai Waiohua as Mana Whenua and a principal partner to the Southwest Gateway Programme, to which this project forms a part. The operation of this designation must in all respects reflect these matters, including through meeting the conditions and meaningful engagement at both a governance and kalitaki level.</li> </ul> </li> <li>Network Utility Operators and Auckland Council Parks (Section 176 Approval)         <ul> <li>(a) Prior to the start of Construction Works, Network Utility Operators (including Auckland International Airport Limited) with existing infrastructure and Auckland Council in relation to parks located within the designation will not require written consent under section 176 of the RMA for the following activities:</li></ul></li></ul>			<ul> <li>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</li> </ul>
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<ul> <li>Iapse if not given effect to within 40 <u>15</u> years from the date on which it is included in the AUP.</li> <li><b>6. Te</b> Åkitai Waiohua - Southwest Gateway Programme         <ul> <li>(a) The Requiring Authority acknowledges Te Åkitai Waiohua as Mana Whenua and a principal partner to the Southwest Gateway Programme, to which this project forms a part. The operation of this designation must in all respects reflect these matters, including through meeting the conditions and meaningful engagement at both a governance and kaitlaki level.</li> </ul> </li> <li><b>7.</b> Network Utility Operators and Auckland Council Parks (Section 176 Approval)         <ul> <li>(a) Prior to the start of Construction Works, Network Utility Operators (including Auckland International Airport Limited) with existing infrastructure and Auckland Council in relation to parks located within the designation will not require written consent under section 176 of the RMA for the following activities:</li></ul></li></ul>	5.	Laps	
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(III) Construction Noise and Vibration Management Plan:			(i) Construction Environmental Management Plan;

	<ul> <li>(iv) Urban and Landscape Design Management Plan;</li> <li>(v) Historic Heritage Management Plan;</li> <li>(vi) Ecological Management Plan;</li> <li>(vii) Tree Management Plan;</li> <li>(viii) Network Utilities Management Plan; and</li> <li>(ix) Development Response Management Plan.</li> <li>(e) Outline Plans (or Plan) shall include details of where retaining walls will replace proposed cut/fill batters, at the Project edges. Earthworks and batters should be designed in consultation with property owners to minimise the land required for the works and the utilisation of retaining walls in preference to batters should be investigated to minimise impacts on the adjacent land. Retaining walls should be considered rather than a batter slope in areas where space is limited. This needs to be undertaken on a site-by-site basis and ensure property access and flood risk are not adversely affected.</li> </ul>
10.	Management Plans
	<ul> <li>(a) Any management plan shall:</li> <li>(i) be prepared and implemented in accordance with the relevant management plan condition;</li> <li>(ii) be prepared by a Suitably Qualified Person(s);</li> </ul>
	<ul> <li>(iii) be developed in partnership with Mana Whenua. The Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua;</li> </ul>
	<ul> <li>(iv) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates;</li> <li>(v) summarise comments received from Mana Whenua and other</li> </ul>
	stakeholders as required by the relevant management plan condition, along with a summary of where comments have: A. been incorporated; and B. where not incorporated, the reasons why.
	<ul> <li>(vi) be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules;</li> <li>(vii) Once finalised, uploaded to the Project website or equivalent virtual information source.</li> </ul>
	<ul> <li>(b) Any management plan developed in accordance with Condition 10 may:</li> <li>(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 noting that condition 10(a)(vi) applies in all cases (i.e., a new or amended OPW will also be required);</li> </ul>
	<ul> <li>(ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process;</li> </ul>
	<ul> <li>(c) 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 to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision;</li> </ul>
	<ul> <li>(d) Any material changes to the SCEMP(s) are to be submitted to the Council for certification information.</li> </ul>
11.	Mana Whenua Kaitiaki Forum
	<ul> <li>(a) At least twelve (12) months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall invite Mana Whenua to establish a Mana Whenua Kaitiaki Forum. The objective of the Mana Whenua Kaitiaki Forum is to provide a forum for Mana Whenua to participate as partners in all phases of the Project. To achieve the objective, the Mana Whenua Kaitiaki Forum shall address (as a minimum) the following matters:         <ul> <li>(i) how Mana Whenua will provide input into the design of the Project. For example:</li> </ul> </li> </ul>

		A. how Mana Whenua values and narrative are incorporated through the form of the Project and associated structures:
		<ul><li>through the form of the Project and associated structures;</li><li>B. how the historic and cultural significance of the Puhinui Historic</li></ul>
		Gateway will be recognised; and
		C. how pou, art, sculptures, mahi toi or other any other features
		located on land within or adjoining the Project will be provided
		in a manner that represents the Māori history of the area and
		promotes a distinctiveness or sense of place.
	(ii)	
	,	management plans and future consenting processes;
	(iii	
		phases of the Project;
	(iv	
		with local communities, business associations, social institutions and
	())	community groups will be provided;
	(v)	where opportunities for Mana Whenua to support the physical, mental, social and economic wellbeing for iwi and the local
		community will be provided through the Project. This could include:
		A. planting supplied through Mana Whenua and community
		based nurseries;
		B. local schools being involved in planting; and
		C. scholarships, cadetships and job creation.
	(vi	
		and administrative support for Mana Whenua including organising
		meetings at a local venue and the taking and dissemination of
	(vi	meeting minutes; i) the frequency of meetings shall be agreed between the Requiring
	(vi	Authority and Mana Whenua; and
	(vi	
	(*)	produce a record of the Mana Whenua Kaitiaki Forum. The record of
		the Mana Whenua Kaitiaki Forum shall be provided to Mana Whenua
		and shall include (but not be limited to);
		A. details of how Mana Whenua have participated as partners in
		the Project;
		B. details of how the matters set out in (a) will be incorporated
		into the Project;
		C. how the objective of the Mana Whenua Kaitiaki Forum has been and will continue to be met; and
		D. details of how comments from Mana Whenua have been
		incorporated into the Project and where not incorporated, the
		reasons why.
	(b) Ma	ana Whenua shall be invited to identify and (if possible) nominate
		ditional names along the Project corridor such as Bus Rapid Transit
		ations and bridge structures. Noting there may be formal statutory
	pro	processes outside the project required in any decision-making.
	· · /	e Mana Whenua Kaitiaki Forum shall continue to meet for at least six
		onths following the Completion of Construction or as agreed with Mana
	VVI	henua.
	Advice r	note
		avoidance of doubt, Mana Whenua may wish to use another forum ana Whenua Kaitiaki Forum.
12.		
12.		Ider Communication and Engagement Management Plan (SCEMP)
		SCEMP shall be prepared in consultation with stakeholders, community oups and organisations prior to <del>any Outline Plan being submitted</del> <u>the</u>
		art of Construction.
		ie objective of the SCEMP is are to: identify how the public and
		akeholders (including directly affected and adjacent owners and
	oc	cupiers of land) will be engaged with prior to and throughout
		onstruction Works.

		<del>(i)</del>	develop, maintain and build relationships with the wider public
			and diverse stakeholders (including directly affected and
			adjacent landowners e.g. Business, community organisations,
		(ii)	householders and their tenants); provide opportunities for those new to the area to find out about
		(11)	and engage with the project;
		<del>(iii)</del>	identify how the public and diverse stakeholders will be
		( )	proactively engaged with prior to and throughout the
			Construction Works and the purpose of each engagement.
	(c)	To acl	hieve the objective of the SCEMP:
		(i)	At least <del>18</del> <u>six (6)</u> months prior to <del>any Outline Plan being</del>
			submitted detailed design for a Stage of Work, the Requiring
			Authority shall identify:
			A. a list of the properties within the designation which the Requiring Authority does not own or have occupation
			rights to whose owners will be engaged with;
			B. a list of key stakeholders, community groups, organisations
			and businesses who will be engaged with;
			C. methods and timing to engage with landowners and
			occupiers whose access is directly affected; and
			[relocated]
			D. <u>methods and timing to engage with key stakeholders,</u> community groups, organisations and businesses and
			owners of properties identified in (c)(i)A-B.
			E. assistance to be provided to stakeholders, individuals,
			community groups, organisations and businesses to
			ensure they are able to engage effectively. This could
			include the provision of independent advisors, experts
			and translators; and
		(ii)	<u>a record details of (c)(i) shall be submitted with an Outline Plan</u>
			for the relevant Stage of Work included in the SCEMP.
		(iii)	The SCEMP shall include:
			A. 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);
			B. 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;
			C. details of opportunities to strengthen the relationship between
			<ul> <li>Mana Whenua, key stakeholders and the wider community;</li> <li>methods and timing to engage with landowners whose</li> </ul>
			access is directly affected;
			E. 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 <u>(b)(c)</u> (i) above; and
			F. linkages and cross-references to communication and
			engagement methods set out in other conditions and management plans where relevant.
	(d)	Anv S	CEMP prepared for a Stage of Work shall be submitted to Council for
	(~)		cation information ten working days prior to the Start of
			ruction for a Stage of Work.
13.	Deve	lopme	nt Response Management Plan
	(a)	A DRI	MP shall be prepared prior to the Start of Construction for a Stage of
		Work.	
	(b)		bjective of the DRMP is to provide a framework to assist businesses
			ed by the Project to manage the impacts of construction and to
		maxin	nise the opportunities the Project presents.

	(C)	Business Associations representing businesses within the relevant Stage of
	(0)	Work shall be invited no later than 18 months prior to the Start of
		Construction for a Stage of Work, to participate in the development of the
		DRMP.
	(d)	To achieve the objective, the DRMP shall include:
	. ,	(i) a list of businesses likely to be impacted by the Project;
		(ii) recommended measures to mitigate impacts on identified businesses
		associated with construction effects such as the potential loss of
		visibility of businesses from public spaces, reduction of accessibility
		and severance. Such mitigation measures may include business
		support, temporary placemaking and place activation measures and temporary wayfinding and signage;
		(iii) a summary of any proactive assistance to be provided to impacted
		businesses;
		(iv) identification of opportunities to co-ordinate the forward work
		programme, where appropriate with infrastructure providers and
		<ul> <li>development agencies; <u>and</u></li> <li>(v) linkages and cross-references to communication and engagement</li> </ul>
		methods set out in other conditions and management plans (e.g. the
		SCEMP) where relevant.
		(vi) recommended measures to mitigate effects on the operation and
		financial wellbeing of community organisations and sports
		<del>clubs;</del>
		(vii) recommended measures to provide support for anxiety and mental health outcomes;
		(viii) recommended hardship assistance package and hardship fund
		to be available for compensation of landowners, tenants,
		adjacent property owners and details of how people will qualify
		for any assistance.
		(ix) recommended assistance for tenants, leaseholders or owners
		who are asked to move during the works.
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	(v)	Auckland's Urban Ngahere (Forest) Strategy or any subsequent
		updated version.
(f)	) To ac projec	hieve the objective, the ULDMP shall provide details of how the
	(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;
	(ii)	provides appropriate walking and cycling connectivity to, and
		interfaces with, existing or proposed adjacent land uses, public
	(iii)	transport infrastructure and walking and cycling connections; promotes inclusive access (where appropriate); and
	(iv)	promotes a sense of personal safety by aligning with best practice
	. ,	guidelines, such as:
		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.
	(v)	has responded to requests that could influence detailed design through the Land Use Integration Process (Condition 3)
	(vi)	provides opportunities to incorporate Mana Whenua values and
	( )	cultural narrative through the design. This shall include but not be
		limited to:
		A. how to protect and enhance connections to the Māori cultural landscape;
		B. how and where accurate historical signage can be provided
		along the corridor;
		<ul><li>C. how historical portage routes will be recognised;</li><li>D. how opportunities for cultural expression through, for example</li></ul>
		mahi toi, art, sculptures or other public amenity features will be
		provided;
		E. how opportunities to utilise flora and fauna with a specific
		connection to the area are realised where possible by:
		a. preserving them in the design and maintenance of the Project; and
		b. restoring them in a manner that recognises their
		historical and cultural significance. For example, by
		F. how the historic and cultural significance of the Puhinui Historic
		F. how the historic and cultural significance of the Puhinui Historic Gateway is recognised; and
		G. how public access to coastal areas, waterways and open
	6.20	space is enhanced, where appropriate.
	(vii)	provides for an integrated stormwater management approach which prioritises in the following order:
		A. opportunities for ki uta ki tai (a catchment scale approach);
		B. opportunities for net catchment benefit;
		C. green infrastructure and nature-based solutions; and D. opportunities for low maintenance design.
(g	a) At the	D. opportunities for low maintenance design. e discretion of Mana Whenua, the matters listed in $(f)(v) - (vi)$ shall
	either	be incorporated into the ULDMP or prepared as a separate plan.
(h		JLDMP shall include:
	(i)	a concept plan(s) – 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; <b>and</b>
	<del>(iii)</del> —	a connectivity and severance assessment of key destinations and desire lines for people walking and cycling across and
		along the Project; and
	(iv)	landscape and urban design details – that cover the following:

		А.	road design – elements such as:
		л.	a. intersection form;
			b. carriageway gradient and associated earthworks
			c. contouring, including cut and fill batters and/or
			retaining walls and their interface with adjacent land
			uses and existing roads (including slip lanes);
			d. benching;
			e. spoil disposal sites;
			f. median width and treatment; and
			g. roadside width and treatment;
		В.	roadside elements – such as lighting, fencing, wayfinding and
		0	signage;
		C.	architectural and landscape treatment of all major structures,
		D.	including bridges and retaining walls; architectural and landscape treatment of noise barriers;
		E.	landscape treatment of permanent stormwater control wetlands
		ш.	and swales;
		F.	integration of passenger transport;
		G.	pedestrian and cycle facilities including paths, road crossings
			and dedicated pedestrian/ cycle bridges or underpasses;
		н.	property access - including how access to the site and
			adjacent sites is affected, what changes are proposed and
			what provision has been made to retain existing levels of
			amenity and functionality;
		I.	historic heritage places with reference to the HHMP (Condition
			26); and
		J.	re-instatement of construction and site compound areas, driveways, accessways and fences.
(i)		ואם וו	P shall also include the following planting details and
			e requirements:
	(i)		ng design details including:
	(.)	A.	identification of existing trees and vegetation that will be
			retained with reference to the Tree Management Plan
			(Condition 29). Where practicable, mature trees and native
			vegetation should be retained;
		В.	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 the Ecological Management Plan
		F.	(Conditions 28) and Tree Management Plan (Condition 29); 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 plai	nting programme including the staging of planting in relation to
	. ,		onstruction programme which shall, as far as practicable,
			e provision for planting within each planting season following
			letion of works in each Stage of Work; and
	(iii)		ed specifications relating to the following:
		A.	weed control and clearance;
		B.	pest animal management (to support plant establishment);
		C. D.	ground preparation (top soiling and decompaction); mulching; and
		D. E.	plant sourcing and planting, including hydroseeding and
		⊾.	grassing, and use of eco-sourced species.
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	duice set	<b>.</b> .	
	dvice note		
			s for the purpose of construction, operation and maintenance of
a la	n aneriai tr	anspo	rt 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.			
Specific	c Outline Plan requirements			
	Flood Hazard			
	For the purpose of Condition 15:			
	<ul> <li>(a) ARI – means Average Recurrence Interval;</li> <li>(b) Existing authorised community, commercial and industrial floor – means the floor level of any community, commercial and industrial building which is authorised and exists at the time the Outline Plan is submitted.</li> <li>(c) Existing authorised habitable floor – means the floor level of any room</li> </ul>			
	(floor) in a residential building which is authorised 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.			
	(d) Flood prone area – means a potential ponding areas that may flood and commonly comprise of topographical depression areas relies on a			
	single culvert for drainage and does not have an overland flow path.			
	The areas can occur naturally or as a result of constructed features.			
	(e) Maximum Probable Development – is the 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 AUP, the probable level of			
	development arising from zone changes;			
	(f) Pre-Project development – means existing site condition prior to the			
	Project (including existing buildings and roadways); and (g) Post-Project development – means site condition after the Project has			
	been completed (including existing and new buildings and roadways).			
15.	Flood Hazard			
	<ul> <li>(a) The Project shall be designed to achieve the following flood risk outcomes:</li> <li>(i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;</li> </ul>			
	<ul> <li>(ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors with to maintain a minimum freeboard of over 150mm;</li> </ul>			
	<ul> <li>(iii) no increase in flood levels in a 1% AEP event for existing authorised community, commercial and industrial building floors that are already subject to flooding;</li> <li>(iv) no more than a 10% reduction in freeboard in a 1% AEP event for</li> </ul>			
	<ul> <li>(iv) no more than a 10% reduction in needoald in a 1% AEF event for existing authorised community, commercial and industrial building floors;</li> <li>(v) no increase maximum of 50mm increase in flood level in a 1% AEF</li> </ul>			
	event on land zoned for urban or future urban development where there is no existing dwelling outside and adjacent to the designation boundaries between the pre and post Project scenarios;			
	(vi) no increase in 10% AEP flood levels for existing authorised habitable floors that are at risk of flooding;			
	(vii) no new flood prone areas; and			
	(viii) no more than a 10% average increase of flood hazard for main access to authorised habitable dwellings existing at the time the			
	Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP event. where depth is greater than 0.5m or velocity is greater than 2.0 m/s or the product of velocity and depth is greater than 0.5m2/s. For areas with lower flood hazard, no more than a 10% average increase in flood hazard for main			
	access to authorised habitable dwellings existing at time the Outline Plan is submitted.			

		Where Flood Hazard is:		
			A. velocity x depth is greater than or equal to $(\geq)$ 0.6; or	
			B. <u>depth is greater than 0.5m (&gt;); or</u>	
		~	C. <u>velocity is greater than (&gt;) 2m/s</u>	
	(b)		pliance with this condition shall be demonstrated in the Outline Plan,	
			n shall include flood modelling of the pre-Project and post-Project <b>10</b> and100 year ARI <u>1% AEP</u> flood levels (for Maximum Probable	
			lopment land use and including climate change).	
	(c)		e the above outcomes can be achieved through alternative measures	
	(0)		te of the designation such as flood stop banks, flood walls, raising	
			ng authorised habitable floor level and new overland flow paths or	
			d through agreement with the relevant landowner, the Outline Plan	
			include confirmation that any necessary landowner and statutory	
			wals have been obtained for that work or alternative outcome.	
16.	Exist	ing pr	operty access	
	(a)		e existing property vehicle access which exists at the time the Outline	
	()		is submitted is proposed to be altered by the project, the Requiring	
			prity shall consult with the directly affected landowner regarding the	
			red changes. The Outline Plan shall demonstrate how safe access will	
			ovided, unless otherwise agreed with the affected landowner.	
	<del>(b)</del>		Project shall not result in the removal of access to loading bays	
			ommercial buildings or the restriction of internal access to	
Constru	uction		<del>ng bays.</del>	
17.			on Environmental Management Plan (CEMP)	
	(a)	A CE Work	MP shall be prepared prior to the Start of Construction for a Stage of	
	(b)		bjective of the CEMP is to set out the management procedures and	
	(D)		ruction methods to be undertaken to, avoid, remedy or mitigate any	
			se effects associated with Construction Works as far as practicable.	
			shieve the objective, the CEMP shall include:	
		(i)	the roles and responsibilities of staff and contractors;	
		(ií)	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	
		$(\cdot, \cdot)$	screening when adjacent to residential areas	
		(v)	details of the proposed locations of refuelling activities and construction lighting;	
		(vi)	methods for controlling dust and the removal of debris and demolition	
		(•1)	of construction materials from public roads or places;	
		(vii)	methods for providing for the health and safety of the general public;	
		(viii)	measures to mitigate flood hazard effects such as siting stockpiles	
		( )	out of floodplains, minimising obstruction to flood flows, actions to	
			respond to warnings of heavy rain;	
		(ix)	procedures for incident management;	
		(x)	location and procedures for the refuelling and maintenance of plant	
			and equipment to avoid discharges of fuels or lubricants to	
		()	watercourses;	
		(xi)	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;	
		(xii)	procedures for responding to complaints about Construction Works;	
		(~~)	and	
		(xiii)	methods for amending and updating the CEMP as required.	
18.	Com	plaints	s Register	
	(a)		times during Construction Works, a record of any complaints received	
	. /		the Construction Works shall be maintained. The record shall include:	
		(i)	the date, time and nature of the complaint;	

	<ul> <li>the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</li> </ul>
	(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; and
	(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. (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
10	request is made.
19.	Cultural Monitoring Plan
	<ul> <li>(a) A Cultural Monitoring Plan shall be prepared prior to the Start of Construction.</li> </ul>
	(b) At least six (6) months prior to the start of detailed design, a Suitably
	Qualified Person(s) identified in partnership with Mana Whenua shall commence the preparation of the Cultural Monitoring Plan.
	(c) 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. <u><b>To achieve the objective,</b></u> the Cultural Monitoring Plan shall include:
	(i) Requirements for formal dedication or cultural interpretation to be
	undertaken prior to start of Construction Works in areas identified as
	having significance to 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
	<ul> <li>(v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the</li> </ul>
	Accidental Discovery Protocol
	(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.
	Advice note:
	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.
20.	Construction Traffic Management Plan (CTMP)(a)A CTMP shall be prepared prior to the Start of Construction for a Stage of
	Work.
	(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:
	(i) methods to manage the effects of temporary traffic management
	activities on traffic;
	<ul> <li>(ii) measures to ensure the safety of all transport users;</li> <li>(iii) the estimated numbers, frequencies, routes and timing of traffic</li> </ul>
	movements, including any specific non-working or non-movement
	hours (for example on roads serving educational facilities during pick
	up and drop off times) to manage vehicular and pedestrian traffic near educational facilities or to manage traffic congestion. The CTMP
	must ensure that there is no Project heavy construction traffic

			using the roads serving educational facilities during pick up and
			drop off times applicable to each school;
		(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, pedestrians and
		(vi)	cyclists; methods to maintain access to and within property and/or private
		(•1)	roads where practicable, or to provide alternative access
			arrangements when it will not be. Engagement with landowners
			whose access is directly affected shall be undertaken in accordance
			with Condition 12 <del>(c)(i)C</del> (b) <u>(iii)D;</u>
		(vii)	details of how access for the loading and unloading of goods will be
		(viii)	provided for; the management approach to loads on heavy vehicles, including
		(****)	covering loads of fine material, the use of wheel-wash facilities at site
			exit points and the timely removal of any material deposited or spilled
			on public roads;
		(ix)	methods that will be undertaken to communicate traffic management
			measures to affected road users (e.g. residents / public /
		()	stakeholders / emergency services);
		(x)	details of minimum network performance parameters to be achieved during the construction phase, including any measures to monitor
			compliance with the performance parameters. These could include
			maximum increases in journey time and traffic volumes along key
			routes; and
		(xi)	details of any Travel Demand Management (TDM) measures
			proposed to be implemented in the event of thresholds identified in (x) being exceeded.
		(xii)	methods to maintain key vehicle access routes within sites
		( )	within the designation extent to ensure business operations on
			affected sites can continue in a viable manner during
			construction works.
21.	-	-	e Management Plan (OSMP)
	(a)		SMP shall be prepared prior to the Start of Construction for a Stage of The objective of the OSMP is to minimise as far as practicable
			rse effects on the recreation amenity of parks and reserves resulting
			construction.
	(b)		chieve the objective, the OSMP shall include details of:
		(i)	how the ongoing operation (including but not limited to events) of and
			access (including walking and cycling) to parks and reserves during construction will be maintained in accordance with the Construction
			Traffic Management Plan (Condition 20);
		(ii)	opportunities to coordinate the construction of the Project, as far as
			practicable, with the forward work programme (including any events)
		Aude	for parks and reserves directly affected by the Project; land Council Parks and Community Facilities shall be invited to
	(c)		sipate in the development of the OSMP at least six (6) months prior to
			tart of detailed design for a Stage of Work.
	(d)		OSMP prepared for a Stage of Work shall be submitted to Council for
		inforn Work	nation ten working days prior to the Start of Construction for a Stage of
22.	Cons		 on Noise Standards
	(a)		truction noise shall be measured and assessed in accordance with
	(~)		5803:1999 Acoustics – Construction Noise and shall comply with the
			e standards set out in the following table as far as practicable:
	Table	e 22-1 C	Construction Noise Standards
L	L		

	Day of week	Time period	L <sub>Aeq(15min)</sub>	L <sub>AFmax</sub>
	Occupied activity	-	,	
	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	0630h - 0730h	45 dB	75 dB
	Holidays	0730h - 1800h	45 dB 55 dB	85 dB
		1800h - 2000h	45 dB	75 dB
		2000h - 0630h	45 dB	75 dB
	Other second ad her		40 UD	75 UB
	Other occupied bu	-		
	All	0730h – 1800h	70 dB	
		1800h – 0730h	75 dB	
	· · ·	liance with the noise		
	practicable, t	he methodology in C	ondition 25 shall appl	у.
23.	Construction Vibr	ation Standards		
	(a) Construction	vibration shall be me	asured in accordance	e with ISO
		lechanical vibration a	nd shock – Vibration	of fixed structures –
		or the measurement o		
		and shall comply wit		
		e as far as practicabl		
	Receiver	Details	Category A*	Category B**
	Occupied activity	sensitive to noise		
	Occupied activities	Night-time 2000h -	0.3mm/s ppv	2mm/s ppv
	sensitive to noise	0630h		
	sensitive to noise	0630h Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
	Other occupied buildings	Daytime 0630h -	2mm/s ppv 2mm/s ppv	5mm/s ppv 5mm/s ppv
	Other occupied	Daytime 0630h - 2000h Daytime 0630h - 2000h		5mm/s ppv
	Other occupied buildings All other buildings	Daytime 0630h - 2000h Daytime 0630h - 2000h	2mm/s ppv Tables 1 and 3 of DII	5mm/s ppv
	Other occupied buildings All other buildings * Category A criteria a	Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times adopted from Rule E25.	2mm/s ppv Tables 1 and 3 of DII 6.30.1 of the AUP	5mm/s ppv N4150-3:1999
	Other occupied buildings All other buildings * Category A criteria a ** Category B criteria (b) Where comp	Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times	2mm/s ppv Tables 1 and 3 of DII 6.30.1 of the AUP 999 building damage c on standards set out	5mm/s ppv V4150-3:1999 riteria for daytime in Table 23-1 is not
24.	Other occupied buildings All other buildings * Category A criteria a ** Category B criteria (b) Where comp practicable, t	Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times adopted from Rule E25. based on DIN 4150-3:1 liance with the vibrati he methodology in Co	2mm/s ppv Tables 1 and 3 of DI 6.30.1 of the AUP 999 building damage c on standards set out ondition 25 shall appl	5mm/s ppv V4150-3:1999 riteria for daytime in Table 23-1 is not y
24.	Other occupied buildings All other buildings * Category A criteria a ** Category B criteria (b) Where comp practicable, t Construction Nois	Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times adopted from Rule E25. based on DIN 4150-3:1 liance with the vibrati he methodology in Co e and Vibration Mar	2mm/s ppv Tables 1 and 3 of DI 6.30.1 of the AUP 999 building damage c on standards set out ondition 25 shall appl nagement Plan (CNM	5mm/s ppv V4150-3:1999 riteria for daytime in Table 23-1 is not y
24.	Other occupied buildings All other buildings * Category A criteria a ** Category B criteria (b) Where comp practicable, t Construction Nois (a) A CNVMP st	Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times adopted from Rule E25. based on DIN 4150-3:1 liance with the vibrati he methodology in Co	2mm/s ppv Tables 1 and 3 of DI 6.30.1 of the AUP 999 building damage c on standards set out ondition 25 shall appl nagement Plan (CNM	5mm/s ppv V4150-3:1999 riteria for daytime in Table 23-1 is not y
24.	Other occupied buildings All other buildings * Category A criteria a ** Category B criteria (b) Where comp practicable, t Construction Nois (a) A CNVMP sh Work. (b) A CNVMP sh	Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times adopted from Rule E25. based on DIN 4150-3:1 liance with the vibrati he methodology in Co e and Vibration Mar	2mm/s ppv Tables 1 and 3 of DII 6.30.1 of the AUP 999 building damage c on standards set out ondition 25 shall appl nagement Plan (CNM to the Start of Constr	5mm/s ppv V4150-3:1999 riteria for daytime in Table 23-1 is not y <b>//VP)</b> ruction for Stage of
24.	Other occupied buildings All other buildings * Category A criteria a ** Category B criteria (b) Where comp practicable, t Construction Nois (a) A CNVMP sh Work. (b) A CNVMP sh relates.	Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times adopted from Rule E25. based on DIN 4150-3:1 liance with the vibrati he methodology in Co e and Vibration Man hall be prepared prior hall be implemented co	2mm/s ppv Tables 1 and 3 of DII 6.30.1 of the AUP 999 building damage c on standards set out ondition 25 shall appl nagement Plan (CNM to the Start of Constr uring the Stage of W	5mm/s ppv 5mm/s ppv V4150-3:1999 riteria for daytime in Table 23-1 is not y <b>AVP)</b> ruction for Stage of ork to which it
24.	Other occupied buildings All other buildings * Category A criteria a ** Category B criteria (b) Where comp practicable, t Construction Nois (a) A CNVMP sh Work. (b) A CNVMP sh relates. (c) The objective	Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times adopted from Rule E25. based on DIN 4150-3:1 liance with the vibrati he methodology in Ca e and Vibration Man hall be prepared prior hall be implemented co e of the CNVMP is to	2mm/s ppv Tables 1 and 3 of DII 6.30.1 of the AUP 999 building damage c on standards set out ondition 25 shall appl nagement Plan (CNM to the Start of Constr uring the Stage of Wa provide a framework	5mm/s ppv 5mm/s ppv N4150-3:1999 riteria for daytime in Table 23-1 is not y <b>AVP)</b> ruction for Stage of ork to which it for the development
24.	Other occupied buildings All other buildings * Category A criteria a ** Category B criteria (b) Where comp practicable, t Construction Nois (a) A CNVMP sh Work. (b) A CNVMP sh relates. (c) The objective and impleme	Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times adopted from Rule E25. based on DIN 4150-3:1 liance with the vibrati he methodology in Co e and Vibration Man hall be prepared prior hall be implemented co e of the CNVMP is to ntation of the Best Pr	2mm/s ppv Tables 1 and 3 of DII 6.30.1 of the AUP 999 building damage c on standards set out ondition 25 shall appl nagement Plan (CNN to the Start of Constr uring the Stage of W provide a framework acticable Option for t	5mm/s ppv 5mm/s ppv V4150-3:1999 riteria for daytime in Table 23-1 is not y <b>AVP)</b> ruction for Stage of ork to which it for the development he management of
24.	Other occupied buildings All other buildings * Category A criteria a ** Category B criteria (b) Where comp practicable, t Construction Nois (a) A CNVMP sh Work. (b) A CNVMP sh relates. (c) The objective and impleme construction	Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times adopted from Rule E25. based on DIN 4150-3:1 liance with the vibrati he methodology in Co e and Vibration Man nall be prepared prior nall be implemented co e of the CNVMP is to ntation of the Best Prinoise and vibration e	2mm/s ppv Tables 1 and 3 of DII 6.30.1 of the AUP 999 building damage c on standards set out ondition 25 shall appl nagement Plan (CNM to the Start of Constr uring the Stage of W provide a framework acticable Option for t fects to achieve the o	5mm/s ppv 5mm/s ppv v4150-3:1999 riteria for daytime in Table 23-1 is not y <b>AVP)</b> ruction for Stage of ork to which it for the development he management of construction noise
24.	Other occupied buildings         All other buildings         * Category A criteria a         ** Category B criteria         (b)       Where comp practicable, t         Construction Nois         (a)       A CNVMP st Work.         (b)       A CNVMP st relates.         (c)       The objective and impleme construction and vibration	Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times adopted from Rule E25. based on DIN 4150-3:1 liance with the vibrati he methodology in Co e and Vibration Man nall be prepared prior nall be implemented co e of the CNVMP is to ntation of the Best Prinoise and vibration e standards set out in	2mm/s ppv Tables 1 and 3 of DII 6.30.1 of the AUP 999 building damage c on standards set out ondition 25 shall appl nagement Plan (CNM to the Start of Constr uring the Stage of W provide a framework acticable Option for t fects to achieve the o Conditions 22 and 23	5mm/s ppv 5mm/s ppv v4150-3:1999 riteria for daytime in Table 23-1 is not y <b>IVP)</b> ruction for Stage of ork to which it for the development he management of construction noise b to the extent
24.	Other occupied buildings         All other buildings         * Category A criteria a         ** Category B criteria         (b) Where comp practicable, t         Construction Nois         (a) A CNVMP sh Work.         (b) A CNVMP sh relates.         (c) The objective and impleme construction and vibration practicable.	Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times adopted from Rule E25. based on DIN 4150-3:1 liance with the vibrati he methodology in Co e and Vibration Man nall be prepared prior nall be implemented co e of the CNVMP is to ntation of the Best Prinoise and vibration e standards set out in To achieve theis obje	2mm/s ppv Tables 1 and 3 of DII 6.30.1 of the AUP 999 building damage c on standards set out ondition 25 shall appl nagement Plan (CNM to the Start of Constr uring the Stage of W provide a framework acticable Option for t fects to achieve the o Conditions 22 and 23 ctive, the CNVMP sha	5mm/s ppv 5mm/s ppv v4150-3:1999 riteria for daytime in Table 23-1 is not y <b>IVP)</b> ruction for Stage of ork to which it for the development he management of construction noise b to the extent all be prepared in
24.	Other occupied buildings         All other buildings         * Category A criteria a         ** Category B criteria         (b) Where comp practicable, t         Construction Nois         (a) A CNVMP st Work.         (b) A CNVMP st relates.         (c) The objective and impleme construction and vibration practicable.	Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times adopted from Rule E25. based on DIN 4150-3:1 liance with the vibrati he methodology in Co e and Vibration Man nall be prepared prior nall be implemented co e of the CNVMP is to ntation of the Best Prinoise and vibration e standards set out in To achieve theis obje with Annex E2 of the	2mm/s ppv Tables 1 and 3 of DII 6.30.1 of the AUP 999 building damage c on standards set out ondition 25 shall appl nagement Plan (CNM to the Start of Constr uring the Stage of W provide a framework acticable Option for t fects to achieve the o Conditions 22 and 23 ctive, the CNVMP sha New Zealand Standa	5mm/s ppv 5mm/s ppv v4150-3:1999 riteria for daytime in Table 23-1 is not y <b>IVP)</b> ruction for Stage of ork to which it for the development he management of construction noise b to the extent all be prepared in rd NZS6803:1999
24.	Other occupied buildings         All other buildings         * Category A criteria a         ** Category B criteria         (b) Where comp practicable, t         Construction Noise         (a) A CNVMP sh Work.         (b) A CNVMP sh relates.         (c) The objective and impleme construction and vibration practicable.         accordance w         'Acoustics –	Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times adopted from Rule E25. based on DIN 4150-3:1 liance with the vibrati he methodology in Co e and Vibration Man nall be prepared prior nall be implemented co e of the CNVMP is to ntation of the Best Pri noise and vibration e standards set out in To achieve th <u>eis</u> obje with Annex E2 of the Construction Noise' (	2mm/s ppv Tables 1 and 3 of DII 6.30.1 of the AUP 999 building damage c on standards set out ondition 25 shall appl nagement Plan (CNM to the Start of Constr uring the Stage of W provide a framework acticable Option for t fects to achieve the o Conditions 22 and 23 ctive, the CNVMP sha New Zealand Standa	5mm/s ppv 5mm/s ppv v4150-3:1999 riteria for daytime in Table 23-1 is not y <b>IVP)</b> ruction for Stage of ork to which it for the development he management of construction noise b to the extent all be prepared in rd NZS6803:1999
24.	Other occupied buildings         All other buildings         * Category A criteria a         ** Category B criteria         (b) Where comp practicable, t         Construction Noise         (a) A CNVMP sh Work.         (b) A CNVMP sh relates.         (c) The objective and impleme construction and vibration practicable.         accordance w 'Acoustics – address the fill	Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times adopted from Rule E25. based on DIN 4150-3:1 liance with the vibrati he methodology in Co e and Vibration Man nall be prepared prior nall be implemented co e of the CNVMP is to ntation of the Best Pr noise and vibration e standards set out in To achieve th <u>eis</u> obje with Annex E2 of the Construction Noise' ( following:	2mm/s ppv Tables 1 and 3 of DII 6.30.1 of the AUP 999 building damage c on standards set out ondition 25 shall appl nagement Plan (CNM to the Start of Constr uring the Stage of W provide a framework acticable Option for t fects to achieve the of Conditions 22 and 23 ctive, the CNVMP sha New Zealand Standa NZS6803:1999) and standa	5mm/s ppv 5mm/s ppv v4150-3:1999 riteria for daytime in Table 23-1 is not y <b>IVP)</b> ruction for Stage of ork to which it for the development he management of construction noise b to the extent all be prepared in rd NZS6803:1999 shall as a minimum,
24.	Other occupied buildings         All other buildings         * Category A criteria a         ** Category B criteria         (b) Where comp practicable, t         Construction Nois         (a) A CNVMP sh Work.         (b) A CNVMP sh relates.         (c) The objective and impleme construction and vibration practicable.         accordance w 'Acoustics – address the f (i) description	Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times adopted from Rule E25. based on DIN 4150-3:1 liance with the vibrati he methodology in Co e and Vibration Man hall be prepared prior hall be implemented co e of the CNVMP is to ntation of the Best Prinoise and vibration e standards set out in To achieve the <u>eis</u> obje with Annex E2 of the Construction Noise' ( following: botion of the works and	2mm/s ppv Tables 1 and 3 of DII 6.30.1 of the AUP 999 building damage c on standards set out ondition 25 shall appl nagement Plan (CNM to the Start of Constr uring the Stage of W provide a framework acticable Option for t fects to achieve the of Conditions 22 and 23 ctive, the CNVMP sha New Zealand Standa NZS6803:1999) and standa anticipated equipment	5mm/s ppv 5mm/s ppv v4150-3:1999 riteria for daytime in Table 23-1 is not y <b>IVP)</b> ruction for Stage of ork to which it for the development he management of construction noise 8 to the extent all be prepared in rd NZS6803:1999 shall as a minimum, ent/processes;
24.	Other occupied buildings         All other buildings         * Category A criteria a         ** Category B criteria         (b) Where comp practicable, t         Construction Nois         (a) A CNVMP sh Work.         (b) A CNVMP sh relates.         (c) The objective and impleme construction and vibration practicable.         accordance w 'Acoustics – address the f         (i) descrif         (ii) hours	Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times adopted from Rule E25. based on DIN 4150-3:1 liance with the vibrati he methodology in Co e and Vibration Man nall be prepared prior nall be implemented co e of the CNVMP is to ntation of the Best Pr noise and vibration e standards set out in To achieve th <u>eis</u> obje with Annex E2 of the Construction Noise' ( following:	2mm/s ppv Tables 1 and 3 of DII 6.30.1 of the AUP 999 building damage c on standards set out ondition 25 shall appl nagement Plan (CNM to the Start of Constr uring the Stage of W provide a framework acticable Option for t fects to achieve the of Conditions 22 and 23 ctive, the CNVMP sha New Zealand Standa NZS6803:1999) and standa anticipated equipment	5mm/s ppv 5mm/s ppv v4150-3:1999 riteria for daytime in Table 23-1 is not y <b>IVP)</b> ruction for Stage of ork to which it for the development he management of construction noise 8 to the extent all be prepared in rd NZS6803:1999 shall as a minimum, ent/processes;

	1	<i>(</i> : )	
		(iv) (v)	identification of receivers where noise and vibration standards apply; 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;
		(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) (ix)	contact details of the Project Liaison Person; 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)	procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise Condition 22 and/or vibration standards Condition 23 Category B will not be practicable;
		(xi)	identification of trigger levels for undertaking building condition surveys, which shall be Category B day time levels;
		(xii)	procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration;
		(xiii)	methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules and the best practicable option for management of effects are being
		(xiy)	implemented; and
25.	Scho		requirements for review and update of the CNVMP.
25.			hedule to the CNVMP (Schedule) shall be prepared prior to the start of
	(a)	the consu	onstruction to which it relates by a Suitably Qualified Person, in ultation with the owners and occupiers of sites subject to the Schedule,
		when (i)	<ul> <li>construction noise is either predicted or measured to exceed the noise standards in Condition 22, except where the exceedance of the L<sub>Aeq</sub> criteria is no greater than 5 decibels and does not exceed:</li> <li>A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or</li> <li>B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</li> </ul>
		(ii)	construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 23.
		activi	sures to manage noise and/or vibration effects of the construction ty beyond those measures set out in the CNVMP. <u>To achieve the</u> <u>ctive, Tt</u> he Schedule shall include details such as: construction activity location, start and finish dates; the nearest neighbours to the construction activity; 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; for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been

	(c)		Schedule shall be submitted to the Manager for certification at least 5			
			ng days (except in unforeseen circumstances) in advance of truction Works that are covered by the scope of the Schedule and			
	( 1)	shall	form part of the CNVMP.			
	(d)		e material changes are made to a Schedule required by this condition, equiring Authority shall consult the owners and/or occupiers of sites			
			ct to the Schedule prior to submitting the amended Schedule to the			
			ger for certification in accordance with (c) above. The amended			
			dule shall document the consultation undertaken with those owners occupiers, and how consultation outcomes have and have not been			
			taken into account.			
26.	Histo	oric He	ritage Management Plan			
	(a)		MP shall be prepared in consultation with Council, HNZPT and Mana			
	(h)		nua prior to the Start of Construction for a Stage of Work.			
	(b)		bjective of the HHMP is to protect historic heritage and to remedy and ate any residual effects as far as practicable. To achieve the objective,			
			HMP shall identify:			
		(i)	any adverse direct and indirect effects on historic heritage sites and			
			measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and			
			measures;			
		(ii)	methods for the identification and assessment of potential historic			
		(iii)	heritage places within the Designation to inform detailed design; known historic heritage places and potential archaeological sites			
		()	within the Designation, including identifying any archaeological sites			
			for which an Archaeological Authority under the HNZPTA will be			
		(iv)	sought or has been granted; any unrecorded archaeological sites or post-1900 heritage sites			
		(1•)	within the Designation, which shall also be documented and recorded			
			(such as in the New Zealand Archaeological Association Site			
			Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory);			
		(v)	roles, responsibilities and contact details of Project personnel,			
		( )	Council and HNZPT representatives, Mana Whenua representatives,			
			and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works,			
			compliance with AUP accidental discovery rule, and monitoring of			
			conditions;			
		(vi)	specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;			
		(vii)	the proposed methodology for investigating and recording post-1900			
		( )	historic heritage sites (including buildings and standing structures)			
			that need to be destroyed, demolished or relocated, including details			
			of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in			
			accordance with the HNZPT Archaeological Guidelines Series No.1:			
			Investigation and Recording of Buildings and Standing Structures			
		(viii)	(November 2018), or any subsequent version; methods to acknowledge cultural values identified through the Mana			
		()	Whenua Kaitiaki Forum (Condition 11) and Urban Landscape and			
			Design Management Plan (Condition 14) where archaeological sites			
			also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;			
		(ix)	methods for avoiding, remedying or mitigating adverse effects on			
			historic heritage places and sites within the Designation during			
			Construction Works as far as practicable. These methods shall include, but are not limited to:			
			A. security fencing or hoardings around historic heritage places to			
			protect them from damage during construction or unauthorised			
			access;			

-		( )	<u> </u>
	(c)	achie awar (xi) traini subc legal Accie prior Qual the tr Electronic o investigatio	sures to mitigate adverse effects on historic heritage sites that eve positive historic heritage outcomes such as increased public eness and interpretation signage; and ng requirements and inductions for contractors and ontractors on historic heritage places within the Designation, obligations relating to unexpected discoveries and the AUP dental Discovery Rule (E11.6.1) The training shall be undertaken to the Start of Construction, under the guidance of a Suitably ified Person and Mana Whenua representatives (to the extent raining relates to cultural values identified under Condition 19). copies of all historic heritage reports relating to historic heritage ns (evaluation, excavation, building and standing structures and , shall be submitted to the Manager within 12 months of
	Advi	ce note:	
	Acci	dental Disco	overies
	E11.6	6.1 of the AU	for accidental discoveries of heritage items are set out in Rule P and shall apply when an archaeological authority under the herwise in place.
27.	Pre-C	Constructio	n Ecological Survey
	(a)	survey shal the survey confirming Nationally A	of detailed design for a Stage of Work, an updated ecological I be undertaken by a Suitably Qualified Person. The purpose of is to inform <b>the detailed design of</b> ecological management by whether the indigenous flora and fauna (including Regionally or At-Risk or Threatened species) within the Identified Biodiversity rded in Schedule 3 are still present.
	(b)		nua shall be invited as partners to observe how the ecological
	. ,	survey in (a	a) will be undertaken.
	(c)	(including F accordance Plans) shal	gical survey confirms the presence of indigenous flora and fauna Regionally or Nationally At-Risk or Threatened species) in with Condition 27(a) then an Ecological Management Plan (or be prepared in accordance with Condition 28 for these areas Biodiversity Areas).
28.	Ecol	•	gement Plan (EMP)
	(a) (b)	An EMP sh through Co The objecti ecological f practicable <b>that will be</b> (i) if an	all be prepared for any Confirmed Biodiversity Areas (confirmed ndition 27) prior to the Start of Construction for a Stage of Work. ve of the EMP is to minimise effects of the Project on the eatures of value of Confirmed Biodiversity Areas as far as <b>To achieve the objective. Tt</b> he EMP shall set out the methods <b>used to achieve the objective</b> which may include: EMP is required in accordance with Condition 27(c) for the ence of long-tailed bats:
		Å.	measures to minimise disturbance from construction activities within the vicinity of any active roosts that are discovered until such roosts are confirmed to be vacant of bats;
		В.	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
		C.	reasonably practicable; details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tailed 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) will be provided and maintained; and
		E.	where mitigation isn't practicable, details of any offsetting proposed.

	/::) If a	- EMD is required in secondance with Condition 27(a) for the
		n EMP is required in accordance with Condition 27(c) for the sence of Threatened or At-Risk birds (excluding Wetland Birds): how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;
	В.	where Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of the Pipit bird breeding season (August to February) where practicable;
	C.	where works are required within the Confirmed Biodiversity Area during the bird breeding season (including Pipits), methods to minimise adverse effects on Threatened or At-Risk birds; and
	D.	details of grass maintenance if Pipit are present.
		n EMP is required in accordance with Condition 27(c) for the
	pre: A.	sence of Threatened or At-Risk wetland birds:
	A.	how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;
	В.	where works are required within the Confirmed Biodiversity Area during the bird breeding season, methods to minimise
		adverse effects on Threatened or At-Risk wetland birds
	C.	undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place
		within a 50m radius of any identified Wetlands (including
		establishment of construction areas adjacent to Wetlands).
		Surveys should be repeated at the beginning of each wetland
		bird breeding season and following periods of construction inactivity;
	D.	what protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified
		within 50m of any construction area (including laydown areas). Measures could include:
		a. a 20m buffer area around the nest location and retaining
		vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;
		<ul> <li>b. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction Works</li> </ul>
		within the 20m nesting buffer areas should not occur
		until the Threatened or At-Risk wetland birds have
		fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person; and
		c. minimising the disturbance from the works if
		Construction Works are required within 50m of a nest,
	_	as advised by a Suitably Qualified Person.
	E.	adopting a 10m setback where practicable, between the edge
		of wetlands and construction areas (along the edge of the stocknile/lavdown area); and
	F.	stockpile/laydown area); and minimising light spill from construction areas into wetlands.
(c)		shall be consistent with any ecological management measures to
(-)		aken in compliance with conditions of any regional resource
	consents g	granted for the Project.
(d)		propriate, and in partnership with Mana Whenua, flora and fauna ntified in the ULDMP are reflected and included within this EMP.
Advi	ce note:	
	ct may inclu	e potential effects of the Project, the regional consents for the ude the following monitoring and management plans:
	i) Stream a	and/or wetland restoration plans;

	(ii) Vegetation restoration plans; and
	(iii) Fauna management plans (e.g. avifauna, herpetofauna).
29.	Tree Management Plan
	(a) Prior to the Start of Construction for a Stage of Work, a Tree Management
	Plan shall be prepared. (b) The objective of the Tree Management Plan is to avoid, remedy or mitigate
	effects of construction activities on trees identified in Schedule 4. To
	achieve the objective, the Tree Management Plan shall:
	(i) confirm that the trees listed in Schedule 4 still exist; and
	(ii) demonstrate how the design and location of project works has
	avoided, remedied or mitigated any effects on any tree listed in Schedule 4. This may include:
	A. any opportunities identified through Condition 14(i)(i)A to
	relocate mature trees and native trees where practicable;
	B. planting to replace trees that require removal (with reference to
	the ULDMP planting design details in Condition 14);
	C. tree protection zones and tree protection measures such as
	protective fencing, ground protection and physical protection of roots, trunks and branches; and
	D. methods for work within the rootzone of trees that are to be
	retained in line with accepted arboricultural standards.
	(iii) demonstrate how the tree management measures (outlined in A – D
	above) are consistent with conditions of any resource consents
	granted for the project in relation to managing construction effects on trees.
30.	Network Utility Management Plan (NUMP)
50.	(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of
	Work.
	(b) The objective of the NUMP is to set out a framework for protecting,
	relocating and working in proximity to existing network utilities. <u>To achieve</u>
	the objective, t <sup>T</sup> he NUMP shall include methods to:
	<ul> <li>provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</li> </ul>
	(ii) manage the effects of dust and any other material potentially
	resulting from construction activities and able to cause material
	damage, beyond normal wear and tear to overhead transmission
	lines in the Project area;
	(iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand
	Electrical Code of Practice for Electrical Safe Distances 2001;
	AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and
	AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.
	(c) The NUMP shall be prepared in consultation with the relevant Network
	Utility Operator(s) (including Auckland International Airport Limited) who have existing assets that are directly affected by the Project.
	(d) The development of the NUMP shall consider opportunities to coordinate
	future work programmes with other Network Utility Operator(s) (including
	Auckland International Airport Limited) during detailed design where
	practicable.
	(e) The NUMP shall describe how any comments from the Network Utility Operator (including Auckland International Airport Limited) in relation to its
	assets have been addressed.
	(f) Any comments received from the Network Utility Operator (including
	Auckland International Airport Limited) shall be considered when finalising
	the NUMP.
	(g) Any amendments to the NUMP related to the assets of a Network Utility Operator (including Auckland International Airport Limited) shall be
	prepared in consultation with that asset owner.
Operati	onal conditions
31.	Low Noise Road Surface
<b>J</b>	

1	(a)	Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.
	<del>(b)</del>	Any future resurfacing works of the Project shall be undertaken in
	()	accordance with the Auckland Transport Reseal Guidelines, Asset
		Management and Systems 2013 and asphaltic concrete surfacing (or
		equivalent low noise road surface) shall be implemented where:
		(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.
	(c)	Prior to commencing any future resurfacing works, the Requiring
		Authority shall advise the Manager if any of the triggers in Condition
		31(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.
20	<b>F</b> act	
32.		re Resurfacing Work
	(a)	Any future resurfacing works of the Project shall be undertaken in
		accordance with the Auckland Transport Reseal Guidelines, Asset
		Management and Systems 2013 and asphaltic concrete surfacing (or
		equivalent low noise road surface) shall be implemented where:
		<ul> <li>(i) <u>the volume of traffic exceeds 10,000 vehicles per day; or</u></li> <li>(ii) <u>the road is subject to high wear and tear (such as cul de sac</u></li> </ul>
		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,
	(b)	hospitals, shopping centres and schools.
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	(b)	hospitals, shopping centres and schools. Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 31(a)(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
		hospitals, shopping centres and schools. Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 31(a)(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.
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	Traf	hospitals, shopping centres and schools. Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 31(a)(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. fic Noise he purposes of Conditions 33 to 44:
	Traff For t (a)	hospitals, shopping centres and schools. Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 31(a)(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. fic Noise he purposes of Conditions 33 to 44: Building-Modification Mitigation – has the same meaning as in NZS 6806;
	Traff For t (a) (b)	hospitals, shopping centres and schools. Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 31(a)(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. fic Noise he purposes of Conditions 33 to 44: Building-Modification Mitigation – has the same meaning as in NZS 6806; Design year has the same meaning as in NZS 6806;
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	<b>Traf</b> f For t (a) (b) (c) (d) (e)	hospitals, shopping centres and schools. Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 31(a)(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. fic Noise he purposes of Conditions 33 to 44: Building-Modification Mitigation – has the same meaning as in NZS 6806; Design year has the same meaning as in NZS 6806; Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed; Habitable Space – has the same meaning as in NZS 6806; Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 2 Identified PPFs Noise Criteria Categories;
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	<b>Traf</b> For t (a) (b) (c) (d) (e) (f)	hospitals, shopping centres and schools. Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 31(a)(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. fic Noise he purposes of Conditions 33 to 44: Building-Modification Mitigation – has the same meaning as in NZS 6806; Design year has the same meaning as in NZS 6806; Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed; Habitable Space – has the same meaning as in NZS 6806; Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 2 Identified PPFs Noise Criteria Categories; Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road- traffic noise – New and altered roads;
	<b>Traf</b> f For t (a) (b) (c) (d) (e)	hospitals, shopping centres and schools. Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 31(a)(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. fic Noise he purposes of Conditions 33 to 44: Building-Modification Mitigation – has the same meaning as in NZS 6806; Design year has the same meaning as in NZS 6806; Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed; Habitable Space – has the same meaning as in NZS 6806; Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 2 Identified PPFs Noise Criteria Categories; Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road- traffic noise – New and altered roads; Noise Criteria Categories – means the groups of preference for sound
	<b>Traf</b> For t (a) (b) (c) (d) (e) (f)	hospitals, shopping centres and schools.         Prior to commencing any future resurfacing works, the Requiring         Authority shall advise the Manager if any of the triggers in Condition         31(a)(i) – (iv) are not met by the road or a section of it and therefore         where the application of asphaltic concrete surfacing (or equivalent         Iow 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.         fic Noise         he purposes of Conditions 33 to 44:         Building-Modification Mitigation – has the same meaning as in NZS 6806;         Design year has the same meaning as in NZS 6806;         Detailed Mitigation Options – means the fully detailed design of the         Selected Mitigation Options, with all practical issues addressed;         Habitable Space – has the same meaning as in NZS 6806;         Identified Noise Criteria Category – means the Noise Criteria Category for a         PPF identified in Schedule 2 Identified PPFs Noise Criteria Categories;         Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-         traffic noise – New and altered roads;         Noise Criteria Categories – means the groups of preference for sound         levels established in accordance with NZS 6806 when determining the Best
	<b>Traf</b> For t (a) (b) (c) (d) (e) (f) (g)	hospitals, shopping centres and schools.         Prior to commencing any future resurfacing works, the Requiring         Authority shall advise the Manager if any of the triggers in Condition         31(a)(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.         fic Noise         he purposes of Conditions 33 to 44:         Building-Modification Mitigation – has the same meaning as in NZS 6806;         Design year has the same meaning as in NZS 6806;         Detailed Mitigation Options – means the fully detailed design of the         Selected Mitigation Options, with all practical issues addressed;         Habitable Space – has the same meaning as in NZS 6806;         Identified Noise Criteria Category – means the Noise Criteria Category for a         PPF identified in Schedule 2 Identified PPFs Noise Criteria Categories;         Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-         traffic noise – New and altered roads;         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);
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	Notwithstanding the above applying to PPFs in Schedule 2 existing as at 2022, conditions 32 to 43 shall be read as also including a requirement for the future BPO assessment to determine the BPO for the environment that is
	present prior to construction starting provided that the Requiring Authority is not responsible for acoustically treating dwellings that are constructed following the lodgement of the NoR.
33.	The Noise Criteria Categories identified in Schedule 2: Identified PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 33 to 44 (all traffic noise conditions).
	<ul> <li>The Noise Criteria Categories do not need to be complied with at a PPF where:</li> <li>(a) The PPF no longer exists; or</li> <li>(b) Agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met.</li> </ul>
	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.
34.	As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 2: Identified PPFs Noise Criteria Categories. For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 31 may be (or be part of) the Selected Mitigation Option(s). Barriers may also be (or be part of) the Selected Mitigation Options(s).
35.	Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 2: Identified PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
36.	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.
37.	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.
38.	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 <sub>LAeq(24h)</sub> inside Habitable Spaces ('Category C Buildings'). This does not include those dwellings constructed after the Iodgement of the NoR.
39.	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.
40.	<ul> <li>For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 39 above if:</li> <li>(a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or</li> <li>(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</li> <li>(c) The building owner did not agree to entry within three months of the date of the Requiring Authority's letter sent in accordance with Condition 39 above (including where the owner did not respond within that period); or</li> <li>(d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project.</li> </ul>

	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.
41.	<ul> <li>Subject to Condition 40 above, within six months of the assessment undertaken in accordance with Condition 40, the Requiring Authority shall write to the owner of each Category C Building advising:</li> <li>(a) If Building-Modification Mitigation is required to achieve 40 dB<sub>LAeq(24h)</sub> inside habitable spaces; and</li> <li>(b) The options available for Building-Modification Mitigation to the building, if required; and</li> <li>(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.</li> </ul>
42.	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 party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.
43. 44.	<ul> <li>Subject to Condition 41, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 42 if:</li> <li>(a) The Requiring Authority has completed Building Modification Mitigation to the building; or</li> <li>(b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or</li> <li>(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 41 (including where the owner did not respond within that period); or</li> <li>(d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project.</li> </ul>
	reduction performance as far as practicable
45	Affected person assistance The Requiring Authority shall at its cost provide fully funded independent expert and / or legal professional services to any directly affected residential landowner who wishes to avail themselves of an early purchase of property either through the Requiring Authorities' hardship mechanism or through s185 of the RMA. Details of how people can access these services must be contained on the website required by Condition 2.
46	Z Energy Service Station – Te Irirangi DriveTo ensure the operational and functional needs of the Service Station on PTLot 3 DP 149321 are maintained, the final alignment of the Te Irirangi Drivepermanent works corridor shall not extend any further beyond the legalboundary of PT Lot 3 DP 149321 between the points A-B identified in ImageA (exclusion area) unless otherwise agreed by the landowner and occupierof PT Lot 3 DP 149321. For clarity, the exclusion area is between thenorthern boundary with Lot 4 DP 149321 and the southern vehicle crossingon Te Irirangi Drive as it existed at September 2023.

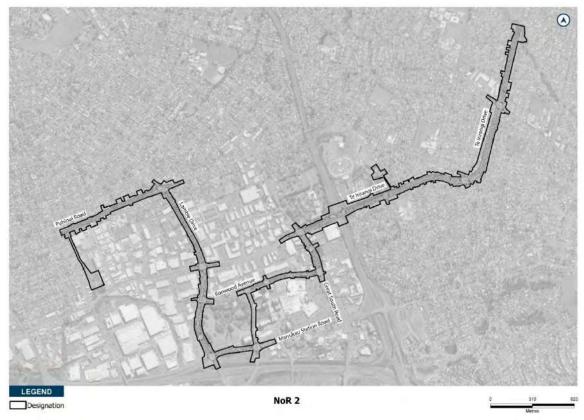
## **Attachments**

## Schedule 1: General accordance plan and information

The proposed work is for the construction, operation and maintenance of an upgrade to Te Irirangi Drive, Great South Road, Ronwood Avenue, Davies Avenue, Manukau Station Road and Lambie Drive between Rongomai Park and Plunket Avenue for a BRT corridor, walking and cycling facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) An upgrade of Te Irirangi Drive, Great South Road, Ronwood Avenue, Manukau Station Road and Lambie Drive to accommodate centre-running BRT lanes, general traffic lanes and walking and cycling facilities;
- (b) An upgrade of Davies Avenue to accommodate BRT lanes, general traffic lane and walking and cycling facilities;
- (c) Associated works including but not limited to intersections, bridges, embankments, retaining walls, culverts and stormwater management systems;
- (d) Changes to local roads, where the proposed work intersects with local roads; and
- (e) Construction activities, including vegetation removal, construction areas and the re-grading of driveways.

## Concept plan:



## Schedule 2: Identified PPFs noise criteria categories

Address	New or Altered Road	Noise Criteria Category
17 Amersham Way	Altered	Category A
2 Astral Place	Altered	Category A
2 Belinda Avenue	Altered	Category B
5 Belinda Avenue	Altered	Category A
6 Belinda Avenue	Altered	Category A
6 Belinda Avenue	Altered	Category A
7 Belinda Avenue	Altered	Category A
8 Belinda Avenue	Altered	Category A
9 Belinda Avenue	Altered	Category A
11 Belinda Avenue	Altered	Category A
1 Bledisloe Street	Altered	Category A
2 Bledisloe Street	Altered	Category B
5 Bledisloe Street	Altered	Category A
6 Bledisloe Street	Altered	Category A
7 Bledisloe Street	Altered	Category A
8 Bledisloe Street	Altered	Category A
10 Bledisloe Street	Altered	Category A
1A Bledisloe Street	Altered	Category A
5A Bledisloe Street	Altered	Category A
6A Bledisloe Street	Altered	Category A
7A Bledisloe Street	Altered	Category A
8A Bledisloe Street	Altered	Category A
1 Boundary Road	Altered	Category A
77 Boundary Road	Altered	Category A
81 Boundary Road	Altered	Category A
86 Boundary Road	Altered	Category A
88 Boundary Road	Altered	Category A
90 Boundary Road	Altered	Category A
92 Boundary Road	Altered	Category A
94 Boundary Road	Altered	Category A
96 Boundary Road	Altered	Category A
98 Boundary Road	Altered	Category A
100 Boundary Road	Altered	Category A
102 Boundary Road	Altered	Category A
104 Boundary Road	Altered	Category A
104 Boundary Road	Altered	Category A
113 Boundary Road	Altered	Category A
127 Boundary Road	Altered	Category A
129 Boundary Road	Altered	Category A
133 Boundary Road	Altered	Category A
1/75 Boundary Road	Altered	Category A
3/75 Boundary Road	Altered	Category A
2/79 Boundary Road	Altered	Category A
3/79 Boundary Road	Altered	Category A
1/82 Boundary Road	Altered	Category A
2/82 Boundary Road	Altered	Category A
1/84 Boundary Road	Altered	Category A

2/84 Boundary Road	Altered	Category A
1/104C Boundary Road	Altered	Category B
1/115 Boundary Road	Altered	Category A
1/119 Boundary Road	Altered	Category A
104A Boundary Road	Altered	Category A
115A Boundary Road	Altered	Category A
115C Boundary Road	Altered	Category A
131A Boundary Road	Altered	Category B
2/104C Boundary Road	Altered	Category B
2/119 Boundary Road	Altered	Category A
3/119 Boundary Road	Altered	Category A
92A Boundary Road	Altered	Category A
94A Boundary Road	Altered	Category A
3 Brooks Way	Altered	Category A
4 Brooks Way	Altered	Category A
5 Brooks Way	Altered	Category A
7 Brooks Way	Altered	Category A
8 Brooks Way	Altered	Category A
10 Brooks Way	Altered	Category A
11 Brooks Way	Altered	Category A
6A Brooks Way	Altered	Category A
6B Brooks Way	Altered	Category A
6C Brooks Way	Altered	Category A
3 Caldecote Place	Altered	Category A
5 Caldecote Place	Altered	Category A
6 Caldecote Place	Altered	Category A
7 Caldecote Place	Altered	Category A
8 Caldecote Place	Altered	Category A
129 Carruth Road	Altered	Category A
129 Carruth Road	Altered	Category A
131 Carruth Road	Altered	Category A
131 Carruth Road	Altered	Category A
133 Carruth Road	Altered	Category A
135 Carruth Road	Altered	Category A
135 Carruth Road	Altered	Category A
135 Carruth Road	Altered	Category A
137 Carruth Road	Altered	Category A
137 Carruth Road	Altered	Category A
137 Carruth Road	Altered	Category A
138 Carruth Road	Altered	Category A
140 Carruth Road	Altered	Category A
142 Carruth Road	Altered	Category A
146 Carruth Road	Altered	Category A
146 Carruth Road	Altered	Category A
148 Carruth Road	Altered	Category A
148 Carruth Road	Altered	Category A
150 Carruth Road	Altered	Category A
152 Carruth Road	Altered	Category A
133A Carruth Road	Altered	Category A
79 Charntay Avenue	Altered	
81 Charntay Avenue	Altered	Category A
		Category A

83 Charntay Avenue	Altered	Category A
85 Charntay Avenue	Altered	Category A
87 Charntay Avenue	Altered	Category A
1/68 Charntay Avenue	Altered	Category A
2/68 Charntay Avenue	Altered	Category A
1/70 Charntay Avenue	Altered	Category A
2/70 Charntay Avenue	Altered	Category A
3/70 Charntay Avenue	Altered	Category A
1/74 Charntay Avenue	Altered	Category A
2/74 Charntay Avenue	Altered	Category B
3/74 Charntay Avenue	Altered	Category A
4 Constance Place	Altered	Category A
6 Constance Place	Altered	Category A
8 Constance Place	Altered	Category A
10 Constance Place	Altered	Category A
12 Constance Place	Altered	Category A
13 Constance Place	Altered	Category A
13 Constance Place	Altered	Category A
4A Constance Place	Altered	Category A
37 Darnell Crescent	Altered	Category A
54 Darnell Crescent	Altered	Category A
159 Dawson Road	Altered	Category A
161 Dawson Road	Altered	Category A
163 Dawson Road	Altered	Category A
163 Dawson Road	Altered	Category A
165 Dawson Road	Altered	Category A
165 Dawson Road	Altered	Category A
169 Dawson Road	Altered	Category A
171 Dawson Road	Altered	Category A
173A Dawson Road	Altered	Category A
1 Dillon Crescent	Altered	Category A
3 Dillon Crescent	Altered	Category A Category A
4 Dillon Crescent	Altered	Category A
53 Diorella Drive	Altered	Category A
55 Diorella Drive	Altered	Category A
57 Diorella Drive	Altered	Category A Category A
59 Diorella Drive	Altered	Category A Category A
66 Diorella Drive	Altered	Category A Category A
68 Diorella Drive	Altered	Category C
		<b>U</b>
1/64 Diorella Drive 2/64 Diorella Drive	Altered	Category A
	Altered	Category A
3 Dissmeyer Drive	Altered	Category B
4 Dissmeyer Drive	Altered	Category A
5 Dissmeyer Drive	Altered	Category C
6 Dissmeyer Drive	Altered	Category A
7 Dissmeyer Drive	Altered	Category B
8 Dissmeyer Drive	Altered	Category A
9 Dissmeyer Drive	Altered	Category B
10 Dissmeyer Drive	Altered	Category A
11 Dissmeyer Drive	Altered	Category B
13 Dissmeyer Drive	Altered	Category A

15 Dissmeyer Drive       Altered       Category A         16 Dissmeyer Drive       Altered       Category A         17 Dissmeyer Drive       Altered       Category A         19 Dissmeyer Drive       Altered       Category A         20 Dissmeyer Drive       Altered       Category A         21 Dissmeyer Drive       Altered       Category A         21 Dissmeyer Drive       Altered       Category A         24 Dissmeyer Drive       Altered       Category A         25 Dissmeyer Drive       Altered       Category A         26 Dissmeyer Drive       Altered       Category A         27 Dissmeyer Drive       Altered       Category A         28 Dissmeyer Drive       Altered       Category A         29 Dissmeyer Drive       Altered       Category A         31 Dissmeyer Drive       Altered       Category A         31 Dissmeyer Drive       Altered       Category A         33 Dissmeyer Drive       Altered       Category A         34 Dissmeyer Drive       Altered       Category A         35 Dissmeyer Drive       Altered       Category A         39 Dissmeyer Drive       Altered       Category A         39 Dissmeyer Drive       Altered       Category A	14 Dissmeyer Drive	Altered	Category A
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75 Fitzroy Street	Altered	Category A
79 Fitzroy Street	Altered	Category A
87 Fitzroy Street	Altered	Category A
89 Fitzroy Street	Altered	Category A
91 Fitzroy Street	Altered	Category A
99 Fitzroy Street	Altered	Category A
99 Fitzroy Street	Altered	Category A
103 Fitzroy Street	Altered	Category A
105 Fitzroy Street	Altered	Category A
107 Fitzroy Street	Altered	Category A
2/77 Fitzroy Street	Altered	Category A
2/85 Fitzroy Street	Altered	Category A
1/95 Fitzroy Street	Altered	Category A
2/95 Fitzroy Street	Altered	Category A
3/95 Fitzroy Street	Altered	Category A
1/97 Fitzroy Street	Altered	Category A
2/97 Fitzroy Street	Altered	Category A
3/97 Fitzroy Street	Altered	Category A
4/97 Fitzroy Street	Altered	Category A
29A Fitzroy Street	Altered	Category A
31A Fitzroy Street	Altered	Category A
33A Fitzroy Street	Altered	Category A
35A Fitzroy Street	Altered	Category A
37A Fitzroy Street	Altered	Category A
45A Fitzroy Street	Altered	Category A
45B Fitzroy Street	Altered	Category A
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65B Fitzroy Street	Altered	Category A
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67A Fitzroy Street	Altered	Category A
69A Fitzroy Street	Altered	Category A
71A Fitzroy Street	Altered	Category A
71B Fitzroy Street	Altered	Category A
73A Fitzroy Street	Altered	Category A
73B Fitzroy Street	Altered	Category A
75A Fitzroy Street	Altered	Category A
77A Fitzroy Street	Altered	Category A
87A Fitzroy Street	Altered	Category A
87B Fitzroy Street	Altered	Category A
89A Fitzroy Street	Altered	Category A
91A Fitzroy Street	Altered	Category A
91B Fitzroy Street	Altered	Category A
93A Fitzroy Street	Altered	Category A
93B Fitzroy Street	Altered	Category A
1 Grayson Avenue	Altered	Category A
621 Great South Road	Altered	Category B
631 Great South Road	Altered	Category B
640 Great South Road	Altered	Category A
640 Great South Road	Altered	Category A
640 Great South Road	Altered	Category A

53 Hollyford Drive	Altered	Category A
53 Hollyford Drive	Altered	Category A
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68 Hollyford Drive	Altered	Category A
70 Hollyford Drive	Altered	Category A
72A Hollyford Drive	Altered	Category B
72B Hollyford Drive	Altered	Category A
1 Ihaka Place	Altered	Category B
3 Ihaka Place	Altered	Category A
4 Ihaka Place	Altered	Category A
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7 Ihaka Place	Altered	Category A
8 Ihaka Place	Altered	Category A
1/2 Ihaka Place	Altered	Category B
2/2 Ihaka Place	Altered	Category A
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3/7 Lambie Drive	Altered	Category A
1 Leila Place	Altered	Category B
2 Leila Place	Altered	Category A
2 Leila Place	Altered	Category B
4 Leila Place	Altered	
		Category A
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1/3 Leila Place       Altered       Category A         2/3 Leila Place       Altered       Category A         2/7 Leila Place       Altered       Category A         2/7 Leila Place       Altered       Category A         2/7 Leila Place       Altered       Category A         4 Leith Court       Altered       Category A         6 Leith Court       Altered       Category A         6 Leith Court       Altered       Category A         10 Leith Court       Altered       Category A         114 Leith Court       Altered       Category A         18 Leith Court       Altered       Category A         18 Leith Court       Altered       Category A         19 Leith Court       Altered       Category A         21 Leith Court       Altered       Category A         21 Leith Court       Altered       Category A         21 Leith Court       Altered       Category A         21/2 Leith Court       Altered	9 Leila Place	Altered	Category A
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	25 Penion Drive	Altered	

27 Penion Drive	Altered	Category A
29 Penion Drive	Altered	Category A
31 Penion Drive	Altered	Category A
35 Penion Drive	Altered	Category A
37 Penion Drive	Altered	Category A
39 Penion Drive	Altered	Category A
41 Penion Drive	Altered	Category A
43 Penion Drive	Altered	Category A
1/33 Penion Drive	Altered	Category A
2/33 Penion Drive	Altered	Category A
1/21 Penion Drive	Altered	Category A
2/21 Penion Drive	Altered	Category A
1/6 Penion Drive	Altered	Category A
2/6 Penion Drive	Altered	Category A
1/7 Penion Drive	Altered	Category A
2/7 Penion Drive	Altered	Category A
1/8 Penion Drive	Altered	Category A
2/8 Penion Drive	Altered	Category A
1/9 Penion Drive	Altered	Category A
1/10 Penion Drive	Altered	Category A
2/10 Penion Drive	Altered	Category A
3/10 Penion Drive	Altered	Category A
1/23 Penion Drive	Altered	Category A
2/23 Penion Drive	Altered	Category A
19A Penion Drive	Altered	Category A
27A Penion Drive	Altered	Category A
39A Penion Drive	Altered	Category A
3A Penion Drive	Altered	Category A
3B Penion Drive	Altered	Category A
5A Penion Drive	Altered	Category A
5B Penion Drive	Altered	Category A
9B Penion Drive	Altered	Category A
4 Plunket Avenue	Altered	Category B
7 Plunket Avenue	Altered	Category A
8 Plunket Avenue	Altered	Category A
9 Plunket Avenue	Altered	
10 Plunket Avenue	Altered	Category A Category A
12 Plunket Avenue	Altered	Category A Category A
12 Plunket Avenue	Altered	Category A Category A
11A Plunket Avenue	Altered	Category A
14A Plunket Avenue	Altered	
6A Plunket Avenue	Altered	Category A
7A Plunket Avenue	Altered	Category A
		Category A
8A Plunket Avenue 63 Puhinui Road	Altered Altered	Category A
		Category A
65 Puhinui Road	Altered	Category A
68 Puhinui Road	Altered	Category A
70 Puhinui Road	Altered	Category A
70 Puhinui Road	Altered	Category A
74 Puhinui Road	Altered	Category B
80 Puhinui Road	Altered	Category A

82 Puhinui Road	Altered	Category A
82 Puhinui Road	Altered	Category A
83 Puhinui Road	Altered	Category A
83 Puhinui Road	Altered	Category A
83 Puhinui Road	Altered	Category A
83 Puhinui Road	Altered	Category A
83 Puhinui Road	Altered	Category A
83 Puhinui Road	Altered	Category B
84 Puhinui Road	Altered	Category A
86 Puhinui Road	Altered	Category A
88 Puhinui Road	Altered	Category A
92 Puhinui Road	Altered	Category A
94 Puhinui Road	Altered	Category B
96 Puhinui Road	Altered	Category A
96 Puhinui Road	Altered	Category A
98 Puhinui Road	Altered	Category A
100 Puhinui Road	Altered	Category A
100 Puhinui Road	Altered	Category A
109 Puhinui Road	Altered	Category B
110 Puhinui Road	Altered	Category A
111 Puhinui Road	Altered	Category A
112 Puhinui Road	Altered	Category B
113 Puhinui Road	Altered	Category B
114 Puhinui Road	Altered	Category A
115 Puhinui Road	Altered	Category B
116 Puhinui Road	Altered	Category A
116 Puhinui Road	Altered	Category A
116 Puhinui Road	Altered	Category A
116 Puhinui Road	Altered	Category A
116 Puhinui Road	Altered	Category A
116 Puhinui Road	Altered	Category A
116 Puhinui Road	Altered	Category A
120 Puhinui Road	Altered	Category B
120 Puhinui Road	Altered	Category A
121 Puhinui Road	Altered	Category B
123 Puhinui Road	Altered	Category B
126 Puhinui Road	Altered	Category A
133 Puhinui Road	Altered	Category A
135 Puhinui Road	Altered	Category A
137 Puhinui Road	Altered	Category B
139 Puhinui Road	Altered	Category B
141 Puhinui Road	Altered	Category B
143 Puhinui Road	Altered	Category A
145 Puhinui Road	Altered	Category A
147 Puhinui Road	Altered	Category A
151 Puhinui Road	Altered	Category A
2/73 Puhinui Road	Altered	Category B
1/90 Puhinui Road	Altered	Category A
2/90 Puhinui Road	Altered	Category A
3/90 Puhinui Road	Altered	Category A
1/104 Puhinui Road	Altered	Category B
L	1	

1/118 Puhinui Road	Altered	Category B
1/119 Puhinui Road	Altered	Category B
105A Puhinui Road	Altered	Category A
109A Puhinui Road	Altered	Category A
112A Puhinui Road	Altered	Category A
113A Puhinui Road	Altered	Category A
114A Puhinui Road	Altered	Category A
122A Puhinui Road	Altered	Category A
123A Puhinui Road	Altered	Category A
124B Puhinui Road	Altered	Category B
124C Puhinui Road	Altered	Category A
125A Puhinui Road	Altered	Category B
125B Puhinui Road	Altered	Category A
127A Puhinui Road	Altered	Category B
127B Puhinui Road	Altered	Category A
128A Puhinui Road	Altered	Category B
135A Puhinui Road	Altered	Category A
139A Puhinui Road	Altered	Category A
141A Puhinui Road	Altered	Category A
142A Puhinui Road	Altered	Category B
143A Puhinui Road	Altered	Category A
147A Puhinui Road	Altered	Category A
148A Puhinui Road	Altered	Category B
148B Puhinui Road	Altered	Category A
2/101 Puhinui Road	Altered	Category B
2/102 Puhinui Road	Altered	Category B
2/102 Puhinui Road	Altered	Category A
2/103 Puhinui Road	Altered	Category A
2/104 Puhinui Road	Altered	Category A
2/111 Puhinui Road	Altered	Category A
2/118 Puhinui Road	Altered	Category A
3/101 Puhinui Road	Altered	Category A
3/118 Puhinui Road	Altered	Category A
3/150 Puhinui Road	Altered	Category A
3/150 Puhinui Road	Altered	Category A
63A Puhinui Road	Altered	Category A
66A Puhinui Road	Altered	Category A
66B Puhinui Road	Altered	Category A
66C Puhinui Road	Altered	Category A
75B Puhinui Road	Altered	Category A
77A Puhinui Road	Altered	Category B
77B Puhinui Road	Altered	Category A
85A Puhinui Road	Altered	Category B
86A Puhinui Road	Altered	Category A
87A Puhinui Road	Altered	Category A
88A Puhinui Road	Altered	Category A
93B Puhinui Road	Altered	Category B
93C Puhinui Road	Altered	Category A
94A Puhinui Road	Altered	Category A
17 Putney Way	Altered	Category A
3/10 Ranfurly Road	Altered	Category A
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13 Rito Place	Altered	Category A
51 Robin Brooke Drive	Altered	Category A
53 Robin Brooke Drive	Altered	Category A
18 Ronwood Avenue	Altered	Category A
16 Sambrooke Crescent	Altered	Category A
18 Sambrooke Crescent	Altered	Category A
20 Sambrooke Crescent	Altered	Category A
22 Sambrooke Crescent	Altered	Category A
24 Sambrooke Crescent	Altered	Category A
26 Sambrooke Crescent	Altered	Category A
1 Sandrine Avenue	Altered	Category C
3 Sandrine Avenue	Altered	Category A
3 Sandrine Avenue	Altered	Category A
4 Sandrine Avenue	Altered	Category A
6 Sandrine Avenue	Altered	Category A
8 Sandrine Avenue	Altered	Category A
10 Sandrine Avenue	Altered	Category A
2 Shalimar Place	Altered	Category B
3 Shalimar Place	Altered	Category A
4 Shalimar Place	Altered	Category A
5 Shalimar Place	Altered	Category A
6 Shalimar Place	Altered	Category A
7 Shalimar Place	Altered	
8 Shalimar Place	Altered	Category A
9 Shalimar Place		Category A
	Altered	Category A
10 Shalimar Place	Altered	Category A
1A Shalimar Place	Altered	Category C
1B Shalimar Place	Altered Altered	Category A
35 Sidey Avenue		Category A
65 Sikkim Crescent	Altered	Category A
67 Sikkim Crescent	Altered	Category A
68 Sikkim Crescent	Altered	Category A
70 Sikkim Crescent	Altered	Category A
70 Sikkim Crescent	Altered	Category A
71 Sikkim Crescent	Altered	Category A
72 Sikkim Crescent	Altered	Category A
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75 Sikkim Crescent	Altered	Category A
76 Sikkim Crescent	Altered	Category A
78 Sikkim Crescent	Altered	Category A
80 Sikkim Crescent	Altered	Category A
82 Sikkim Crescent	Altered	Category A
84 Sikkim Crescent	Altered	Category A
86 Sikkim Crescent	Altered	Category A
88 Sikkim Crescent	Altered	Category A
88 Sikkim Crescent	Altered	Category A
14 Tavistock Street	Altered	Category A
15 Tavistock Street	Altered	Category A
16 Tavistock Street	Altered	Category A
17 Tavistock Road	Altered	Category A

47 Te Irirangi Drive	Altered	Category B
49 Te Irirangi Drive	Altered	Category B
51 Te Irirangi Drive	Altered	Category B
52 Te Irirangi Drive	Altered	Category A
53 Te Irirangi Drive	Altered	Category C
54 Te Irirangi Drive	Altered	Category A
58 Te Irirangi Drive	Altered	Category A
63 Te Irirangi Drive	Altered	Category C
73 Te Irirangi Drive	Altered	Category C
75 Te Irirangi Drive	Altered	Category C
77 Te Irirangi Drive	Altered	Category C
79 Te Irirangi Drive	Altered	Category B
83 Te Irirangi Drive	Altered	Category B
85 Te Irirangi Drive	Altered	Category B
87 Te Irirangi Drive	Altered	Category B
93 Te Irirangi Drive	Altered	Category B
143 Te Irirangi Drive	Altered	Category A
163 Te Irirangi Drive	Altered	Category B
165 Te Irirangi Drive	Altered	Category B
167 Te Irirangi Drive	Altered	Category B
169 Te Irirangi Drive	Altered	Category B
171 Te Irirangi Drive	Altered	Category B
173 Te Irirangi Drive	Altered	Category B
175 Te Irirangi Drive	Altered	Category C
177 Te Irirangi Drive	Altered	Category C
179 Te Irirangi Drive	Altered	Category C
181 Te Irirangi Drive	Altered	Category C
183 Te Irirangi Drive	Altered	Category C
185 Te Irirangi Drive	Altered	Category B
187 Te Irirangi Drive	Altered	Category C
189 Te Irirangi Drive	Altered	Category C
191 Te Irirangi Drive	Altered	Category C
193 Te Irirangi Drive	Altered	Category C
195 Te Irirangi Drive	Altered	Category C
197 Te Irirangi Drive	Altered	Category C
198 Te Irirangi Drive	Altered	Category B
200 Te Irirangi Drive	Altered	Category B
202 Te Irirangi Drive	Altered	Category B
203 Te Irirangi Drive	Altered	Category C
204 Te Irirangi Drive	Altered	Category B
205 Te Irirangi Drive	Altered	Category B
206 Te Irirangi Drive	Altered	Category B
208 Te Irirangi Drive	Altered	Category B
212 Te Irirangi Drive	Altered	Category B
216 Te Irirangi Drive	Altered	Category B
222 Te Irirangi Drive	Altered	Category B
224 Te Irirangi Drive	Altered	Category A
226 Te Irirangi Drive	Altered	Category A
228 Te Irirangi Drive	Altered	Category B
1/64 Te Irirangi Drive	Altered	Category A
2/64 Te Irirangi Drive	Altered	Category A
	1	5,5

2/66 Te Irirangi Drive	Altered	Category A
2/68 Te Irirangi Drive	Altered	Category A
1/70 Te Irirangi Drive	Altered	Category A
2/70 Te Irirangi Drive	Altered	Category A
2/80 Te Irirangi Drive	Altered	Category A
2/86 Te Irirangi Drive	Altered	Category A
1/97 Te Irirangi Drive	Altered	Category C
1/101 Te Irirangi Drive	Altered	Category B
1/102 Te Irirangi Drive	Altered	Category A
1/104 Te Irirangi Drive	Altered	Category A
1/105 Te Irirangi Drive	Altered	Category B
1/116 Te Irirangi Drive	Altered	Category A
1/122 Te Irirangi Drive	Altered	Category A
1/128 Te Irirangi Drive	Altered	Category A
1/136 Te Irirangi Drive	Altered	Category A
1/138 Te Irirangi Drive	Altered	Category A
1/144 Te Irirangi Drive	Altered	Category A
1/145 Te Irirangi Drive	Altered	Category A
1/150 Te Irirangi Drive	Altered	Category A
1/156 Te Irirangi Drive	Altered	Category A
1/162 Te Irirangi Drive	Altered	Category A
1/168 Te Irirangi Drive	Altered	Category A
1/190 Te Irirangi Drive	Altered	Category C
1/192 Te Irirangi Drive	Altered	Category A
114A Te Irirangi Drive	Altered	Category A
114A Te Irirangi Drive	Altered	Category A
143A Te Irirangi Drive	Altered	Category A
190B Te Irirangi Drive	Altered	Category B
2/101 Te Irirangi Drive	Altered	Category A
2/104 Te Irirangi Drive	Altered	Category A
2/105 Te Irirangi Drive	Altered	Category A
2/116 Te Irirangi Drive	Altered	Category A
2/122 Te Irirangi Drive	Altered	Category A
2/128 Te Irirangi Drive	Altered	Category A
2/136 Te Irirangi Drive	Altered	Category A
2/138 Te Irirangi Drive	Altered	Category A
2/144 Te Irirangi Drive	Altered	Category A
2/145 Te Irirangi Drive	Altered	Category A
2/147 Te Irirangi Drive	Altered	Category B
2/150 Te Irirangi Drive	Altered	Category A
2/151 Te Irirangi Drive	Altered	Category A
2/151 Te Irirangi Drive	Altered	Category A
2/155 Te Irirangi Drive	Altered	Category B
2/156 Te Irirangi Drive	Altered	Category A
2/162 Te Irirangi Drive	Altered	Category A
2/168 Te Irirangi Drive	Altered	Category A
2/192 Te Irirangi Drive	Altered	Category B
3/101 Te Irirangi Drive	Altered	Category B
3/105 Te Irirangi Drive	Altered	Category B
46A Te Irirangi Drive	Altered	Category A
50A Te Irirangi Drive	Altered	Category A
-	1	

58B Te Irirangi Drive	Altered	Category A
76C Te Irirangi Drive	Altered	Category A
95A Te Irirangi Drive	Altered	Category A
95B Te Irirangi Drive	Altered	Category A
97B Te Irirangi Drive	Altered	Category A
97C Te Irirangi Drive	Altered	Category B
7 Titchmarsh Crescent	Altered	Category A
8 Titchmarsh Crescent	Altered	Category A
9 Titchmarsh Crescent	Altered	Category A
10 Titchmarsh Crescent	Altered	Category A
11 Titchmarsh Crescent	Altered	Category A
12 Titchmarsh Crescent	Altered	Category A
13 Titchmarsh Crescent	Altered	Category A
14 Titchmarsh Crescent	Altered	Category A
16 Titchmarsh Crescent	Altered	Category A
18 Titchmarsh Crescent	Altered	Category A
20 Titchmarsh Crescent	Altered	Category A
21 Titchmarsh Crescent	Altered	Category A
22 Titchmarsh Crescent	Altered	Category A
23 Titchmarsh Crescent	Altered	Category A
24 Titchmarsh Crescent	Altered	Category A
25 Titchmarsh Crescent	Altered	Category A
26 Titchmarsh Crescent	Altered	Category A
27 Titchmarsh Crescent	Altered	Category A
29 Titchmarsh Crescent	Altered	Category A
31 Titchmarsh Crescent	Altered	Category A
33 Titchmarsh Crescent	Altered	Category A
35 Titchmarsh Crescent	Altered	Category A
37 Titchmarsh Crescent	Altered	Category A
39 Titchmarsh Crescent	Altered	Category A
41 Titchmarsh Crescent	Altered	Category A
43 Titchmarsh Crescent	Altered	Category A
11 Townley Place	Altered	Category A
1/13 Townley Place	Altered	Category A
2/13 Townley Place	Altered	Category A
1/14 Townley Place	Altered	Category A
2/14 Townley Place	Altered	Category A
2/4 Townley Place	Altered	Category A
1/6 Townley Place	Altered	Category A
2/6 Townley Place	Altered	Category A
1/8 Townley Place	Altered	Category A
2/8 Townley Place	Altered	Category A
1/10 Townley Place	Altered	Category A
2/10 Townley Place	Altered	Category A
1/12 Townley Place	Altered	Category A
2/12 Townley Place	Altered	Category A
2 Ulay Place	Altered	Category A
3 Ulay Place	Altered	Category A
5 Ulay Place	Altered	Category A
7 Ulay Place	Altered	Category A
9 Ulay Place	Altered	Category A
· ····		

11 Ulay Place	Altered	Category A
13 Ulay Place	Altered	Category A
4A Ulay Place	Altered	Category A
3 Whetstone Road	Altered	Category A
4 Whetstone Road	Altered	Category A
5 Whetstone Road	Altered	Category A
6 Whetstone Road	Altered	Category A
7 Whetstone Road	Altered	Category A
8 Whetstone Road	Altered	Category A
9 Whetstone Road	Altered	Category A
10 Whetstone Road	Altered	Category B
7A Whetstone Road	Altered	Category A
33 York Road	Altered	Category A
35 York Road	Altered	Category A
36 York Road	Altered	Category A
37 York Road	Altered	Category A
37 York Road	Altered	Category A
37 York Road	Altered	Category A
37 York Road	Altered	Category A
39 York Road	Altered	Category A
40 York Road	Altered	Category A
1/36 York Road	Altered	Category A
2/36 York Road	Altered	Category A
40A York Road	Altered	Category A
24 Zelda Avenue	Altered	Category A
26 Zelda Avenue	Altered	Category A
28 Zelda Avenue	Altered	Category A
28 Zelda Avenue	Altered	Category A
30 Zelda Avenue	Altered	Category A
32 Zelda Avenue	Altered	Category A
34 Zelda Avenue	Altered	Category A
36 Zelda Avenue	Altered	Category A
38 Zelda Avenue	Altered	Category A
40 Zelda Avenue	Altered	Category A
42 Zelda Avenue	Altered	Category A
44 Zelda Avenue	Altered	Category A
46 Zelda Avenue	Altered	Category A
46 Zelda Avenue	Altered	Category A
48 Zelda Avenue	Altered	Category A
50 Zelda Avenue	Altered	Category A
52 Zelda Avenue	Altered	Category A
52 Zelda Avenue	Altered	Category A
54 Zelda Avenue	Altered	Category A
54 Zelda Avenue	Altered	Category A
56 Zelda Avenue	Altered	Category A
58 Zelda Avenue	Altered	Category A
60 Zelda Avenue	Altered	Category A
62 Zelda Avenue	Altered	Category A
62 Zelda Avenue	Altered	Category A
64 Zelda Avenue	Altered	Category A
66 Zelda Avenue	Altered	Category A

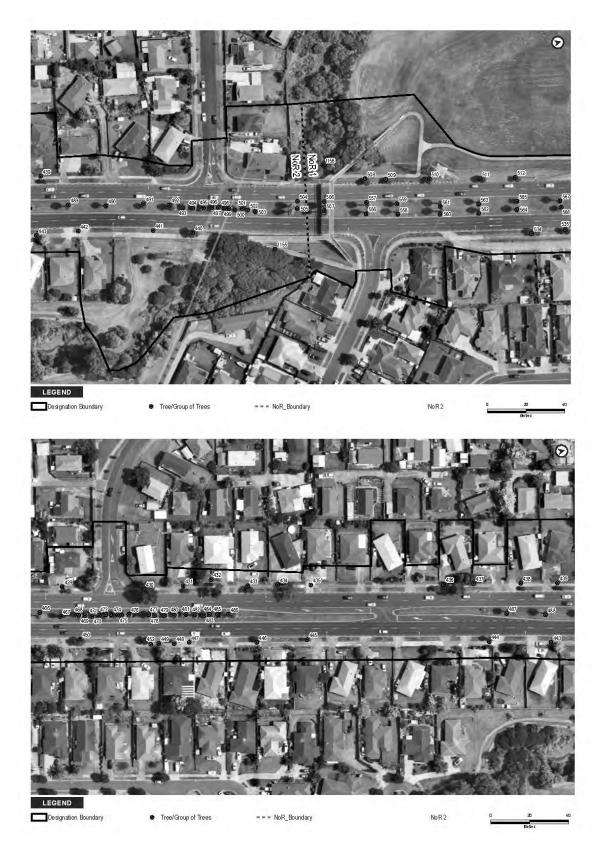
68 Zelda Avenue	Altered	Category A
70 Zelda Avenue	Altered	Category A
74 Zelda Avenue	Altered	Category A
76 Zelda Avenue	Altered	Category A
82 Zelda Avenue	Altered	Category A
84 Zelda Avenue	Altered	Category A
84 Zelda Avenue	Altered	Category A
26A Zelda Avenue	Altered	Category A
84A Zelda Avenue	Altered	Category A

Schedule 3: Identified Biodiversity Areas [Schedule updated – refer to clean set]



Pre-construction long tailed bat and wetland bird survey area(s):

Schedule 4: Trees to be included in the Tree Management Plan [Schedule updated – refer to clean set]







• • • NoR\_Boundary

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Tree/Group of Trees Designation Boundary

••• NoR\_Boundary



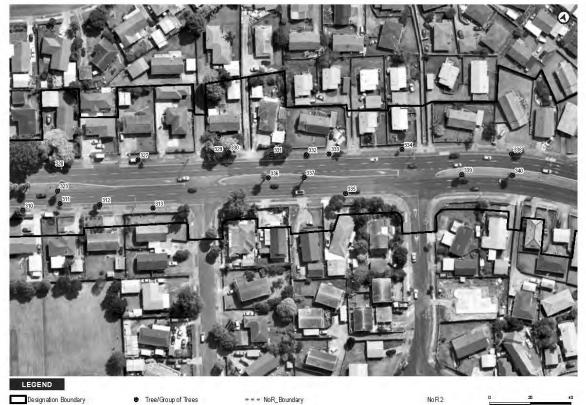
Designation Boundary

Tree/Group of Trees

=== NoR\_Boundary

NoR2

20 Netres 0



Designation Boundary

=== NoR\_Boundary



Designation Boundary

Tree/Group of Trees

••• NoR\_Boundary

NoR2







Designation Boundary

• Tree/Group of Trees

= = = NoR\_Boundary



Designation Boundary

Tree/Group of Trees

• • • NoR\_Boundary

No R 2











Designation Boundary

Tree/Group of Trees

• • • NoR\_Boundary

NoR2

20 Netres

52





• • • NoR\_Boundary

No R 2



Designation Boundary

Tree/Group of Trees

= = = NoR\_Boundary

40 Metres No R 2 0





--- NoR\_Boundary

10.0 TEACI LEGEND

Designation Boundary

Tree/Group of Trees

--- NoR\_Boundary

NoR2

20 Netres 0

.

lletres





• = • NoR\_Boundary

No R 2

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Tree No.	Vegetation Type	Protection	Species	Age
31	Single tree	Road Reserve	Magnolia	Mature
33	Single tree	Road Reserve	Pohutukawa	Semi - Mature
34	Single tree	Road Reserve	Pohutukawa	Semi - Mature
35	Single tree	Road Reserve	Bottlebrush	Semi - Mature
36	Single tree	Road Reserve	Pohutukawa	Semi - Mature
37	Single tree	Road Reserve	Pohutukawa	Semi - Mature
38	Single tree	Road Reserve	Pohutukawa	Semi - Mature
39	Single tree	Road Reserve	Pohutukawa	Semi - Mature
40	Single tree	Road Reserve	Pohutukawa	Semi - Mature
41	Single tree	Road Reserve	Pohutukawa	Semi - Mature
42	Single tree	Road Reserve	Pohutukawa	Semi - Mature
43	Single tree	Road Reserve	Pohutukawa	Semi - Mature
44	Single tree	Road Reserve	Pohutukawa	Semi - Mature
45	Single tree	Road Reserve	Pohutukawa	Semi - Mature
46	Single tree	Road Reserve	Pohutukawa	Semi - Mature
47	Single tree	Road Reserve	Pohutukawa	Semi - Mature
48	Single tree	Road Reserve	Pohutukawa	Semi - Mature
49	Single tree	Road Reserve	Pohutukawa	Semi - Mature
50	Single tree	Road Reserve	Pohutukawa	Semi - Mature
51	Single tree	Road Reserve	Pohutukawa	Semi - Mature
52	Single tree	Road Reserve	Pohutukawa	Semi - Mature
53	Single tree	Road Reserve	Pohutukawa	Semi - Mature
54	Single tree	Road Reserve	Pohutukawa	Semi - Mature
55	Single tree	Road Reserve	Pohutukawa	Semi - Mature
56	Single tree	Road Reserve	Pohutukawa	Semi - Mature
57	Single tree	Road Reserve	Pohutukawa	Semi - Mature
58	Single tree	Road Reserve	Pohutukawa	Semi - Mature
59	Single tree	Road Reserve	Pohutukawa	Semi - Mature
60	Single tree	Road Reserve	Pohutukawa	Semi - Mature
61	Single tree	Road Reserve	Liquid Amber	Semi - Mature
62	Single tree	Road Reserve	Cherry	Mature
63	Single tree	Road Reserve	Grevilia	Mature
64	Single tree	Road Reserve	Spindle Tree	Mature
65	Single tree	Road Reserve	Titoki	Semi - Mature
66	Single tree	Road Reserve	Pohutukawa	Semi - Mature
67	Single tree	Road Reserve	Titoki	Semi - Mature
68	Single tree	Road Reserve	Pohutukawa	Semi - Mature
69	Single tree	Road Reserve	Bottlebrush	Semi - Mature
70	Single tree	Road Reserve	Titoki	Semi - Mature
71	Single tree	Road Reserve	Pohutukawa	Semi - Mature
72	Single tree	Road Reserve	Titoki	Semi - Mature
73	Single tree	Road Reserve	Pohutukawa	Semi - Mature
74	Single tree	Road Reserve	Pohutukawa	Semi - Mature
75	Single tree	Road Reserve	Pohutukawa	Mature
76	Single tree	Road Reserve	Pohutukawa	Mature
77	Single tree	Road Reserve	Liquid Amber	Mature
78	Single tree	Road Reserve	Liquid Amber	Mature
79	Single tree	Road Reserve	Pohutukawa	Semi - Mature

80	Single tree	Road Reserve	Pohutukawa	Semi - Mature
81	Single tree	Road Reserve	Pohutukawa	Semi - Mature
82	Single tree	Road Reserve	Pohutukawa	Semi - Mature
83	Single tree	Road Reserve	Pohutukawa	Semi - Mature
84	Single tree	Road Reserve	Pohutukawa	Semi - Mature
85	Single tree	Road Reserve	Pohutukawa	Semi - Mature
86	Single tree	Road Reserve	Pohutukawa	Semi - Mature
87	Single tree	Road Reserve	Pohutukawa	Semi - Mature
88	Single tree	Road Reserve	Camphor Laurel	Mature
89	Single tree	Road Reserve	Privet	Mature
90	Single tree	Road Reserve	Magnolia	Semi - Mature
91	Single tree	Road Reserve	Pohutukawa	Semi - Mature
92	Single tree	Road Reserve	Pohutukawa	Semi - Mature
93	Single tree	Road Reserve	Pohutukawa	Semi - Mature
94	Single tree	Road Reserve	Pohutukawa	Semi - Mature
95	Single tree	Road Reserve	Norfolk Island Pine	Mature
96	Single tree	Road Reserve	Norfolk Island Pine	Mature
97	Single tree	Road Reserve	Norfolk Island Pine	Mature
98	Single tree	Road Reserve	Norfolk Island Pine	Mature
99	Single tree	Road Reserve	Norfolk Island Pine	Mature
100	Single tree	Road Reserve	Norfolk Island Pine	Mature
101	Single tree	Road Reserve	Norfolk Island Pine	Mature
102	Single tree	Road Reserve	Norfolk Island Pine	Mature
103	Single tree	Road Reserve	Norfolk Island Pine	Mature
104	Single tree	Road Reserve	Norfolk Island Pine	Mature
105	Single tree	Road Reserve	Norfolk Island Pine	Mature
106	Single tree	Road Reserve	Norfolk Island Pine	Mature
107	Single tree	Road Reserve	Norfolk Island Pine	Mature
108	Single tree	Road Reserve	Norfolk Island Pine	Mature
109	Single tree	Road Reserve	Norfolk Island Pine	Mature
110	Single tree	Road Reserve	Norfolk Island Pine	Mature
111	Single tree	Road Reserve	Norfolk Island Pine	Mature
112	Single tree	Road Reserve	Norfolk Island Pine	Mature
113	Single tree	Road Reserve	Gum	Mature
114	Single tree	Road Reserve	Gum	Mature

115	Single tree	Road Reserve	Norfolk Island Pine	Semi - Mature
116	Single tree	Road Reserve	Norfolk Island Pine	Mature
117	Single tree	Road Reserve	Norfolk Island Pine	Semi - Mature
118	Single tree	Road Reserve	Norfolk Island Pine	Semi - Mature
119	Single tree	Road Reserve	Norfolk Island Pine	Semi - Mature
120	Single tree	Road Reserve	Gum	Mature
121	Single tree	Road Reserve	Norfolk Island Pine	Mature
122	Single tree	Road Reserve	Norfolk Island Pine	Mature
123	Single tree	Road Reserve	Gum	Mature
124	Single tree	Road Reserve	Gum	Mature
125	Single tree	Road Reserve	Norfolk Island Pine	Semi - Mature
126	Single tree	Road Reserve	Norfolk Island Pine	Semi - Mature
127	Single tree	Road Reserve	Norfolk Island Pine	Mature
128	Single tree	Road Reserve	Norfolk Island Pine	Mature
129	Single tree	Road Reserve	Norfolk Island Pine	Semi - Mature
130	Single tree	Road Reserve	Norfolk Island Pine	Mature
131	Single tree	Road Reserve	Norfolk Island Pine	Mature
132	Single tree	Road Reserve	Norfolk Island Pine	Mature
133	Single tree	Road Reserve	Norfolk Island Pine	Mature
134	Single tree	Road Reserve	Norfolk Island Pine	Mature
135	Single tree	Road Reserve	Norfolk Island Pine	Mature
136	Single tree	Road Reserve	Canary Island Palm	Mature
137	Single tree	Road Reserve	Norfolk Island Pine	Mature
138	Single tree	Road Reserve	Norfolk Island Pine	Mature
139	Single tree	Road Reserve	Norfolk Island Pine	Semi - Mature
140	Single tree	Road Reserve	Puriri	Semi - Mature
141	Single tree	Road Reserve	Puriri	Semi - Mature
142	Single tree	Road Reserve	Puriri	Semi - Mature
143	Single tree	Road Reserve	Puriri	Semi - Mature
144	Single tree	Road Reserve	Puriri	Semi - Mature
145	Single tree	Road Reserve	Puriri	Semi - Mature
146	Single tree	Road Reserve	Puriri	Semi - Mature
147	Single tree	Road Reserve	Puriri	Semi - Mature

148	Single tree	Road Reserve	London Plane	Mature
149	Single tree	Road Reserve	London Plane	Mature
150	Single tree	Road Reserve	Pohutukawa	Young
151	Single tree	Road Reserve	Pohutukawa	Young
152	Single tree	Road Reserve	Pohutukawa	Young
153	Single tree	Road Reserve	Pohutukawa	Young
154	Single tree	Road Reserve	Pohutukawa	Young
155	Single tree	Road Reserve	Pohutukawa	Young
156	Single tree	Road Reserve	Pohutukawa	Semi - Mature
157	Single tree	Road Reserve	Pohutukawa	Semi - Mature
158	Single tree	Road Reserve	Pohutukawa	Semi - Mature
159	Single tree	Road Reserve	Pohutukawa	Semi - Mature
160	Single tree	Road Reserve	Pohutukawa	Semi - Mature
161	Single tree	Road Reserve	Pohutukawa	Semi - Mature
162	Single tree	Road Reserve	Pohutukawa	Semi - Mature
163	Single tree	Road Reserve	Pohutukawa	Semi - Mature
164	Single tree	Road Reserve	Pohutukawa	Semi - Mature
165	Single tree	Road Reserve	Pohutukawa	Semi - Mature
166	Single tree	Road Reserve	Pohutukawa	Semi - Mature
167	Single tree	Road Reserve	Pohutukawa	Semi - Mature
168	Single tree	Road Reserve	Pohutukawa	Semi - Mature
169	Single tree	Road Reserve	Pohutukawa	Semi - Mature
170	Single tree	Road Reserve	Pohutukawa	Semi - Mature
171	Single tree	Road Reserve	Pohutukawa	Semi - Mature
172	Single tree	Road Reserve	Pohutukawa	Semi - Mature
173	Single tree	Road Reserve	Pohutukawa	Semi - Mature
174	Single tree	Road Reserve	Titoki	Semi - Mature
175	Single tree	Road Reserve	Pohutukawa	Young
176	Single tree	Road Reserve	Pohutukawa	Young
177	Single tree	Road Reserve	Pohutukawa	Young
178	Single tree	Road Reserve	Pohutukawa	Young
179	Single tree	Road Reserve	Pohutukawa	Young
180	Single tree	Road Reserve	Pohutukawa	Young
181	Single tree	Road Reserve	Pohutukawa	Young
182	Single tree	Road Reserve	Pohutukawa	Young
183	Single tree	Road Reserve	Pohutukawa	Young
184	Single tree	Road Reserve	Pohutukawa	Young
185	Single tree	Road Reserve	Pohutukawa	Young
186	Single tree	Road Reserve	Pohutukawa	Young
187	Single tree	Road Reserve	Pohutukawa	Young
188	Single tree	Road Reserve	Pohutukawa	Young
189	Single tree	Road Reserve	Pohutukawa	Young
190	Single tree	Road Reserve	Pohutukawa	Young
191	Single tree	Road Reserve	Pohutukawa	Young
192	Single tree	Road Reserve	Pohutukawa	Young
193	Single tree	Road Reserve	Pohutukawa	Young
194	Single tree	Road Reserve	Pohutukawa	Young
195	Single tree	Road Reserve	Pohutukawa	Young
196	Single tree	Road Reserve	Pohutukawa	Young
197	Single tree	Road Reserve	Pohutukawa	Young
198	Single tree	Road Reserve	Pohutukawa	Young

199	Single tree	Road Reserve	Pohutukawa	Young
200	Single tree	Road Reserve	Pohutukawa	Young
201	Single tree	Road Reserve	Pohutukawa	Young
202	Single tree	Road Reserve	Pohutukawa	Semi - Mature
203	Single tree	Road Reserve	Pohutukawa	Semi - Mature
204	Single tree	Road Reserve	Pohutukawa	Semi - Mature
205	Single tree	Road Reserve	Pohutukawa	Semi - Mature
206	Single tree	Road Reserve	Pohutukawa	Semi - Mature
207	Single tree	Road Reserve	Titoki	Young
208	Single tree	Road Reserve	Kauri	Semi - Mature
209	Single tree	Road Reserve	Pohutukawa	Semi - Mature
210	Single tree	Road Reserve	Pohutukawa	Semi - Mature
211	Single tree	Road Reserve	Puriri	Semi - Mature
212	Single tree	Road Reserve	Pohutukawa	Semi - Mature
213	Single tree	Road Reserve	Pohutukawa	Semi - Mature
214	Single tree	Road Reserve	Pohutukawa	Semi - Mature
215	Single tree	Road Reserve	Pohutukawa	Semi - Mature
216	Single tree	Road Reserve	Pohutukawa	Semi - Mature
217	Single tree	Road Reserve	Ash	Mature
218	Single tree	Road Reserve	Ash	Mature
219	Single tree	Road Reserve	Ash	Mature
220	Single tree	Road Reserve	Ash	Mature
221	Single tree	Road Reserve	Pohutukawa	Mature
222	Single tree	Road Reserve	Pohutukawa	Mature
223	Single tree	Road Reserve	Pohutukawa	Mature
224	Single tree	Road Reserve	Pohutukawa	Mature
225	Single tree	Road Reserve	Pohutukawa	Mature
226	Single tree	Road Reserve	Pohutukawa	Mature
227	Single tree	Road Reserve	Pohutukawa	Mature
228	Single tree	Road Reserve	Pin Oak	Mature
229	Single tree	Road Reserve	Pin Oak	Mature
230	Single tree	Road Reserve	Fern Pine	Mature
231	Single tree	Road Reserve	Magnolia	Semi - Mature
232	Single tree	Road Reserve	Magnolia	Semi - Mature
233	Single tree	Road Reserve	Water Gum	Mature
234	Single tree	Road Reserve	Magnolia	Semi - Mature
235	Single tree	Road Reserve	Magnolia	Semi - Mature
236	Single tree	Road Reserve	Magnolia	Semi - Mature
237	Single tree	Road Reserve	Puriri	Semi - Mature
238	Single tree	Road Reserve	Puriri	Semi - Mature
239	Single tree	Road Reserve	Puriri	Mature
240	Single tree	Road Reserve	Puriri	Mature
241	Single tree	Road Reserve	Puriri	Semi - Mature
242	Single tree	Road Reserve	Puriri	Semi - Mature
243	Single tree	Road Reserve	Puriri	Semi - Mature
244	Single tree	Road Reserve	Puriri	Semi - Mature
245	Single tree	Road Reserve	Puriri	Semi - Mature
246	Single tree	Road Reserve	Norfolk Island Pine	Mature
247	Single tree	Road Reserve	Magnolia	Semi - Mature
248	Single tree	Road Reserve	Magnolia	Semi - Mature

240	Cingle tree	Deed Deeemve	Magnalia	Comi Moturo
249	Single tree	Road Reserve	Magnolia	Semi - Mature
250	Single tree	Road Reserve	Magnolia	Semi - Mature
251	Single tree	Road Reserve	Magnolia	Semi - Mature
252	Single tree	Road Reserve	Magnolia	Semi - Mature
253	Single tree	Road Reserve	Magnolia	Semi - Mature
254	Single tree	Road Reserve	Tulip Tree	Mature
255	Single tree	Road Reserve	Washingtonia Palm	Mature
256	Single tree	Road Reserve	Washingtonia Palm	Semi - Mature
257	Single tree	Road Reserve	Magnolia	Semi - Mature
258	Single tree	Road Reserve	Magnolia	Semi - Mature
259	Single tree	Road Reserve	Magnolia	Semi - Mature
260	Single tree	Road Reserve	Magnolia	Semi - Mature
261	Single tree	Road Reserve	Magnolia	Semi - Mature
262	Single tree	Road Reserve	Norfolk Island Pine	Mature
263	Single tree	Road Reserve	Norfolk Island Pine	Mature
264	Single tree	Road Reserve	Norfolk Island Pine	Mature
265	Single tree	Road Reserve	Norfolk Island Pine	Mature
266	Single tree	Road Reserve	Gum	Mature
267	Single tree	Road Reserve	Gum	Mature
268	Single tree	Road Reserve	Gum	Mature
269	Single tree	Road Reserve	Magnolia	Semi - Mature
270	Single tree	Road Reserve	Gum	Mature
271	Single tree	Road Reserve	Gum	Mature
272	Single tree	Road Reserve	Norfolk Island Pine	Mature
273	Single tree	Road Reserve	Puriri	Semi - Mature
274	Single tree	Road Reserve	Titoki	Semi - Mature
275	Single tree	Road Reserve	Norfolk Island Pine	Mature
276	Single tree	Road Reserve	Titoki	Semi - Mature
277	Single tree	Road Reserve	Puriri	Semi - Mature
278	Single tree	Road Reserve	Puriri	Semi - Mature
279	Single tree	Road Reserve	Magnolia	Semi - Mature
280	Single tree	Road Reserve	Magnolia	Semi - Mature
281	Single tree	Road Reserve	Magnolia	Semi - Mature
282	Single tree	Road Reserve	Magnolia	Semi - Mature
283	Single tree	Road Reserve	Magnolia	Semi - Mature
284	Single tree	Road Reserve	Magnolia	Semi - Mature
285	Single tree	Road Reserve	Magnolia	Semi - Mature
286	Single tree	Road Reserve	Magnolia	Semi - Mature
287	Single tree	Road Reserve	Magnolia	Semi - Mature
288	Single tree	Road Reserve	Magnolia	Semi - Mature
289	Single tree	Road Reserve	Magnolia	Semi - Mature
290	Single tree	Road Reserve	Magnolia	Semi - Mature
291	Single tree	Road Reserve	Magnolia	Semi - Mature
291	Sincle nee	KUAU KESEIVE	Wateria	Sem - Manne

293	Single tree	Road Reserve	Magnolia	Semi - Mature
294	Single tree	Road Reserve	Magnolia	Semi - Mature
295	Single tree	Road Reserve	Washingtonia Palm	Mature
296	Single tree	Road Reserve	Washingtonia Palm	Mature
297	Single tree	Road Reserve	Washingtonia Palm	Mature
298	Single tree	Road Reserve	Washingtonia Palm	Mature
299	Single tree	Road Reserve	Washingtonia Palm	Mature
300	Single tree	Road Reserve	Washingtonia Palm	Mature
301	Single tree	Road Reserve	Washingtonia Palm	Mature
302	Single tree	Road Reserve	Puriri	Semi - Mature
303	Single tree	Road Reserve	Puriri	Semi - Mature
304	Single tree	Road Reserve	Puriri	Semi - Mature
305	Single tree	Road Reserve	Puriri	Semi - Mature
306	Single tree	Road Reserve	Puriri	Semi - Mature
307	Single tree	Road Reserve	Puriri	Semi - Mature
308	Single tree	Road Reserve	Puriri	Semi - Mature
309	Single tree	Road Reserve	Puriri	Semi - Mature
310	Single tree	Road Reserve	Pohutukawa	Semi - Mature
311	Single tree	Road Reserve	Titoki	Semi - Mature
312	Single tree	Road Reserve	Pohutukawa	Semi - Mature
313	Single tree	Road Reserve	Pohutukawa	Semi - Mature
314	Single tree	Road Reserve	Washingtonia Pam	Mature
315	Single tree	Road Reserve	Washingtonia Pam	Mature
316	Single tree	Road Reserve	Washingtonia Pam	Mature
317	Single tree	Road Reserve	Washingtonia Pam	Mature
318	Single tree	Road Reserve	Washingtonia Pam	Mature
319	Single tree	Road Reserve	Washingtonia Pam	Mature
320	Single tree	Road Reserve	Washingtonia Pam	Mature
321	Single tree	Road Reserve	Washingtonia Pam	Mature
322	Single tree	Road Reserve	Washingtonia Pam	Mature
323	Single tree	Road Reserve	Washingtonia Pam	Mature
324	Single tree	Road Reserve	Washingtonia Pam	Mature
325	Single tree	Road Reserve	Washingtonia Pam	Semi - Mature
326	Single tree	Road Reserve	Washingtonia Pam	Mature

327	Single tree	Road Reserve	Titoki	Semi - Mature
328	Single tree	Road Reserve	Titoki	Semi - Mature
329	Single tree	Road Reserve	Pohutukawa	Semi - Mature
330	Single tree	Road Reserve	Magnolia	Semi - Mature
331	Single tree	Road Reserve	Pohutukawa	Semi - Mature
332	Single tree	Road Reserve	Pohutukawa	Semi - Mature
333	Single tree	Road Reserve	Pohutukawa	Semi - Mature
334	Single tree	Road Reserve	Pohutukawa	Semi - Mature
335	Single tree	Road Reserve	Pohutukawa	Semi - Mature
336	Single tree	Road Reserve	Pohutukawa	Semi - Mature
337	Single tree	Road Reserve	Pohutukawa	Semi - Mature
338	Single tree	Road Reserve	Pohutukawa	Semi - Mature
339	Single tree	Road Reserve	Washingtonia Palm	Mature
340	Single tree	Road Reserve	Washingtonia Palm	Mature
341	Single tree	Road Reserve	Washingtonia Palm	Mature
342	Single tree	Road Reserve	Washingtonia Palm	Mature
343	Single tree	Road Reserve	Washingtonia Palm	Mature
344	Single tree	Road Reserve	Washingtonia Palm	Mature
345	Single tree	Road Reserve	Washingtonia Palm	Mature
346	Single tree	Road Reserve	Pohutukawa	Semi - Mature
347	Single tree	Road Reserve	Pohutukawa	Semi - Mature
348	Single tree	Road Reserve	Pohutukawa	Semi - Mature
349	Single tree	Road Reserve	Titoki	Semi - Mature
350	Single tree	Road Reserve	Titoki	Semi - Mature
351	Single tree	Road Reserve	Titoki	Semi - Mature
352	Single tree	Road Reserve	Titoki	Semi - Mature
353	Single tree	Road Reserve	Titoki	Semi - Mature
354	Single tree	Road Reserve	Titoki	Semi - Mature
355	Single tree	Road Reserve	Titoki	Semi - Mature
356	Single tree	Road Reserve	Titoki	Semi - Mature
357	Single tree	Road Reserve	Titoki	Semi - Mature
358	Single tree	Road Reserve	Washingtonia Palm	Mature
359	Single tree	Road Reserve	Titoki	Semi - Mature
360	Single tree	Road Reserve	Titoki	Semi - Mature
361	Single tree	Road Reserve	Titoki	Semi - Mature
362	Single tree	Road Reserve	Titoki	Semi - Mature
363	Single tree	Road Reserve	Titoki	Semi - Mature
364	Single tree	Road Reserve	Titoki	Semi - Mature
365	Single tree	Road Reserve	Titoki	Semi - Mature
366	Single tree	Road Reserve	Titoki	Semi - Mature
367	Single tree	Road Reserve	Titoki	Semi - Mature
368	Single tree	Road Reserve	Titoki	Semi - Mature
369	Single tree	Road Reserve	Titoki	Semi - Mature
370	Single tree	Road Reserve	Pin Oak	Semi - Mature

371	Single tree	Road Reserve	Pin Oak	Semi - Mature
372	Single tree	Road Reserve	Titoki	Semi - Mature
373	Single tree	Road Reserve	Titoki	Semi - Mature
374	Single tree	Road Reserve	Titoki	Semi - Mature
375	Single tree	Road Reserve	Titoki	Semi - Mature
376	Single tree	Road Reserve	Titoki	Semi - Mature
377	Single tree	Road Reserve	Pohutukawa	Semi - Mature
378	Single tree	Road Reserve	Pohutukawa	Semi - Mature
379	Single tree	Road Reserve	Pohutukawa	Semi - Mature
380	Single tree	Road Reserve	Pohutukawa	Semi - Mature
381	Single tree	Road Reserve	Pohutukawa	Semi - Mature
382	Single tree	Road Reserve	Pohutukawa	Semi - Mature
383	Single tree	Road Reserve	Pohutukawa	Semi - Mature
384	Single tree	Road Reserve	Pohutukawa	Semi - Mature
385	Single tree	Road Reserve	Pohutukawa	Semi - Mature
386	Single tree	Road Reserve	Pohutukawa	Semi - Mature
387	Single tree	Road Reserve	Titoki	Semi - Mature
388	Single tree	Road Reserve	Pohutukawa	Semi - Mature
389	Single tree	Road Reserve	Pohutukawa	Semi - Mature
390	Single tree	Road Reserve	Pohutukawa	Semi - Mature
391	Single tree	Road Reserve	Pohutukawa	Semi - Mature
392	Single tree	Road Reserve	Pohutukawa	Semi - Mature
393	Single tree	Road Reserve	Pohutukawa	Semi - Mature
394	Single tree	Road Reserve	Pohutukawa	Semi - Mature
395	Single tree	Road Reserve	Pohutukawa	Semi - Mature
396	Single tree	Road Reserve	Pohutukawa	Semi - Mature
397	Single tree	Road Reserve	Pohutukawa	Semi - Mature
398	Single tree	Road Reserve	Pohutukawa	Semi - Mature
399	Single tree	Road Reserve	Pohutukawa	Semi - Mature
400	Single tree	Road Reserve	Pohutukawa	Semi - Mature
401	Single tree	Road Reserve	Pohutukawa	Semi - Mature
402	Single tree	Road Reserve	Pohutukawa	Semi - Mature
403	Single tree	Road Reserve	Pohutukawa	Semi - Mature
404	Single tree	Road Reserve	Pohutukawa	Semi - Mature
405	Single tree	Road Reserve	Washingtonia Palm	Mature
406	Single tree	Road Reserve	Washingtonia Palm	Mature
407	Single tree	Road Reserve	Washingtonia Palm	Mature
408	Single tree	Road Reserve	Washingtonia Palm	Mature
409	Single tree	Road Reserve	Washingtonia Palm	Mature
410	Single tree	Road Reserve	Washingtonia Palm	Mature
411	Single tree	Road Reserve	Washingtonia Palm	Mature
412	Single tree	Road Reserve	Washingtonia Palm	Mature
413	Single tree	Road Reserve	Washingtonia Palm	Mature

414	Single tree	Road Reserve	Washingtonia Palm	Mature
415	Single tree	Road Reserve	Washingtonia Palm	Mature
416	Single tree	Road Reserve	Washingtonia Palm	Mature
417	Single tree	Road Reserve	Washingtonia Palm	Mature
418	Single tree	Road Reserve	Washingtonia Palm	Mature
419	Single tree	Road Reserve	Washingtonia Palm	Mature
420	Single tree	Road Reserve	Washingtonia Palm	Mature
421	Single tree	Road Reserve	Washingtonia Palm	Mature
422	Single tree	Road Reserve	Washingtonia Palm	Mature
423	Single tree	Road Reserve	Washingtonia Palm	Mature
424	Single tree	Road Reserve	Washingtonia Palm	Mature
425	Single tree	Road Reserve	Washingtonia Palm	Mature
1122	Single tree	Open Space	Gum	Mature
1123	Single tree	Open Space	Gum	Mature
1124	Group of Trees	Open Space	Gum	Mature
1125	Group of Trees	Open Space	Gum	Mature
1126	Single tree	Private	Cedar	Mature
1127	Single tree	Private	Titoki	Mature
1128	Single tree	Private	Totara	Semi - Mature
1128	Group of Trees	Private	Pohutukawa	Semi - Mature
1129	Single tree	Private	Cypress	Mature
1130	Single tree	Private	Cedar	Mature
1131	Single tree	Private	Pepper Tree	Mature
1132	Group of Trees	Private	Gum	Mature
1133	Group of Trees	Private	Gum	Mature
1134	Single tree	Open Space	Gum	Semi - Mature
1135	Group of Trees	Open Space	Magnolia	Semi - Mature
1143	Group of Trees	Private	Mixed Native, Puriri	Mature
1143	Group of Trees	Private	Mixed Native, Puriri	Mature
1145	Group of Trees	Private	Mixed Natives	Mature
1146	Group of Trees	Private	Mixed Natives	Mature
1146	Group of Trees	Private	Mixed Natives	Mature
1146	Group of Trees	Private	Mixed Natives	Mature
1149	Group of Trees	Open Space	Mixed Natives, Redwood, Norfolk Pine	Mature
1151	Group of Trees	Private	Mixed Natives, Redwood, Norfolk Pine	Mature

1153	Group of Trees	Private	Mixed Natives, Norfolk Island Pine, Oak	Mature
1155	Group of Trees	Open Space	Manuka, mixed natives	Mature
1204	Single tree	Road Reserve	Broadleaf	Mature

Appendix C – Auckland Transport's Modifications to NoR 2 conditions (clean)



Designation Number	XXXX
Requiring Authority	Auckland Transport
Location	Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue)
Lapse Date	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.

### Designation XXXX – Airport to Botany Bus Rapid Transit Rongomai Park to Puhinui Station

### **Purpose**

Construction, operation and maintenance of an upgrade to Te Irirangi Drive, Great South Road, Ronwood Avenue, Davies Avenue, Manukau Station Road and Lambie Drive between Rongomai Park and Plunket Avenue for a BRT corridor, walking and cycling facilities and associated infrastructure.

## Conditions

### 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
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 of material changes to management plans and CNVMP Schedules	<ul> <li>Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates.</li> <li>A material change to a management plan or CNVMP Schedule shall be deemed certified: <ul> <li>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified;</li> <li>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received; or</li> <li>(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.</li> </ul> </li> </ul>
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 27

Construction Works	Activities undertaken to construct the Project excluding Enabling Works
Council	Auckland Council
СТМР	Construction Traffic Management Plan
Developer	Any legal entity that intends to master plan or develop land adjacent to the designation
Development Agency	Public entities involved in development projects
DRMP	Development Response Management Plan
Educational facility	<ul> <li>Facility used for education to secondary level.</li> <li>Includes: <ul> <li>(a) schools and outdoor education facilities; and</li> <li>(b) accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above.</li> </ul> </li> <li>Excludes: <ul> <li>(a) care centres; and</li> <li>(b) tertiary education facilities.</li> </ul> </li> </ul>
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	<ul> <li>Includes, but is not limited to, the following and similar activities:</li> <li>(a) geotechnical investigations (including trial embankments);</li> <li>(b) archaeological site investigations;</li> <li>(c) formation of access for geotechnical investigations;</li> <li>(d) establishment of site yards, site entrances and fencing;</li> <li>(e) constructing and sealing site access roads;</li> <li>(f) demolition or removal of buildings and structures;</li> <li>(g) relocation of services; and</li> <li>(h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).</li> </ul>
ННМР	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features 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
LIP	Land use Integration Process
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	<ul> <li>Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Airport to Botany Bus Rapid Transit Project:</li> <li>(a) Te Ākitai Waiohua;</li> <li>(b) Ngāi Tai ki Tamaki;</li> <li>(c) Ngāti Te Ata Waiohua;</li> <li>(d) Ngāti Whanaunga;</li> <li>(e) Ngāti Tamaoho;</li> <li>(f) Ngāti Paoa Trust Board;</li> <li>(g) Te Ahiwaru;</li> <li>(h) Ngāti Tamaterā; and</li> <li>(i) Ngāti Maru.</li> </ul>

Note: other iwi not identified above may have an interest in the Project and should be consulted
Has the same meaning as set out in section 166 of the RMA
Notice of Requirement
Network Utilities Management Plan
New Zealand Archaeological Association
Open Space Management Plan
An outline plan prepared in accordance with section 176A of the RMA
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 as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads
Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport
Resource Management Act 1991
Stakeholder Communication and Engagement Management Plan
Any physical works that require the development of an Outline Plan
The time when Construction Works (excluding Enabling Works) start
A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise
Urban and Landscape Design Management Plan

No.	Condition	
Genera	conditions	
1.	Activity in General Accordance with Plans and Information	
	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 Project description and concept plan in Schedule 1.	
	<ul> <li>Where there is inconsistency between:</li> <li>(i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail or</li> </ul>	I;
	<ul> <li>the 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.</li> </ul>	
2.	Project Information	
	(a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six (6) months of the inclusion of this designation is included in the AUP.	of
	<ul> <li>All directly affected owners and occupiers shall be notified in writing as soor as reasonably practicable 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:         <ul> <li>(i) the status of the Project;</li> <li>(ii) anticipated construction timeframes;</li> </ul> </li> </ul>	
	<ul> <li>(iii) contact details for enquiries;</li> <li>(iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice;</li> <li>(v) a subscription service to enable receipt of Project updates by email; and</li> </ul>	;
	<ul> <li>(vi) how to apply for consent for works in the designation under section 176(1)(b) of the RMA.</li> </ul>	
	(c) 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.	
3.	Land use Integration Process	
5.	<ul> <li>The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose:</li> <li>(i) the Requiring Authority shall include the contact details of a nominated contact on the Project website (or equivalent information source) required to be established by Condition 2(b)(iii); and</li> <li>(ii) the nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation.</li> <li>(b) At any time prior to the Start of Construction, the nominated contact will be available to engage with a Developer or Development Agency for the purpose of:</li> <li>(i) responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and</li> <li>(ii) receiving information from a Developer or Development Agency</li> </ul>	າ
	regarding master planning or land development details that could assist with land use integration.	

	(c)	Information requested or provided under Condition 2(h) shows may include
	(c)	Information requested or provided under Condition 3(b) above may include but not be limited to the following matters:
		(i) design details including but not limited to:
		A. boundary treatment (e.g. the use of retaining walls or batter
		slopes);
		B. the horizontal and vertical alignment of the road (levels);
		C. potential locations for mid-block crossings;
		D. integration of stormwater infrastructure;
		E. outputs from any flood modelling; and
		F. traffic noise modelling contours.
		(ii) potential modifications to the extent of the designation in response to
		<ul><li>information received through Condition 3(b)(ii);</li><li>(iii) a process for the Requiring Authority to undertake a technical review</li></ul>
		<ul> <li>(iii) a process for the Requiring Authority to undertake a technical review of or provide comments on any master planning or development</li> </ul>
		proposal advanced by the Developer or Development Agency as it
		relates to integration with the Project; and
		(iv) details of how to apply for written consent from the Requiring
		Authority for any development proposal that relates to land is within
		the designation under section 176(1)(b) of the RMA.
	(d)	Where information is requested from the Requiring Authority and is
		available, the nominated contact shall provide the information unless there
	(e)	are reasonable grounds for not providing it. The nominated contact shall maintain a record of the engagement between
	(6)	the Requiring Authority and Developers and Development Agencies for the
		period following the date in which this designation is included in the AUP
		through to the Start of Construction for a Stage of Work. The record shall
		include:
		(i) a list of all Developers and Development Agencies who have
		indicated through the Notice of Requirement process that they intend
		to master plan or develop sites along the Project alignment that may
		require specific integration with the designation;
		(ii) details of any requests made to the Requiring Authority that could
		influence detailed design, the results of any engagement and, where
		such requests that could influence detailed design are declined, the reasons why the Requiring Authority has declined the requests; and
		(iii) details of any requests to co-ordinate the forward work programme,
		where appropriate, with Development Agencies and Network Utility
		Operators.
	(f)	The record shall be submitted to Council for information ten working days
	(*)	prior to the Start of Construction for a Stage of Work.
4.	Desi	gnation Review
	(a)	The Requiring Authority shall within six (6) months of Completion of
	. ,	Construction or as soon as otherwise practicable:
		(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
		<ul> <li>give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified</li> </ul>
		above.
5.	Laps	
	(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.
6.	Te Ā	kitai Waiohua – Southwest Gateway Programme
	(a)	The Requiring Authority acknowledges Te Ākitai Waiohua as Mana Whenua
		and a principal partner to the Southwest Gateway Programme, to which this
		project forms a part. The operation of this designation must in all respects

	refl	lect these matters, including through meeting the conditions and
		aningful engagement at both a governance and kaitiaki level.
7.	Network Approva	Utility Operators and Auckland Council Parks (Section 176 I)
	Aud Aud req act (i)	or to the start of Construction Works, Network Utility Operators (including ckland International Airport Limited) with existing infrastructure and ckland Council in relation to parks located within the designation will not juire written consent under section 176 of the RMA for the following ivities: operation, maintenance and repair works;
	(ii)	minor renewal works to existing network utilities or parks necessary for the on-going provision or security of supply of network utility or parks operations;
	(iii) (iv)	the upgrade and replacement of existing network utilities or parks in the same location with the same or similar effects as the existing utility or parks.
		the extent that a record of written approval is required for the activities ed above, this condition shall constitute written approval.
8.		Management
	pro	e Requiring Authority shall undertake its best endeavours to ensure that operties acquired for the Project are appropriately managed in a manner it does not adversely affect the surrounding area.
Pre-con	struction	conditions
9.	Outline F	Plan
	• •	Outline Plan (or Plans) shall be prepared in accordance with section 6A of the RMA.
		na Whenua shall be invited as partners to participate in the preparation an Outline Plan (or Plans).
	par	tline Plans (or Plan) may be submitted in parts or in stages to address rticular activities (e.g. design or construction aspects), or a Stage of Work the Project.
	(d) Ou to t ma	tline Plans shall include any management plan or plans that are relevant the management of effects of those activities or Stage of Work, which by include:
	(i) (ii)	Construction Environmental Management Plan; Construction Traffic Management Plan;
	(iii)	
	(iv)	
	(v) (vi)	• •
	(vi)	• •
	(vii (ix)	
10.	· · · ·	nent Plans
	-	y management plan shall:
	(i)	be prepared and implemented in accordance with the relevant
	(ii)	management plan condition; be prepared by a Suitably Qualified Person(s);
	(ii) (iii)	
	()	Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua;
	(iv)	

	r	( )	
		) a	ummarise comments received from Mana Whenua and stakeholders s required by the relevant management plan condition, along with a
		SI	ummary of where comments have:
		A	
		В	, , , , , , , , , , , , , , , , , , , ,
			e submitted as part of an Outline Plan pursuant to section 176A of
			e RMA, with the exception of SCEMPs and CNVMP Schedules;
			nd maa firadiisad walaadad ta tha Daaisat wahaita ar arwiyalarit yirtuul
			nce finalised, uploaded to the Project website or equivalent virtual formation source.
	(b)		nagement plan developed in accordance with Condition 10 may:
	(0)		e submitted in parts or in stages to address particular activities (e.g.
			esign or construction aspects) a Stage of Work of the Project, or to
			ddress specific activities authorised by the designation; and
			ccept for material changes, be amended to reflect any changes in
			esign, construction methods or management of effects without
			rther process.
	(c)		s a material change required to a management plan which has
			bmitted with an Outline Plan, the revised part of the plan shall be
			ed to the Council as an update to the Outline Plan or for Certification
	( -1 )		as practicable following identification of the need for a revision.
	(d)	for infor	rerial changes to the SCEMP(s) are to be submitted to the Council
11.	Mana		a Kaitiaki Forum
''.	(a)		twelve (12) months prior to the start of detailed design for a Stage
	(a)		, the Requiring Authority shall invite Mana Whenua to establish a
			henua Kaitiaki Forum. The objective of the Mana Whenua Kaitiaki
			s to provide a forum for Mana Whenua to participate as partners in
			es of the Project. To achieve the objective, the Mana Whenua
			Forum shall address (as a minimum) the following matters:
			bw Mana Whenua will provide input into the design of the Project. or example:
		A	
			through the form of the Project and associated structures;
		В	0
		_	Gateway will be recognised; and
		C. how pou, art, sculptures, mahi toi or other any other features	
		located on land within or adjoining the Project will be provide	
			in a manner that represents the Māori history of the area and
		(ii) h	promotes a distinctiveness or sense of place. w Mana Whenua will be engaged in the preparation of
			anagement plans and future consenting processes;
			bw mātauranga Māori and tikanga Māori will be recognised in all
		· · /	nases of the Project;
			here opportunities for Mana Whenua to participate in engagement
			ith local communities, business associations, social institutions and
			ommunity groups will be provided;
		· · /	here opportunities for Mana Whenua to support the physical,
			ental, social and economic wellbeing for iwi and the local
		A	ommunity will be provided through the Project. This could include: . planting supplied through Mana Whenua and community
		~	based nurseries;
		В	
		Ċ	
			e Requiring Authority shall provide reasonable resourcing, technical
			nd administrative support for Mana Whenua including organising
			eetings at a local venue and the taking and dissemination of
			eeting minutes; a fraguancy of mactings shall be agreed between the Requiring
			e frequency of meetings shall be agreed between the Requiring uthority and Mana Whenua; and
	1	A	unonty and mana michua, and

	/	minute the Otent of Operation that Demotion Authority 10.1		
	(v	prior to the Start of Construction, the Requiring Authority shall produce a record of the Mana Whenua Kaitiaki Forum. The record of		
		the Mana Whenua Kaitiaki Forum shall be provided to Mana Whenua		
		and shall include (but not be limited to);		
		<ul> <li>A. details of how Mana Whenua have participated as partners in the Project;</li> </ul>		
		B. details of how the matters set out in (a) will be incorporated		
		into the Project;		
		C. how the objective of the Mana Whenua Kaitiaki Forum has been and will continue to be met; and		
		D. details of how comments from Mana Whenua have been		
		incorporated into the Project and where not incorporated, the		
		reasons why.		
		a Whenua shall be invited to identify and (if possible) nominate		
		itional names along the Project corridor such as Bus Rapid Transit ions and bridge structures. Noting there may be formal statutory		
		esses outside the Project required in any decision-making.		
	(c) Tł	Mana Whenua Kaitiaki Forum shall continue to meet for at least six		
		ths following the Completion of Construction or as agreed with Mana		
	VV Advice	enua.		
		oidance of doubt, Mana Whenua may wish to use another forum as the		
		enua Kaitiaki Forum.		
12.	Stakeho	ler Communication and Engagement Management Plan (SCEMP)		
		CEMP shall be prepared in consultation with stakeholders, community		
		ups and organisations prior to the Start of Construction.		
		objective of the SCEMP is to identify how the public and stakeholders uding directly affected and adjacent owners and occupiers of land) will		
		engaged with prior to and throughout Construction Works. To achieve		
		objective of the SCEMP:		
	(1)	i) at least six (6) months prior to detailed design for a Stage of Work,		
		the Requiring Authority shall identify: A. a list of properties within the designation which the Requiring		
		Authority does not own or have occupation rights to; and		
		B. a list of key stakeholders, community groups, organisations		
		and businesses who will be engaged with; and C. methods to engage with key stakeholders, community groups,		
		organisations and businesses and the owners of properties		
		identified in (b)(i)A-B above.		
	(ii)	a record of (b)(i) shall be submitted with an Outline Plan for the		
	(iii	relevant Stage of Work. the SCEMP shall include:		
	(11)	A. 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); B. 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;		
		C. details of opportunities to strengthen the relationship between Mana Whenua, key stakeholders and the wider community;		
		D. methods and timing to engage with landowners whose access		
		is directly affected;		
		E. 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 (b)(i) above; and		
	•			

-	
	F. linkages and cross-references to communication and
	engagement methods set out in other conditions and
	management plans where relevant.
	(c) 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.
40	
13.	Development Response Management Plan
	(a) A DRMP shall be prepared prior to the Start of Construction for a Stage of
	<ul> <li>Work.</li> <li>(b) The objective of the DRMP is to provide a framework to assist businesses affected by the Project to manage the impacts of construction and to</li> </ul>
	<ul> <li>maximise the opportunities the Project presents.</li> <li>(c) Business Associations representing businesses within the relevant Stage of Work shall be invited no later than 18 months prior to the Start of Construction for a Stage of Work, to participate in the development of the</li> </ul>
	DRMP.
	<ul> <li>(d) To achieve the objective, the DRMP shall include:         <ul> <li>(i) a list of businesses likely to be impacted by the Project;</li> <li>(ii) recommended measures to mitigate impacts on identified businesses associated with construction effects such as the potential loss of visibility of businesses from public spaces, reduction of accessibility and severance. Such mitigation measures may include business support, temporary placemaking and place activation measures and temporary wayfinding and signage;</li> </ul> </li> </ul>
	(iii) a summary of any proactive assistance to be provided to impacted
	businesses;
	<ul> <li>(iv) identification of opportunities to co-ordinate the forward work programme, where appropriate with infrastructure providers and development agencies; and</li> </ul>
	<ul> <li>(v) linkages and cross-references to communication and engagement methods set out in other conditions and management plans (e.g. the SCEMP) where relevant.</li> </ul>
14.	Urban and Landscape Design Management Plan (ULDMP)
	(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of
	Work.
	(b) The objective of the ULDMP(s) is to:
	<ul> <li>enable integration of the Project's permanent works into the surrounding landscape and urban context;</li> </ul>
	<ul> <li>ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment; and</li> </ul>
	<ul> <li>(iii) acknowledge and recognise the whakapapa Mana Whenua have to the Project area.</li> </ul>
	(c) Mana Whenua shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work to provide input on cultural landscape and design matters. This shall include (but not be limited to) how desired outcomes for the management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with the Historic Heritage Management Plan (Condition 26) and the Ecological Management Plan
	(Condition 28) may be reflected in the ULDMP.
	<ul> <li>(d) Key stakeholders shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work.</li> </ul>
	<ul> <li>(e) The ULDMP shall be prepared in general accordance with:</li> <li>(i) Auckland Transport's Urban Roads and Streets Design Guide;</li> <li>(ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;</li> </ul>

	<ul> <li>(iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;</li> </ul>
	<ul> <li>(iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and</li> </ul>
	<ul> <li>(v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.</li> </ul>
(f)	To achieve the objective, the ULDMP shall provide details of how the Project:
	(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;
	<ul> <li>(ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public</li> </ul>
	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> <li>A. Crime Prevention Through Environmental Design (CPTED) principles;</li> </ul>
	<ul> <li>B. Safety in Design (SID) requirements; and</li> </ul>
	C. Maintenance in Design (MID) requirements and anti- vandalism/anti-graffiti measures.
	<ul> <li>(v) has responded to requests that could influence detailed design through the Land Use Integration Process (Condition 3);</li> </ul>
	(vi) provides opportunities to incorporate Mana Whenua values and
	cultural narrative through the design. This shall include but not be limited to:
	<ul> <li>A. how to protect and enhance connections to the Māori cultural landscape;</li> </ul>
	<ul> <li>B. how and where accurate historical signage can be provided along the corridor;</li> </ul>
	C. how historical portage routes will be recognised;
	D. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be
	provided; E. how opportunities to utilise flora and fauna with a specific
	connection to the area are realised where possible by:
	a. preserving them in the design and maintenance of the Project; and
	b. restoring them in a manner that recognises their
	historical and cultural significance. For example, by
	clustering planting to represent a lost ngahere.
	F. how the historic and cultural significance of the Puhinui Historic Gateway is recognised; and
	G. how public access to coastal areas, waterways and open space is enhanced, where appropriate.
	(vii) provides for an integrated stormwater management approach which
	prioritises in the following order:
	A. opportunities for ki uta ki tai (a catchment scale approach);
	<ul> <li>B. opportunities for net catchment benefit;</li> <li>C. green infrastructure and nature-based solutions; and</li> </ul>
	<ul> <li>C. green infrastructure and nature-based solutions; and</li> <li>D. opportunities for low maintenance design.</li> </ul>
(g)	At the discretion of Mana Whenua, the matters listed in $(f)(v) - (vi)$ shall
(9)	either be incorporated into the ULDMP or prepared as a separate plan.
(h)	The ULDMP shall include:
	(i) a concept plan(s) – which depicts the overall landscape and urban
	design concept, and explain the rationale for the landscape and
	urban design proposals;

(i	ii) developed design concepts, including principles for walking and
	cycling facilities and public transport; and
(i	<ul> <li>landscape and urban design details – that cover the following:</li> <li>A. road design – elements such as:</li> </ul>
	a. intersection form;
	b. carriageway gradient and associated earthworks;
	c. contouring, cut and fill batters and/or retaining walls and
	their interface with adjacent land uses and existing roads (including slip lanes);
	d. benching;
	e. spoil disposal sites;
	f. median width and treatment; and
	g. 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;
	<ul> <li>E. landscape treatment of permanent stormwater control wetlands and swales;</li> </ul>
	F. integration of passenger transport;
	G. pedestrian and cycle facilities including paths, road crossings
	and dedicated pedestrian/ cycle bridges or underpasses; H. historic heritage places with reference to the HHMP (Condition
	26); and
	I. re-instatement of construction and site compound areas,
	driveways, accessways and fences.
(i) p	lanting details and maintenance requirements: i) planting design details including:
	A. identification of existing trees and vegetation that will be
	retained with reference to the Tree Management Plan
	(Condition 29). Where practicable, mature trees and native
	vegetation should be retained;
	<ul><li>B. street trees, shrubs and ground cover suitable for berms;</li><li>C. treatment of fill slopes to integrate with adjacent land use,</li></ul>
	streams, Riparian margins and open space zones;
	D. planting of stormwater wetlands;
	E. identification of vegetation to be retained and any planting
	requirements under the Ecological Management Plan (Conditions 28) and Tree Management Plan (Condition 29);
	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
l (i	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
	<ul> <li>detailed specifications relating to the following:</li> <li>A. weed control and clearance;</li> </ul>
	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.
	grassing, and use of eco-sourced species.
Advice	note:
	signation is for the purpose of construction, operation and maintenance of
	ial transport corridor and it is not for the specific purpose of "road
widenin	g". 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.				
Specific	c Outline Plan requirements				
	Flood Hazard				
	For the purpose of Condition 15:				
	(a) ARI – means Average Recurrence Interval;				
	<ul> <li>(b) Existing authorised community, commercial and industrial floor – means the floor level of any community, commercial and industrial building which is authorised and exists at the time the Outline Plan is submitted;</li> <li>(c) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised 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;</li> </ul>				
	<ul> <li>(d) Flood prone area – means potential ponding areas that may flood and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features;</li> </ul>				
	(e) Maximum Probable Development – is the 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 AUP, the probable level of development arising from zone changes;				
	<ul> <li>(f) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways); and</li> </ul>				
	(g) Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).				
15.	Flood Hazard				
	<ul> <li>(a) The Project shall be designed to achieve the following flood risk outcomes:</li> <li>(i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;</li> </ul>				
	<ul> <li>no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors to maintain a minimum freeboard of 150mm;</li> </ul>				
	<ul> <li>(iii) no increase in flood levels in a 1% AEP event for existing authorised community, commercial and industrial building floors that are already subject to flooding;</li> </ul>				
	<ul> <li>(iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors;</li> </ul>				
	<ul> <li>(v) maximum of 50mm increase in flood level in a 1% AEP event outside and adjacent to the designation boundaries between the pre and post Project scenarios;</li> </ul>				
	<ul> <li>(vi) no new flood prone areas; and</li> <li>(vii) no increase of flood hazard for main access to authorised habitable dwellings existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP event. Where Flood Hazard is:</li> </ul>				
	A. velocity x depth is greater than or equal to $(\geq)$ 0.6; or B. depth is greater than $(>)$ 0.5m; or				
	<ul> <li>C. velocity is greater than (&gt;) 2m/s.</li> <li>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 1% AEP flood levels (for Maximum Probable Development land use and including climate change).</li> </ul>				
	<ul> <li>(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</li> </ul>				

	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.		
16.	Existing property access		
	Where existing property vehicle access which exists at the time the Outline Plan is submitted is proposed to be altered by the Project, the Requiring Authority shall consult with the directly affected landowner regarding the required changes. The Outline Plan shall demonstrate how safe access will be provided, unless otherwise agreed with the affected landowner.		
	uction conditions		
17.	Construction Environmental Management Plan (CEMP)		
	<ul> <li>(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work.</li> </ul>		
	<ul> <li>(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: <ul> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) details of the proposed construction yards including temporary screening when adjacent to residential areas;</li> <li>(v) details of the proposed construction lighting;</li> <li>(vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vii) methods for providing for the health and safety of the general public;</li> <li>(viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain;</li> <li>(ix) procedures for incident management;</li> <li>(x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses;</li> <li>(xi) 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;</li> </ul></li></ul>		
	<ul> <li>(xii) procedures for responding to complaints about Construction Works; and</li> </ul>		
	(xiii) methods for amending and updating the CEMP as required.		
18.	Complaints Register		
	<ul> <li>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: <ul> <li>(i) the date, time and nature of the complaint;</li> <li>(ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</li> <li>(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;</li> <li>(iv) the outcome of the investigation into the complaint; and</li> <li>(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.</li> </ul> </li> <li>(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.</li> </ul>		

19.	Cultural Monitoring Plan			
	(a)	A Cultural Monitoring Plan shall be prepared prior to the Start of		
	(1.)	Construction.		
	(b)	At least six (6) months prior to the start of detailed design, a Suitably		
		Qualified Person(s) identified in partnership with Mana Whenua shall commence the preparation of the Cultural Monitoring Plan.		
	(c)	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. To achieve the objective, the Cultural		
		Monitoring Plan shall include:		
		(i) requirements for formal dedication or cultural interpretation to be		
		undertaken prior to start of Construction Works in areas identified as		
		<ul><li>having significance to Mana Whenua;</li><li>(ii) requirements and protocols for cultural inductions for contractors and</li></ul>		
		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		
		<ul> <li>(v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the</li> </ul>		
		identified during cultural monitoring, including implementation of the Accidental Discovery Protocol.		
	(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.		
		ice note:		
		e appropriate, the Cultural Monitoring Plan shall align with the requirements her conditions of the designation and resource consents for the Project which		
		e monitoring during Construction Works.		
20.		onstruction Traffic Management Plan (CTMP)		
	(a)	A CTMP shall be prepared prior to the Start of Construction for a Stage of		
		Work.		
	(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:		
		<li>(i) methods to manage the effects of temporary traffic management activities on traffic;</li>		
		(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 (for example on roads serving educational facilities during pick		
		up and drop off times) to manage vehicular and pedestrian traffic		
		<ul> <li>near educational facilities or to manage traffic congestion;</li> <li>(iv) site access routes and access points for heavy vehicles, the size and</li> </ul>		
		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, pedestrians and		
		cyclists;		
		(vi) methods to maintain access to and within property and/or private		
		roads where practicable, or to provide alternative access arrangements when it will not be. Engagement with landowners		
		whose access is directly affected shall be undertaken in accordance		
		with Condition 12(b)(iii)D;		

	(vii)			loading and unloading	ng of goods will be	
	(viii)		agement approach t	o loads on heavy veł		
		-		al, the use of wheel-w		
		on public	-	noval of any material	deposited or spilled	
	(ix)	•	,	ken to communicate	traffic management	
		stakehol	ders / emergency se			
	(x)	during th compliar maximur	ne construction phas nce with the perform m increases in journ	performance parame e, including any mea ance parameters. Th ey time and traffic vo	sures to monitor ese could include	
	(xi)	propose	f any Travel Deman	d Management (TDN I in the event of thres		
21.	Open Space	e Manag	ement Plan (OSMP)	)		
				o the Start of Constru		
				s to minimise as far a menity of parks and i		
		constructi			cool voo rooulling	
	· · /			P shall include details		
	(i)			ncluding but not limit d cycling) to parks a		
				ed in accordance wit		
			lanagement Plan (C			
	(ii)		opportunities to coordinate the construction of the Project, as far as practicable, with the forward work programme (including any events)			
			for parks and reserves directly affected by the Project.			
			and Council Parks and Community Facilities shall be invited to pate in the development of the OSMP at least six (6) months prior to art of detailed design for a Stage of Work.			
				Work shall be subm	itted to Council for	
	infor	mation ten		to the Start of Constr		
	Work	ζ.				
22.	Constructi	on Noise	Standards			
	(a) Cons	struction n	oise shall be measu	red and assessed in	accordance with	
				uction Noise and sha		
	noise	e standard	s set out in the follow	wing table as far as p	racticable:	
	Table 22-1 (	Constructio	on Noise Standards			
	Day of wee		Time period	LAeq(15min)	LAFmax	
	-	activity se	nsitive to noise		75 -10	
	Weekday		0630h - 0730h 0730h - 1800h	55 dB 70 dB	75 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 2000h - 0630h	45 dB 45 dB	75 dB 75 dB	
			200011 - 0030N	40 UD		

			45.15		
	Sunday and Public	0630h - 0730h	45 dB	75 dB	
	Holidays	0730h - 1800h	55 dB	85 dB	
		1800h - 2000h	45 dB	75 dB	
		2000h - 0630h	45 dB	75 dB	
	Other occupied buil				
	All	0730h – 1800h	70 dB		
		1800h – 0730h	75 dB		
	(b) Where compli	ance with the noise s	standards set out in T	able 22-1 is not	
	practicable, th	e methodology in Co	ndition 25 shall apply	у.	
23.	Construction Vibra	tion Standards			
	(a) Construction	vibration shall be mea	asured in accordance	e with ISO	
	( )	echanical vibration ar			
		the measurement of			
		and shall comply with			
		e as far as practicable			
	ionoming table				
	Table 23-1 Construct	ion vibration standard	ls		
	Receiver	Details	Category A*	Category B**	
	Occupied activity se				
	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	At all other times Tables 1 and 3 of DIN4150-3:1999		
		dopted from Rule E25.6			
	** Category B criteria b	based on DIN 4150-3:19	999 building damage cr	iteria for daytime	
		ance with the vibration and the methodology in Co			
24.	Construction Noise	e and Vibration Man	agement Plan (CNM	IVP)	
	(a) A CNVMP sha	all be prepared prior f	to the Start of Constr	uction for Stage of	
	Work.			Ŭ	
	(b) A CNVMP sha	all be implemented du	uring the Stage of Wo	ork to which it	
	relates.				
		of the CNVMP is to p			
		ntation of the Best Pra			
		ioise and vibration eff			
		standards set out in (			
		o achieve the objectiv			
		ith Annex E2 of the N			
		Construction Noise' (N	vZS6803:1999) and s	snall as a minimum,	
	address the fo (i) descrip	tion of the works and	anticipated equipme	nt/processos:	
		f operation, including			
		s would occur;	and days whe		
		struction noise and v	ibration standards fo	r the Project <sup>.</sup>	
		ation of receivers wh			
		chy of management			
		ments to limit night w			
		ncluding Sundays an			
	(vi) method	s and frequency for r nd vibration;			
	(vii) procedu	ures for communication, ts and stakeholders,			
		ction activities, the pe			
		ement of noise and vi			
L	manage				

	r	(, , ;;;;)	contact details of the Project Liaison Person;	
		(viii) (ix)	procedures for the regular training of the operators of construction	
		(17)	equipment to minimise noise and vibration as well as expected	
			construction site behaviours for all workers;	
		(x)	procedures and requirements for the preparation of a Schedule to the	
		(,,,)	CNVMP (Schedule) for those areas where compliance with the noise	
			Condition 22 and/or vibration standards Condition 23 Category B will	
			not be practicable;	
		(xi)	identification of trigger levels for undertaking building condition	
			surveys, which shall be Category B day time levels;	
		(xii)	procedures and trigger levels for undertaking building condition	
			surveys before and after works to determine whether any cosmetic o	
		<i>,</i>	structural damage has occurred as a result of construction vibration;	
		(xiii)	methodology and programme of desktop and field audits and	
			inspections to be undertaken to ensure that the CNVMP, Schedules	
			and the best practicable option for management of effects are being	
			implemented; and	
05	Ocho	(xiv)	requirements for review and update of the CNVMP.	
25.			o a CNVMP	
	(a)		hedule to the CNVMP (Schedule) shall be prepared prior to the start of	
			onstruction to which it relates by a Suitably Qualified Person, in ultation with the owners and occupiers of sites subject to the Schedule,	
		when		
		(i)	construction noise is either predicted or measured to exceed the	
		(1)	noise standards in Condition 22, except where the exceedance of the	
			L <sub>Aeq</sub> criteria is no greater than 5 decibels and does not exceed:	
			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 23.	
	(b)		objective of the Schedule is to set out the Best Practicable Option	
			measures to manage noise and/or vibration effects of the construction	
			ty beyond those measures set out in the CNVMP. To achieve the	
		(i)	objective, the Schedule shall include details such as: (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)	for works proposed between 2000h and 0630h, the reasons why the	
			proposed works must be undertaken during these hours and why	
			they cannot be practicably undertaken during the daytime;	
		(v)	the proposed mitigation options that have been selected, and the	
			options that have been discounted as being impracticable and the	
		(,,;)	reasons why;	
		(vi)	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	
		(vii)	location, times and types of monitoring.	
	(c)	· · ·	Schedule shall be submitted to the Manager for certification at least 5	
			ing days (except in unforeseen circumstances) in advance of	
			truction Works that are covered by the scope of the Schedule and	
		shall	form part of the CNVMP.	
	(d)		re material changes are made to a Schedule required by this condition,	
			equiring Authority shall consult the owners and/or occupiers of sites	
			ect to the Schedule prior to submitting the amended Schedule to the	
			ager for certification in accordance with (c) above. The amended	
		Sche	dule shall document the consultation undertaken with those owners	

		and occupiers, and how consultation outcomes have and have not been taken into account.
26.	Hist	oric Heritage Management Plan
	(a)	A HHMP shall be prepared in consultation with Council, HNZPT and Mana
		Whenua prior to the Start of Construction for a Stage of Work.
	(b)	The objective of the HHMP is to protect historic heritage and to remedy and
		mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify:
		(i) any adverse direct and indirect effects on historic heritage sites and
		measures to appropriately avoid, remedy or mitigate any such
		effects, including a tabulated summary of these effects and
		<ul> <li>measures;</li> <li>(ii) methods for the identification and assessment of potential historic</li> </ul>
		heritage places within the Designation to inform detailed design;
		(iii) known historic heritage places and potential archaeological sites
		within the Designation, including identifying any archaeological sites
		for which an Archaeological Authority under the HNZPTA will be
		sought or has been granted; (iv) any unrecorded archaeological sites or post-1900 heritage sites
		within the Designation, which shall also be documented and recorded
		(such as in the New Zealand Archaeological Association Site
		Recording Scheme (ArchSite) and/or the Auckland Council Cultural
		<ul><li>Heritage Inventory);</li><li>(v) roles, responsibilities and contact details of Project personnel,</li></ul>
		Council and HNZPT representatives, Mana Whenua representatives,
		and relevant agencies involved with heritage and archaeological
		matters including surveys, monitoring of Construction Works,
		compliance with AUP accidental discovery rule, and monitoring of conditions;
		(vi) specific areas to be investigated, monitored and recorded to the
		extent these are directly affected by the Project;
		(vii) the proposed methodology for investigating and recording post-1900
		historic heritage sites (including buildings and standing structures)
		that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and
		timeframe for implementing the proposed methodology, in
		accordance with the HNZPT Archaeological Guidelines Series No.1:
		Investigation and Recording of Buildings and Standing Structures
		(November 2018), or any subsequent version; (viii) methods to acknowledge cultural values identified through the Mana
		Whenua Kaitiaki Forum (Condition 11) and Urban Landscape and
		Design Management Plan (Condition 14) where archaeological sites
		also involve ngā taonga tuku iho (treasures handed down by our
		ancestors) and where feasible and practicable to do so; (ix) methods for avoiding, remedying or mitigating adverse effects on
		historic heritage places and sites within the Designation during
		Construction Works as far as practicable. These methods shall
		include, but are not limited to:
		<ul> <li>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised</li> </ul>
		access;
		(x) measures to mitigate adverse effects on historic heritage sites that
		achieve positive historic heritage outcomes such as increased public
		awareness and interpretation signage; and
		<ul> <li>(xi) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation,</li> </ul>
		legal obligations relating to unexpected discoveries and the AUP
		Accidental Discovery Rule (E11.6.1) The training shall be undertaken
		prior to the Start of Construction, under the guidance of a Suitably

	<ul> <li>Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 19).</li> <li>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation, building and standing structures and monitoring), shall be submitted to the Manager within 12 months of completion.</li> </ul>		
	Advice note:		
	Accidental Discoveries		
	The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and shall apply when an archaeological authority under the HNZPTA is not otherwise in place.		
27.	Pre-Construction Ecological Survey		
	(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 ecological management by confirming whether the indigenous flora and fauna (including Regionally or Nationally At-Risk or Threatened species) within the Identified Biodiversity Areas recorded in Schedule 3 are still present.		
	<ul> <li>(b) Mana Whenua shall be invited as partners to observe how the ecological survey in (a) will be undertaken.</li> </ul>		
	<ul> <li>(c) If the ecological survey confirms the presence of indigenous flora and fauna (including Regionally or Nationally At-Risk or Threatened species) in accordance with Condition 27(a) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 28 for these areas (Confirmed Biodiversity Areas).</li> </ul>		
28.	Ecological Management Plan (EMP)		
20.	(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed		
	<ul> <li>through Condition 27) prior to the Start of Construction for a Stage of Work.</li> <li>(b) 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. To achieve the objective, the EMP shall set out the methods which may include: <ul> <li>(i) if an EMP is required in accordance with Condition 27(c) for the presence of long-tailed bats:</li> <li>A. measures to minimise disturbance from construction activities within the vicinity of any active roosts that are discovered until such roosts are confirmed to be vacant of bats;</li> <li>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;</li> <li>C. details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tailed bats;</li> <li>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) will be provided and maintained; and</li> <li>E. where mitigation is not practicable, details of any offsetting proposed.</li> <li>(ii) If an EMP is required in accordance with Condition 27(c) for the presence of Threatened or At-Risk birds (excluding Wetland Birds):</li> <li>A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;</li> </ul> </li> </ul>		
	Where practicable; B. where Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of the		

-				
l			Pipit bird breeding season (August to February) where	
		C.	practicable; where works are required within the Confirmed Biodiversity Area during the bird breeding season (including Pipits), methods to minimise adverse effects on Threatened or At-Ris	sk
		D	birds; and details of groop maintenance if Dinit are present	
		D.	details of grass maintenance if Pipit are present.	
			EMP is required in accordance with Condition 27(c) for the ence of Threatened or At-Risk wetland birds:	
		A.	how the timing of any Construction Works shall be undertake outside of the bird breeding season (September to February) where practicable;	
		В.	where works are required within the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk wetland birds;	
		C.	undertaking a nesting bird survey of Threatened or At-Risk	
		0.	wetland birds prior to any Construction Works taking place within a 50m radius of any identified Wetlands (including establishment of construction areas adjacent to Wetlands).	
			Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;	d
		D.	what protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50m of any construction area (including laydown areas	e)
			Measures could include:	5).
			a. a 20m buffer area around the nest location and retaining	ng
			vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;	
			b. monitoring of the nesting Threatened or At-Risk wetlar birds by a Suitably Qualified Person. Construction Wor within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably	rks
			Qualified Person; and c. minimising the disturbance from the works if	
			Construction Works are required within 50m of a nest,	
I			as advised by a Suitably Qualified Person.	
		E.	adopting a 10m setback where practicable, between the edge of wetlands and construction areas (along the edge of the stockpile/laydown area); and	e
		F.	minimising light spill from construction areas into wetlands.	
	(c)	be undertak	nall be consistent with any ecological management measures ten in compliance with conditions of any regional resource anted for the Project.	to
	(d)	Where appr	opriate, and in partnership with Mana Whenua, flora and faun tified in the ULDMP are reflected and included within this EMP	
I	Advie	ce note:		
	Depe	nding on the	potential effects of the Project, the regional consents for the le the following monitoring and management plans:	
l			nd/or wetland restoration plans;	
l	· ·		n restoration plans; and	
l			nagement plans (e.g. avifauna, herpetofauna).	
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29.	Tree Management Plan			
	(a)	Prior to the Start of Construction for a Stage of Work, a Tree Management		
	(1-)	Plan shall be prepared.		
	(b)	The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 4. To		
		achieve the objective, the Tree Management Plan shall:		
	(i) confirm that the trees listed in Schedule 4 still exist; and			
		(ii) demonstrate how the design and location of project works has		
		avoided, remedied or mitigated any effects on any tree listed in		
		Schedule 4. This may include:		
		A. any opportunities identified through Condition 14(i)(i)A to		
		relocate mature trees and native trees where practicable;		
		<ul> <li>B. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 14);</li> </ul>		
		C. tree protection zones and tree protection measures such as		
		protective fencing, ground protection and physical protection of		
		roots, trunks and branches; and		
		D. methods for work within the rootzone of trees that are to be		
		retained in line with accepted arboricultural standards.		
		(iii) demonstrate how the tree management measures (outlined in $A - D$		
		above) are consistent with conditions of any resource consents granted for the Project in relation to managing construction effects on		
		trees.		
30.	Netw	vork Utility Management Plan (NUMP)		
	(a)	A NUMP shall be prepared prior to the Start of Construction for a Stage of		
	( )	Work.		
	(b)	The objective of the NUMP is to set out a framework for protecting,		
		relocating and working in proximity to existing network utilities. To achieve		
		<ul> <li>the objective, the NUMP shall include methods to:</li> <li>(i) provide access for maintenance at all reasonable times, or</li> </ul>		
		emergency works at all times during construction activities;		
		(ii) manage the effects of dust and any other material potentially		
		resulting from construction activities and able to cause material		
		damage, beyond normal wear and tear to overhead transmission		
		lines in the Project area; and (iii) demonstrate compliance with relevant standards and Codes of		
		(iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand		
		Electrical Code of Practice for Electrical Safe Distances 2001;		
		AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and		
AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.		• •		
	(c)	The NUMP shall be prepared in consultation with the relevant Network		
have existing assets that are directly affected by the P		Utility Operator(s) (including Auckland International Airport Limited) who		
		The development of the NUMP shall consider opportunities to coordinate		
	(4)	future work programmes with other Network Utility Operator(s) (including		
		Auckland International Airport Limited) during detailed design where		
		practicable.		
	(e)	The NUMP shall describe how any comments from the Network Utility		
		Operator (including Auckland International Airport Limited) in relation to its assets have been addressed.		
	(f)	Any comments received from the Network Utility Operator (including		
	(1)	Auckland International Airport Limited) shall be considered when finalising		
		the NUMP.		
	(g)	Any amendments to the NUMP related to the assets of a Network Utility		
		Operator (including Auckland International Airport Limited) shall be		
		prepared in consultation with that asset owner.		

Operat	perational conditions			
31.	Low Noise Road Surface			
	(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the Project.			
32.	Future Resurfacing Work			
	<ul> <li>(a) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where: <ul> <li>(i) the volume of traffic exceeds 10,000 vehicles per day; or</li> <li>(ii) the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</li> <li>(iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or</li> <li>(iv) it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</li> </ul> </li> <li>(b) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 31(a)(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</li> </ul>			
	longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.			
	Traffic Noise			
	For the purposes of Conditions 33 to 44:			
	<ul> <li>(c) Building-Modification Mitigation – has the same meaning as in NZS 6806;</li> <li>(d) Design year has the same meaning as in NZS 6806;</li> </ul>			
	(e) Detailed Mitigation Options – means the fully detailed design of the			
	Selected Mitigation Options, with all practical issues addressed;			
	<ul> <li>(f) Habitable Space – has the same meaning as in NZS 6806;</li> <li>(g) Identified Noise Criteria Category – means the Noise Criteria Category for a</li> </ul>			
	<ul> <li>(g) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 2 Identified PPFs Noise Criteria Categories;</li> <li>(h) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-</li> </ul>			
	traffic noise – New and altered roads;			
	<ul> <li>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);</li> </ul>			
	(j) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;			
	<ul> <li>(k) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 2: Identified PPFs Noise Criteria Categories;</li> <li>(I) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in</li> </ul>			
	accordance with NZS 6806 taking into account any low noise road surface to be implemented in accordance with Condition 31; and			
33.	<ul> <li>(m) Structural Mitigation – has the same meaning as in NZS 6806.</li> <li>The Noise Criteria Categories identified in Schedule 2: Identified PPFs Noise</li> </ul>			
•••	Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 33 to 44 (all traffic noise conditions).			
	<ul> <li>The Noise Criteria Categories do not need to be complied with at a PPF where:</li> <li>(a) The PPF no longer exists; or</li> <li>(b) Agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met.</li> </ul>			
	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.			

34.	As part of the detailed design of the Project, a Suitably Qualified Person shall
•	determine the Selected Mitigation Options for the PPFs identified on Schedule 2:
	Identified PPFs Noise Criteria Categories.
	For the avoidance of doubt, the low noise road surface implemented in
	accordance with Condition 31 may be (or be part of) the Selected Mitigation
	Option(s).
35.	Prior to construction of the Project, a Suitably Qualified Person shall develop the
	Detailed Mitigation Options for the PPFs identified in Schedule 2: Identified PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
20	If the Detailed Mitigation Options would result in the Identified Noise Criteria
36.	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.
37.	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.
38.	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 <sub>LAeq(24h)</sub> inside Habitable Spaces ('Category C
	Buildings').
39.	Prior to the Start of Construction in the vicinity of each Category C Building, the
00.	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
10	of the existing building envelope.
40.	For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 39 above if:
	(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 months of the date of
	the Requiring Authority's letter sent in accordance with Condition 39 above
	<ul><li>(including where the owner did not respond within that period); or</li><li>(d) The building owner cannot, after reasonable enquiry, be found prior to</li></ul>
	Completion of Construction of the Project.
	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.
41.	Subject to Condition 40 above, within six months of the assessment undertaken in
	accordance with Condition 40, the Requiring Authority shall write to the owner of
	each Category C Building advising:
	(a) If Building-Modification Mitigation is required to achieve 40 dB <sub>LAeq(24h)</sub> inside
	habitable spaces; and (b) The options available for Building-Modification Mitigation to the building, if
	(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.
42.	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 party authorisations required, in a reasonable
40	and practical timeframe agreed between the Requiring Authority and the owner. Subject to Condition 41, where Building-Modification Mitigation is required, the
43.	Requiring Authority is deemed to have complied with Condition 42 if:
	I complete the second

	(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 41
		(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.
44.	The [	Detailed Mitigation Options shall be maintained so they retain their noise
	reduc	ction performance as far as practicable

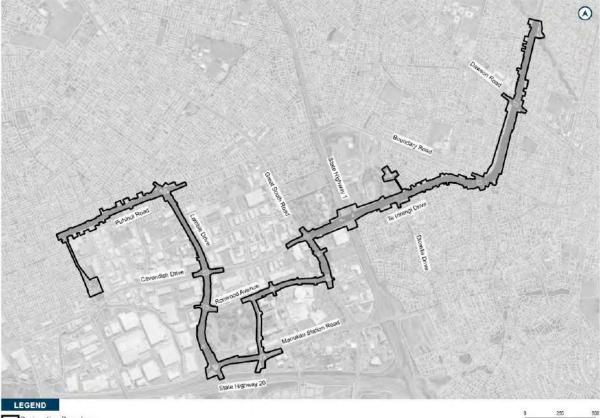
# Attachments

#### Schedule 1: General accordance plan and information

The proposed work is for the construction, operation and maintenance of an upgrade to Te Irirangi Drive, Great South Road, Ronwood Avenue, Davies Avenue, Manukau Station Road and Lambie Drive between Rongomai Park and Plunket Avenue for a BRT corridor, walking and cycling facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) An upgrade of Te Irirangi Drive, Great South Road, Ronwood Avenue, Manukau Station Road and Lambie Drive to accommodate centre-running BRT lanes, general traffic lanes and walking and cycling facilities;
- (b) An upgrade of Davies Avenue to accommodate BRT lanes, general traffic lane and walking and cycling facilities;
- (c) Associated works including but not limited to intersections, bridges, embankments, retaining walls, culverts and stormwater management systems;
- (d) Changes to local roads, where the proposed work intersects with local roads; and
- (e) Construction activities, including vegetation removal, construction areas and the re-grading of driveways.

#### Concept plan:



Designation Boundary

## Schedule 2: Identified PPFs noise criteria categories

Address	New or Altered Road	Noise Criteria Category
17 Amersham Way	Altered	Category A
2 Astral Place	Altered	Category A
2 Belinda Avenue	Altered	Category B
5 Belinda Avenue	Altered	Category A
6 Belinda Avenue	Altered	Category A
6 Belinda Avenue	Altered	Category A
7 Belinda Avenue	Altered	Category A
8 Belinda Avenue	Altered	Category A
9 Belinda Avenue	Altered	Category A
11 Belinda Avenue	Altered	Category A
1 Bledisloe Street	Altered	Category A
2 Bledisloe Street	Altered	Category B
5 Bledisloe Street	Altered	Category A
6 Bledisloe Street	Altered	Category A
7 Bledisloe Street	Altered	Category A
8 Bledisloe Street	Altered	Category A
10 Bledisloe Street	Altered	Category A
1A Bledisloe Street	Altered	Category A
5A Bledisloe Street	Altered	Category A
6A Bledisloe Street	Altered	Category A
7A Bledisloe Street	Altered	Category A
8A Bledisloe Street	Altered	Category A
1 Boundary Road	Altered	Category A
77 Boundary Road	Altered	Category A
81 Boundary Road	Altered	Category A
86 Boundary Road	Altered	Category A
88 Boundary Road	Altered	Category A
90 Boundary Road	Altered	Category A
92 Boundary Road	Altered	Category A
94 Boundary Road	Altered	Category A
96 Boundary Road	Altered	Category A
98 Boundary Road	Altered	Category A
100 Boundary Road	Altered	Category A
102 Boundary Road	Altered	Category A
104 Boundary Road	Altered	Category A
104 Boundary Road	Altered	Category A
113 Boundary Road	Altered	Category A
127 Boundary Road	Altered	Category A
129 Boundary Road	Altered	Category A
133 Boundary Road	Altered	Category A
1/75 Boundary Road	Altered	Category A
3/75 Boundary Road	Altered	Category A
2/79 Boundary Road	Altered	Category A
3/79 Boundary Road	Altered	Category A
1/82 Boundary Road	Altered	Category A
2/82 Boundary Road	Altered	Category A

1/84 Boundary Road	Altered	Category A
2/84 Boundary Road	Altered	Category A
1/104C Boundary Road	Altered	Category B
1/115 Boundary Road	Altered	Category A
1/119 Boundary Road	Altered	Category A
104A Boundary Road	Altered	Category A
115A Boundary Road	Altered	Category A
115C Boundary Road	Altered	Category A
131A Boundary Road	Altered	Category B
2/104C Boundary Road	Altered	Category B
2/119 Boundary Road	Altered	Category A
3/119 Boundary Road	Altered	Category A
92A Boundary Road	Altered	Category A
94A Boundary Road	Altered	Category A
3 Brooks Way	Altered	Category A
4 Brooks Way	Altered	Category A
5 Brooks Way	Altered	Category A
7 Brooks Way	Altered	Category A
8 Brooks Way	Altered	Category A
10 Brooks Way	Altered	Category A
11 Brooks Way	Altered	Category A Category A
6A Brooks Way	Altered	Category A Category A
6B Brooks Way	Altered	Category A
6C Brooks Way	Altered	Category A Category A
3 Caldecote Place	Altered	
5 Caldecote Place	Altered	Category A Category A
6 Caldecote Place	Altered	Category A Category A
7 Caldecote Place	Altered	Category A
8 Caldecote Place	Altered	Category A
129 Carruth Road	Altered	Category A
129 Carruth Road	Altered	
131 Carruth Road		Category A
	Altered	Category A
131 Carruth Road	Altered	Category A
133 Carruth Road	Altered	Category A
135 Carruth Road	Altered Altered	Category A
135 Carruth Road		Category A
135 Carruth Road	Altered	Category A
137 Carruth Road	Altered	Category A
137 Carruth Road	Altered	Category A
137 Carruth Road	Altered	Category A
138 Carruth Road	Altered	Category A
140 Carruth Road	Altered	Category A
142 Carruth Road	Altered	Category A
146 Carruth Road	Altered	Category A
146 Carruth Road	Altered	Category A
148 Carruth Road	Altered	Category A
148 Carruth Road	Altered	Category A
150 Carruth Road	Altered	Category A
152 Carruth Road	Altered	Category A

133A Carruth Road	Altered	Category A
79 Charntay Avenue	Altered	Category A
81 Charntay Avenue	Altered	Category A
83 Charntay Avenue	Altered	Category A
85 Charntay Avenue	Altered	Category A
87 Charntay Avenue	Altered	Category A
1/68 Charntay Avenue	Altered	Category A
2/68 Charntay Avenue	Altered	Category A
1/70 Charntay Avenue	Altered	Category A
2/70 Charntay Avenue	Altered	Category A
3/70 Charntay Avenue	Altered	Category A
1/74 Charntay Avenue	Altered	Category A
2/74 Charntay Avenue	Altered	Category B
3/74 Charntay Avenue	Altered	Category A
4 Constance Place	Altered	Category A
6 Constance Place	Altered	Category A
8 Constance Place	Altered	Category A
10 Constance Place	Altered	Category A
12 Constance Place	Altered	Category A
13 Constance Place	Altered	Category A
13 Constance Place	Altered	Category A
4A Constance Place	Altered	Category A
37 Darnell Crescent	Altered	Category A
54 Darnell Crescent	Altered	Category A
159 Dawson Road	Altered	Category A
161 Dawson Road	Altered	Category A
163 Dawson Road	Altered	Category A
163 Dawson Road	Altered	Category A
165 Dawson Road	Altered	Category A
165 Dawson Road	Altered	Category A
169 Dawson Road	Altered	Category A
171 Dawson Road	Altered	Category A
173A Dawson Road	Altered	Category A
1 Dillon Crescent	Altered	Category A
3 Dillon Crescent	Altered	Category A
4 Dillon Crescent	Altered	Category A
53 Diorella Drive	Altered	Category A
55 Diorella Drive	Altered	Category A
57 Diorella Drive	Altered	Category A
59 Diorella Drive	Altered	Category A
66 Diorella Drive	Altered	Category A
68 Diorella Drive	Altered	Category C
1/64 Diorella Drive	Altered	Category A
2/64 Diorella Drive	Altered	Category A
3 Dissmeyer Drive	Altered	Category B
4 Dissmeyer Drive	Altered	Category A
5 Dissmeyer Drive	Altered	Category C
6 Dissmeyer Drive	Altered	Category A
7 Dissmeyer Drive	Altered	Category B

8 Dissmeyer Drive	Altered	Category A
9 Dissmeyer Drive	Altered	Category B
10 Dissmeyer Drive	Altered	Category A
11 Dissmeyer Drive	Altered	Category B
13 Dissmeyer Drive	Altered	Category A
14 Dissmeyer Drive	Altered	Category A
15 Dissmeyer Drive	Altered	Category A
16 Dissmeyer Drive	Altered	Category A
16 Dissmeyer Drive	Altered	Category A
17 Dissmeyer Drive	Altered	Category A
	Altered	
19 Dissmeyer Drive		Category A
20 Dissmeyer Drive	Altered	Category A
21 Dissmeyer Drive	Altered	Category A
23 Dissmeyer Drive	Altered	Category A
24 Dissmeyer Drive	Altered	Category A
25 Dissmeyer Drive	Altered	Category A
26 Dissmeyer Drive	Altered	Category A
27 Dissmeyer Drive	Altered	Category A
28 Dissmeyer Drive	Altered	Category A
29 Dissmeyer Drive	Altered	Category A
31 Dissmeyer Drive	Altered	Category A
31 Dissmeyer Drive	Altered	Category B
33 Dissmeyer Drive	Altered	Category A
34 Dissmeyer Drive	Altered	Category A
35 Dissmeyer Drive	Altered	Category A
36 Dissmeyer Drive	Altered	Category A
37 Dissmeyer Drive	Altered	Category A
38 Dissmeyer Drive	Altered	Category A
39 Dissmeyer Drive	Altered	Category A
39 Dissmeyer Drive	Altered	Category B
41 Dissmeyer Drive	Altered	Category A
41 Dissmeyer Drive	Altered	Category B
43 Dissmeyer Drive	Altered	Category A
45 Dissmeyer Drive	Altered	Category A
47 Dissmeyer Drive	Altered	Category A
47 Dissmeyer Drive	Altered	Category B
49 Dissmeyer Drive	Altered	Category B
49 Dissmeyer Drive	Altered	Category A
51 Dissmeyer Drive	Altered	Category A
51 Dissmeyer Drive	Altered	Category A
53 Dissmeyer Drive	Altered	Category A
55 Dissmeyer Drive	Altered	Category A
57 Dissmeyer Drive	Altered	Category A
29 Fitzroy Street	Altered	Category A
31 Fitzroy Street	Altered	Category A
33 Fitzroy Street	Altered	Category A
35 Fitzroy Street	Altered	Category A
37 Fitzroy Street	Altered	Category A
41 Fitzroy Street	Altered	Category A
		Catogory A

43 Fitzroy Street	Altered	Category A
61 Fitzroy Street	Altered	Category A
63 Fitzroy Street	Altered	Category A
65 Fitzroy Street	Altered	Category A
67 Fitzroy Street	Altered	Category A
69 Fitzroy Street	Altered	Category A
71 Fitzroy Street	Altered	Category A
73 Fitzroy Street	Altered	Category A
75 Fitzroy Street	Altered	Category A
79 Fitzroy Street	Altered	Category A
87 Fitzroy Street	Altered	Category A
89 Fitzroy Street	Altered	Category A
91 Fitzroy Street	Altered	Category A
99 Fitzroy Street	Altered	Category A
99 Fitzroy Street	Altered	Category A
103 Fitzroy Street	Altered	Category A
105 Fitzroy Street	Altered	Category A
107 Fitzroy Street	Altered	Category A
2/77 Fitzroy Street	Altered	Category A
2/85 Fitzroy Street	Altered	Category A
1/95 Fitzroy Street	Altered	Category A
2/95 Fitzroy Street	Altered	Category A
3/95 Fitzroy Street	Altered	Category A
1/97 Fitzroy Street	Altered	Category A
2/97 Fitzroy Street	Altered	Category A
3/97 Fitzroy Street	Altered	Category A
4/97 Fitzroy Street	Altered	Category A
29A Fitzroy Street	Altered	Category A
31A Fitzroy Street	Altered	Category A
33A Fitzroy Street	Altered	Category A
35A Fitzroy Street	Altered	Category A
37A Fitzroy Street	Altered	Category A
45A Fitzroy Street	Altered	Category A
45B Fitzroy Street	Altered	Category A
45C Fitzroy Street	Altered	Category A
65B Fitzroy Street	Altered	Category A
65C Fitzroy Street	Altered	Category A
67A Fitzroy Street	Altered	Category A
69A Fitzroy Street	Altered	Category A
71A Fitzroy Street	Altered	Category A
71B Fitzroy Street	Altered	Category A
73A Fitzroy Street	Altered	Category A
73B Fitzroy Street	Altered	Category A
75A Fitzroy Street	Altered	Category A
77A Fitzroy Street	Altered	Category A
87A Fitzroy Street	Altered	Category A
87B Fitzroy Street	Altered	Category A
89A Fitzroy Street	Altered	Category A
91A Fitzroy Street	Altered	Category A

91B Fitzroy Street	Altered	Category A
93A Fitzroy Street	Altered	Category A
93B Fitzroy Street	Altered	Category A
1 Grayson Avenue	Altered	Category A
621 Great South Road	Altered	Category B
631 Great South Road	Altered	Category B
640 Great South Road	Altered	Category A
640 Great South Road	Altered	Category A
640 Great South Road	Altered	Category A
53 Hollyford Drive	Altered	Category A
53 Hollyford Drive	Altered	Category A
55 Hollyford Drive	Altered	Category A
55 Hollyford Drive	Altered	Category A
57 Hollyford Drive	Altered	Category A
57 Hollyford Drive	Altered	Category A
59 Hollyford Drive	Altered	Category A
64 Hollyford Drive	Altered	Category A
66 Hollyford Drive	Altered	Category A
66 Hollyford Drive	Altered	Category A
68 Hollyford Drive	Altered	Category A
70 Hollyford Drive	Altered	Category A
72A Hollyford Drive	Altered	Category B
72B Hollyford Drive	Altered	Category A
1 Ihaka Place	Altered	Category B
3 Ihaka Place	Altered	Category A
4 Ihaka Place	Altered	Category A
5 Ihaka Place	Altered	Category A
6 Ihaka Place	Altered	Category A
7 Ihaka Place	Altered	Category A
8 Ihaka Place	Altered	Category A
1/2 Ihaka Place	Altered	Category B
2/2 Ihaka Place	Altered	Category A
3/2 Ihaka Place	Altered	Category A
4/2 Ihaka Place	Altered	Category A
3 Jontue Place	Altered	Category A
5 Jontue Place	Altered	Category A
7 Jontue Place	Altered	Category B
7 Jontue Place	Altered	Category A
9 Jontue Place	Altered	Category A
10 Jontue Place	Altered	Category A
11 Jontue Place	Altered	Category A
11 Jontue Place	Altered	Category A
11 Jontue Place	Altered	Category A
12 Jontue Place	Altered	Category A
13 Jontue Place	Altered	Category A
14 Jontue Place	Altered	Category A
15 Jontue Place	Altered	Category A
16 Jontue Place	Altered	Category A
5A Jontue Place	Altered	Category A

2 Lambie Drive	Altered	Category B
5 Lambie Drive	Altered	Category B
19 Lambie Drive	Altered	Category A
1/7 Lambie Drive	Altered	Category A
2/7 Lambie Drive	Altered	Category A
3/7 Lambie Drive	Altered	Category A
1 Leila Place	Altered	Category B
2 Leila Place	Altered	Category A
2 Leila Place	Altered	Category B
4 Leila Place	Altered	Category A
6 Leila Place	Altered	Category A
9 Leila Place	Altered	Category A
1/3 Leila Place	Altered	Category A
2/3 Leila Place	Altered	Category A
1/7 Leila Place	Altered	Category A
2/7 Leila Place	Altered	Category A
4 Leith Court	Altered	Category A
6 Leith Court	Altered	Category A Category A
6 Leith Court	Altered	Category A
8 Leith Court	Altered	Category A
10 Leith Court	Altered	
14 Leith Court	Altered	Category A
14 Leith Court	Altered	Category A
18 Leith Court	Altered	Category A
19 Leith Court	Altered	Category A
	Altered	Category A
20 Leith Court 21 Leith Court	Altered	Category A
		Category A
22 Leith Court 1/12 Leith Court	Altered	Category A
2/12 Leith Court	Altered Altered	Category A
		Category A
16A Leith Court	Altered	Category A
4A Leith Court	Altered	Category A
58 Manukau Station Road	Altered	Category B
58 Manukau Station Road	Altered	Category B
35 Medvale Avenue	Altered	Category A
37 Medvale Avenue	Altered	Category A
39 Medvale Avenue	Altered	Category A
41 Medvale Avenue	Altered	Category A
1 Norman Spencer Drive	Altered	Category A
3 Norman Spencer Drive	Altered	Category A
5 Norman Spencer Drive	Altered	Category A
1/4 Norman Spencer Drive	Altered	Category A
2/4 Norman Spencer Drive	Altered	Category A
39 Nuneaton Drive	Altered	Category A
41 Nuneaton Drive	Altered	Category A
45 Nuneaton Drive	Altered	Category A
62 Othello Drive	Altered	Category A
63 Othello Drive	Altered	Category A
64 Othello Drive	Altered	Category A

65B Othello DriveA67A Othello DriveA	Altered Altered	Category A Category A
67A Othello Drive		
	Altered	Category A
	Altered	Category A
1 Penion Drive	Altered	Category C
	Altered	Category A
19 Penion Drive	Altered	Category A
25 Penion Drive	Altered	Category A
	Altered	Category A
	Altered	Category A
29 Penion Drive	Altered	Category A
	Altered	Category A
1/33 Penion Drive	Altered	Category A
	Altered	Category A
	Altered	Category A
2/21 Penion Drive	Altered	Category A
1/6 Penion Drive	Altered	Category A
2/6 Penion Drive	Altered	Category A
1/7 Penion Drive	Altered	Category A
2/7 Penion Drive	Altered	Category A
1/8 Penion Drive	Altered	Category A
2/8 Penion Drive	Altered	Category A
1/9 Penion Drive	Altered	Category A
1/10 Penion Drive	Altered	Category A
2/10 Penion Drive	Altered	Category A
3/10 Penion Drive	Altered	Category A
1/23 Penion Drive	Altered	Category A
2/23 Penion Drive	Altered	Category A
19A Penion Drive	Altered	Category A
27A Penion Drive	Altered	Category A
39A Penion Drive	Altered	Category A
3A Penion Drive	Altered	Category A
3B Penion Drive	Altered	Category A
5A Penion Drive	Altered	Category A
5B Penion Drive	Altered	Category A
9B Penion Drive	Altered	Category A
4 Plunket Avenue	Altered	Category B
7 Plunket Avenue	Altered	Category A
8 Plunket Avenue	Altered	Category A
9 Plunket Avenue	Altered	Category A

10 Plunket Avenue	Altered	Category A
12 Plunket Avenue	Altered	Category A
14 Plunket Avenue	Altered	Category A
11A Plunket Avenue	Altered	Category A
14A Plunket Avenue	Altered	Category A
6A Plunket Avenue	Altered	Category A
7A Plunket Avenue	Altered	Category A
8A Plunket Avenue	Altered	Category A
63 Puhinui Road	Altered	Category A
65 Puhinui Road	Altered	Category A
68 Puhinui Road	Altered	Category A
70 Puhinui Road	Altered	Category A
70 Puhinui Road	Altered	Category A
74 Puhinui Road	Altered	Category B
80 Puhinui Road	Altered	Category A
82 Puhinui Road	Altered	Category A
82 Puhinui Road	Altered	Category A
83 Puhinui Road	Altered	Category A
83 Puhinui Road	Altered	Category A
83 Puhinui Road	Altered	Category A
83 Puhinui Road	Altered	Category A
83 Puhinui Road	Altered	Category A
83 Puhinui Road	Altered	Category B
84 Puhinui Road	Altered	Category A
86 Puhinui Road	Altered	Category A
88 Puhinui Road	Altered	Category A
92 Puhinui Road	Altered	Category A
94 Puhinui Road	Altered	Category B
96 Puhinui Road	Altered	Category A
96 Puhinui Road	Altered	Category A
98 Puhinui Road	Altered	Category A
100 Puhinui Road	Altered	Category A
100 Puhinui Road	Altered	Category A
109 Puhinui Road	Altered	Category B
110 Puhinui Road	Altered	Category A
111 Puhinui Road	Altered	Category A
112 Puhinui Road	Altered	Category B
113 Puhinui Road	Altered	Category B
114 Puhinui Road	Altered	Category A
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116 Puhinui Road	Altered	Category A
116 Puhinui Road	Altered	Category A
116 Puhinui Road	Altered	Category A
116 Puhinui Road	Altered	Category A
116 Puhinui Road	Altered	Category A
120 Puhinui Road	Altered	Category B
120 Puhinui Road	Altered	Category A

121 Puhinui Road	Altered	Category B
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137 Puhinui Road	Altered	Category B
139 Puhinui Road	Altered	Category B
141 Puhinui Road	Altered	Category B
143 Puhinui Road	Altered	Category A
145 Puhinui Road	Altered	Category A
147 Puhinui Road	Altered	Category A
151 Puhinui Road	Altered	Category A
2/73 Puhinui Road	Altered	Category B
1/90 Puhinui Road	Altered	Category A
2/90 Puhinui Road	Altered	Category A
3/90 Puhinui Road	Altered	Category A
1/104 Puhinui Road	Altered	Category B
1/118 Puhinui Road	Altered	Category B
1/119 Puhinui Road	Altered	Category B
105A Puhinui Road	Altered	Category A
109A Puhinui Road	Altered	Category A
112A Puhinui Road	Altered	Category A
113A Puhinui Road	Altered	Category A
114A Puhinui Road	Altered	Category A
122A Puhinui Road	Altered	Category A
123A Puhinui Road	Altered	Category A
124B Puhinui Road	Altered	Category B
124C Puhinui Road	Altered	Category A
125A Puhinui Road	Altered	Category B
125B Puhinui Road	Altered	Category A
127A Puhinui Road	Altered	Category B
127B Puhinui Road	Altered	Category A
128A Puhinui Road	Altered	Category B
135A Puhinui Road	Altered	Category A
139A Puhinui Road	Altered	Category A
141A Puhinui Road	Altered	Category A
142A Puhinui Road	Altered	Category B
143A Puhinui Road	Altered	Category A
147A Puhinui Road	Altered	Category A
148A Puhinui Road	Altered	Category B
148B Puhinui Road	Altered	Category A
2/101 Puhinui Road	Altered	Category B
2/102 Puhinui Road	Altered	Category B
2/102 Puhinui Road	Altered	Category A
2/103 Puhinui Road	Altered	Category A
2/104 Puhinui Road	Altered	Category A
2/111 Puhinui Road	Altered	Category A
2/118 Puhinui Road	Altered	Category A
3/101 Puhinui Road	Altered	Category A

3/118 Puhinui Road	Altered	Category A
3/150 Puhinui Road	Altered	Category A
3/150 Puhinui Road	Altered	Category A
63A Puhinui Road	Altered	Category A
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66B Puhinui Road	Altered	Category A
66C Puhinui Road	Altered	Category A
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77A Puhinui Road	Altered	Category B
77B Puhinui Road	Altered	Category A
85A Puhinui Road	Altered	Category B
86A Puhinui Road	Altered	Category A
87A Puhinui Road	Altered	Category A
88A Puhinui Road	Altered	Category A
93B Puhinui Road	Altered	Category B
93C Puhinui Road	Altered	Category A
94A Puhinui Road	Altered	Category A Category A
17 Putney Way	Altered	Category A
3/10 Ranfurly Road	Altered	Category A Category A
13 Rito Place	Altered	Category A
51 Robin Brooke Drive	Altered	Category A Category A
53 Robin Brooke Drive	Altered	Category A Category A
18 Ronwood Avenue	Altered	Category A
16 Sambrooke Crescent	Altered	Category A Category A
18 Sambrooke Crescent	Altered	Category A
20 Sambrooke Crescent	Altered	Category A Category A
22 Sambrooke Crescent	Altered	Category A
24 Sambrooke Crescent	Altered	Category A
26 Sambrooke Crescent	Altered	Category A
1 Sandrine Avenue	Altered	Category C
3 Sandrine Avenue	Altered	Category A
3 Sandrine Avenue	Altered	Category A
4 Sandrine Avenue	Altered	Category A
6 Sandrine Avenue	Altered	Category A
8 Sandrine Avenue	Altered	Category A
10 Sandrine Avenue	Altered	Category A
2 Shalimar Place	Altered	Category B
3 Shalimar Place	Altered	Category A
4 Shalimar Place	Altered	Category A
5 Shalimar Place	Altered	Category A
6 Shalimar Place	Altered	Category A
7 Shalimar Place	Altered	Category A
8 Shalimar Place	Altered	Category A
9 Shalimar Place	Altered	Category A
10 Shalimar Place	Altered	Category A
1A Shalimar Place	Altered	Category C
1B Shalimar Place	Altered	Category A
35 Sidey Avenue	Altered	Category A Category A
65 Sikkim Crescent	Altered	Category A Category A
	Aleleu	Jaleyory A

67 Sikkim Crescent	Altered	Category A
68 Sikkim Crescent	Altered	Category A
70 Sikkim Crescent	Altered	Category A
70 Sikkim Crescent	Altered	Category A
71 Sikkim Crescent	Altered	Category A
72 Sikkim Crescent	Altered	Category A
73 Sikkim Crescent	Altered	Category A
74 Sikkim Crescent	Altered	Category A
75 Sikkim Crescent	Altered	Category A
76 Sikkim Crescent	Altered	Category A
78 Sikkim Crescent	Altered	Category A
80 Sikkim Crescent	Altered	Category A
82 Sikkim Crescent	Altered	Category A
84 Sikkim Crescent	Altered	Category A
86 Sikkim Crescent	Altered	Category A
88 Sikkim Crescent	Altered	Category A
88 Sikkim Crescent	Altered	Category A Category A
14 Tavistock Street	Altered	Category A
15 Tavistock Street	Altered	Category A
16 Tavistock Street	Altered	Category A
17 Tavistock Road	Altered	Category A
47 Te Irirangi Drive	Altered	Category B
49 Te Irirangi Drive	Altered	Category B
51 Te Irirangi Drive	Altered	Category B
52 Te Irirangi Drive	Altered	Category A
53 Te Irirangi Drive	Altered	Category C
54 Te Irirangi Drive	Altered	Category A
58 Te Irirangi Drive	Altered	Category A
63 Te Irirangi Drive	Altered	Category C
73 Te Irirangi Drive	Altered	Category C
75 Te Irirangi Drive	Altered	Category C
77 Te Irirangi Drive	Altered	Category C
79 Te Irirangi Drive	Altered	Category B
83 Te Irirangi Drive	Altered	Category B
85 Te Irirangi Drive	Altered	Category B
87 Te Irirangi Drive	Altered	Category B
93 Te Irirangi Drive	Altered	Category B
143 Te Irirangi Drive	Altered	Category A
163 Te Irirangi Drive	Altered	Category B
165 Te Irirangi Drive	Altered	Category B
167 Te Irirangi Drive	Altered	Category B
169 Te Irirangi Drive	Altered	Category B
171 Te Irirangi Drive	Altered	Category B Category B
173 Te Irirangi Drive	Altered	Category B Category B
175 Te Irirangi Drive	Altered	Category C
177 Te Irirangi Drive	Altered	Category C
179 Te Irirangi Drive	Altered	Category C
181 Te Irirangi Drive	Altered	Category C
183 Te Irirangi Drive	Altered	Category C
	Allereu	Calegory C

185 Te Irirangi Drive	Altered	Category B
187 Te Irirangi Drive	Altered	Category C
189 Te Irirangi Drive	Altered	Category C
191 Te Irirangi Drive	Altered	Category C
193 Te Irirangi Drive	Altered	Category C
195 Te Irirangi Drive	Altered	Category C
197 Te Irirangi Drive	Altered	Category C
198 Te Irirangi Drive	Altered	Category B
200 Te Irirangi Drive	Altered	Category B
202 Te Irirangi Drive	Altered	Category B
203 Te Irirangi Drive	Altered	Category C
204 Te Irirangi Drive	Altered	Category B
205 Te Irirangi Drive	Altered	Category B
206 Te Irirangi Drive	Altered	Category B
208 Te Irirangi Drive	Altered	Category B
212 Te Irirangi Drive	Altered	Category B
216 Te Irirangi Drive	Altered	Category B
222 Te Irirangi Drive	Altered	Category B
224 Te Irirangi Drive	Altered	Category A
226 Te Irirangi Drive	Altered	Category A
228 Te Irirangi Drive	Altered	Category B
1/64 Te Irirangi Drive	Altered	Category A
2/64 Te Irirangi Drive	Altered	Category A
2/66 Te Irirangi Drive	Altered	Category A
2/68 Te Irirangi Drive	Altered	Category A
1/70 Te Irirangi Drive	Altered	Category A
2/70 Te Irirangi Drive	Altered	Category A
2/80 Te Irirangi Drive	Altered	Category A
2/86 Te Irirangi Drive	Altered	Category A
1/97 Te Irirangi Drive	Altered	Category C
1/101 Te Irirangi Drive	Altered	Category B
1/102 Te Irirangi Drive	Altered	Category A
1/104 Te Irirangi Drive	Altered	Category A
1/105 Te Irirangi Drive	Altered	Category B
1/116 Te Irirangi Drive	Altered	Category A
1/122 Te Irirangi Drive	Altered	Category A
1/128 Te Irirangi Drive	Altered	Category A
1/136 Te Irirangi Drive	Altered	Category A
1/138 Te Irirangi Drive	Altered	Category A
1/144 Te Irirangi Drive	Altered	Category A
1/145 Te Irirangi Drive	Altered	Category A
1/150 Te Irirangi Drive	Altered	Category A
1/156 Te Irirangi Drive	Altered	Category A
1/162 Te Irirangi Drive	Altered	Category A
1/168 Te Irirangi Drive	Altered	Category A
1/190 Te Irirangi Drive	Altered	Category C
1/192 Te Irirangi Drive	Altered	Category A
114A Te Irirangi Drive	Altered	Category A
114A Te Irirangi Drive	Altered	Category A

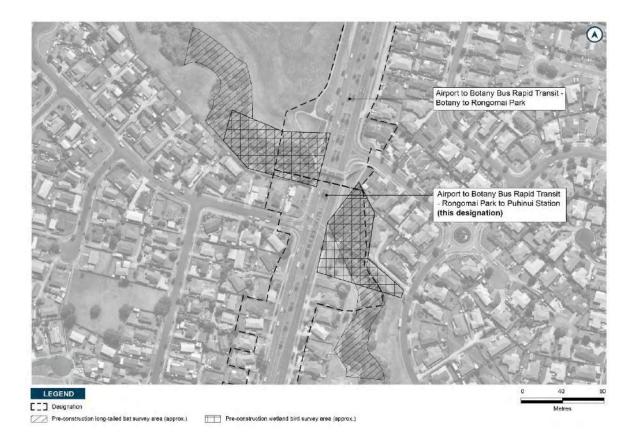
143A Te Irirangi Drive	Altered	Category A
190B Te Irirangi Drive	Altered	Category B
2/101 Te Irirangi Drive	Altered	Category A
2/104 Te Irirangi Drive	Altered	Category A
2/105 Te Irirangi Drive	Altered	Category A
2/116 Te Irirangi Drive	Altered	Category A
2/122 Te Irirangi Drive	Altered	Category A
2/128 Te Irirangi Drive	Altered	Category A
2/136 Te Irirangi Drive	Altered	Category A
2/138 Te Irirangi Drive	Altered	Category A
2/144 Te Irirangi Drive	Altered	Category A
2/145 Te Irirangi Drive	Altered	Category A
2/147 Te Irirangi Drive	Altered	Category B
2/150 Te Irirangi Drive	Altered	Category A
2/151 Te Irirangi Drive	Altered	Category A
2/151 Te Irirangi Drive	Altered	Category A
2/155 Te Irirangi Drive	Altered	Category B
2/156 Te Irirangi Drive	Altered	Category A
2/162 Te Irirangi Drive	Altered	Category A
2/168 Te Irirangi Drive	Altered	Category A
2/192 Te Irirangi Drive	Altered	Category B
3/101 Te Irirangi Drive	Altered	Category B
3/105 Te Irirangi Drive	Altered	Category B
46A Te Irirangi Drive	Altered	Category A
50A Te Irirangi Drive	Altered	Category A
58B Te Irirangi Drive	Altered	Category A
76C Te Irirangi Drive	Altered	Category A
95A Te Irirangi Drive	Altered	Category A
95B Te Irirangi Drive	Altered	Category A
97B Te Irirangi Drive	Altered	Category A
97C Te Irirangi Drive	Altered	Category B
7 Titchmarsh Crescent	Altered	Category A
8 Titchmarsh Crescent	Altered	Category A
9 Titchmarsh Crescent	Altered	Category A
10 Titchmarsh Crescent	Altered	Category A
11 Titchmarsh Crescent	Altered	Category A
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16 Titchmarsh Crescent	Altered	Category A
18 Titchmarsh Crescent	Altered	Category A
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21 Titchmarsh Crescent	Altered	Category A
22 Titchmarsh Crescent	Altered	Category A
23 Titchmarsh Crescent	Altered	Category A
24 Titchmarsh Crescent	Altered	Category A
25 Titchmarsh Crescent	Altered	Category A
26 Titchmarsh Crescent	Altered	Category A
27 Titchmarsh Crescent	Altered	Category A

29 Titchmarsh Crescent	Altered	Category A
31 Titchmarsh Crescent	Altered	Category A
33 Titchmarsh Crescent	Altered	Category A
35 Titchmarsh Crescent	Altered	Category A
37 Titchmarsh Crescent	Altered	Category A
39 Titchmarsh Crescent	Altered	Category A
41 Titchmarsh Crescent	Altered	Category A
43 Titchmarsh Crescent	Altered	Category A
11 Townley Place	Altered	Category A
1/13 Townley Place	Altered	Category A
2/13 Townley Place	Altered	Category A
1/14 Townley Place	Altered	Category A
2/14 Townley Place	Altered	Category A
2/14 Townley Place	Altered	
-	Altered	Category A
1/6 Townley Place		Category A
2/6 Townley Place	Altered	Category A
1/8 Townley Place	Altered Altered	Category A
2/8 Townley Place		Category A
1/10 Townley Place	Altered	Category A
2/10 Townley Place	Altered	Category A
1/12 Townley Place	Altered	Category A
2/12 Townley Place	Altered	Category A
2 Ulay Place	Altered	Category A
3 Ulay Place	Altered	Category A
5 Ulay Place	Altered	Category A
7 Ulay Place	Altered	Category A
9 Ulay Place	Altered	Category A
11 Ulay Place	Altered	Category A
13 Ulay Place	Altered	Category A
4A Ulay Place	Altered	Category A
3 Whetstone Road	Altered	Category A
4 Whetstone Road	Altered	Category A
5 Whetstone Road	Altered	Category A
6 Whetstone Road	Altered	Category A
7 Whetstone Road	Altered	Category A
8 Whetstone Road	Altered	Category A
9 Whetstone Road	Altered	Category A
10 Whetstone Road	Altered	Category B
7A Whetstone Road	Altered	Category A
33 York Road	Altered	Category A
35 York Road	Altered	Category A
36 York Road	Altered	Category A
37 York Road	Altered	Category A
37 York Road	Altered	Category A
37 York Road	Altered	Category A
37 York Road	Altered	Category A
39 York Road	Altered	Category A
40 York Road	Altered	Category A
1/36 York Road	Altered	Category A

2/36 York Road	Altered	Category A
40A York Road	Altered	Category A
24 Zelda Avenue	Altered	Category A
26 Zelda Avenue	Altered	Category A
28 Zelda Avenue	Altered	Category A
28 Zelda Avenue	Altered	Category A
30 Zelda Avenue	Altered	Category A
32 Zelda Avenue	Altered	Category A
34 Zelda Avenue	Altered	Category A
36 Zelda Avenue	Altered	Category A
38 Zelda Avenue	Altered	Category A
40 Zelda Avenue	Altered	Category A
42 Zelda Avenue	Altered	Category A
44 Zelda Avenue	Altered	Category A
46 Zelda Avenue	Altered	Category A
46 Zelda Avenue	Altered	Category A
48 Zelda Avenue	Altered	Category A
50 Zelda Avenue	Altered	Category A
52 Zelda Avenue	Altered	Category A
52 Zelda Avenue	Altered	Category A
54 Zelda Avenue	Altered	Category A
54 Zelda Avenue	Altered	Category A
56 Zelda Avenue	Altered	Category A
58 Zelda Avenue	Altered	Category A
60 Zelda Avenue	Altered	Category A
62 Zelda Avenue	Altered	Category A
62 Zelda Avenue	Altered	Category A
64 Zelda Avenue	Altered	Category A
66 Zelda Avenue	Altered	Category A
68 Zelda Avenue	Altered	Category A
70 Zelda Avenue	Altered	Category A
74 Zelda Avenue	Altered	Category A
76 Zelda Avenue	Altered	Category A
82 Zelda Avenue	Altered	Category A
84 Zelda Avenue	Altered	Category A
84 Zelda Avenue	Altered	Category A
26A Zelda Avenue	Altered	Category A
84A Zelda Avenue	Altered	Category A

### Schedule 3: Identified Biodiversity Areas

Pre-construction long tailed bat and wetland bird survey area(s):



# Schedule 4: Trees to be included in the Tree Management Plan



Tree/Group of Trees
 Designation Boundary

0 30 60

43



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Tree/Group of Trees Designation Boundary



 Tree/Group of Trees Designation Boundary



LEGEND

Tree/Group of Trees
 Designation Boundary

0 30 0



Tree/Group of Trees
 Designation Boundary

0 30 6 Metres



Tree/Group of Trees
 Designation Boundary

0 30



Tree/Group of Trees
 Designation Boundary

0 30 60 Metres



Tree/Group of Trees
 Designation Boundary

Metres 



LEGEND

Tree/Group of Trees
 Designation Boundary

0 40 80



Tree/Group of Trees Designation Boundary .



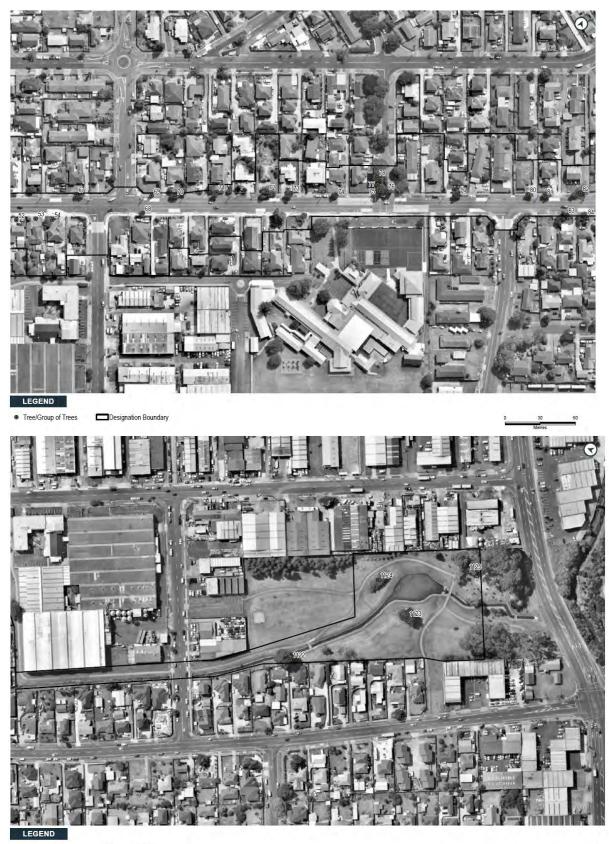
Tree/Group of Trees
 Designation Boundary



 Tree/Group of Trees Designation Boundary



Tree/Group of Trees
 Designation Boundary



Tree/Group of Trees
 Designation Boundary



Tree/Group of Trees Designation Boundary

Tree No.	Vegetation Type	Protection	Species	Age
31	Single tree	Road Reserve	Magnolia	Mature
33	Single tree	Road Reserve	Pohutukawa	Semi - Mature
34	Single tree	Road Reserve	Pohutukawa	Semi - Mature
35	Single tree	Road Reserve	Bottlebrush	Semi - Mature
36	Single tree	Road Reserve	Pohutukawa	Semi - Mature
37	Single tree	Road Reserve	Pohutukawa	Semi - Mature
38	Single tree	Road Reserve	Pohutukawa	Semi - Mature
39	Single tree	Road Reserve	Pohutukawa	Semi - Mature
40	Single tree	Road Reserve	Pohutukawa	Semi - Mature
41	Single tree	Road Reserve	Pohutukawa	Semi - Mature
42	Single tree	Road Reserve	Pohutukawa	Semi - Mature
43	Single tree	Road Reserve	Pohutukawa	Semi - Mature
44	Single tree	Road Reserve	Pohutukawa	Semi - Mature
45	Single tree	Road Reserve	Pohutukawa	Semi - Mature
46	Single tree	Road Reserve	Pohutukawa	Semi - Mature
47	Single tree	Road Reserve	Pohutukawa	Semi - Mature
48	Single tree	Road Reserve	Pohutukawa	Semi - Mature
49	Single tree	Road Reserve	Pohutukawa	Semi - Mature
50	Single tree	Road Reserve	Pohutukawa	Semi - Mature
51	Single tree	Road Reserve	Pohutukawa	Semi - Mature
52	Single tree	Road Reserve	Pohutukawa	Semi - Mature
53	Single tree	Road Reserve	Pohutukawa	Semi - Mature
54	Single tree	Road Reserve	Pohutukawa	Semi - Mature

52

55	Single tree	Road Reserve	Pohutukawa	Semi - Mature
56	Single tree	Road Reserve	Pohutukawa	Semi - Mature
57	Single tree	Road Reserve	Pohutukawa	Semi - Mature
58	Single tree	Road Reserve	Pohutukawa	Semi - Mature
59	Single tree	Road Reserve	Pohutukawa	Semi - Mature
60	Single tree	Road Reserve	Pohutukawa	Semi - Mature
61	Single tree	Road Reserve	Liquid Amber	Semi - Mature
62	Single tree	Road Reserve	Cherry	Mature
63	Single tree	Road Reserve	Grevilia	Mature
64	Single tree	Road Reserve	Spindle Tree	Mature
65	Single tree	Road Reserve	Titoki	Semi - Mature
66	Single tree	Road Reserve	Pohutukawa	Semi - Mature
67	Single tree	Road Reserve	Titoki	Semi - Mature
68	Single tree	Road Reserve	Pohutukawa	Semi - Mature
69	Single tree	Road Reserve	Bottlebrush	Semi - Mature
70	Single tree	Road Reserve	Titoki	Semi - Mature
71	Single tree	Road Reserve	Pohutukawa	Semi - Mature
72	Single tree	Road Reserve	Titoki	Semi - Mature
73	Single tree	Road Reserve	Pohutukawa	Semi - Mature
74	Single tree	Road Reserve	Pohutukawa	Semi - Mature
75	Single tree	Road Reserve	Pohutukawa	Mature
76	Single tree	Road Reserve	Pohutukawa	Mature
77	Single tree	Road Reserve	Liquid Amber	Mature
78	Single tree	Road Reserve	Liquid Amber	Mature
79	Single tree	Road Reserve	Pohutukawa	Semi - Mature
80	Single tree	Road Reserve	Pohutukawa	Semi - Mature
81	Single tree	Road Reserve	Pohutukawa	Semi - Mature
82	Single tree	Road Reserve	Pohutukawa	Semi - Mature
83	Single tree	Road Reserve	Pohutukawa	Semi - Mature
84	Single tree	Road Reserve	Pohutukawa	Semi - Mature
85	Single tree	Road Reserve	Pohutukawa	Semi - Mature
86	Single tree	Road Reserve	Pohutukawa	Semi - Mature
87	Single tree	Road Reserve	Pohutukawa	Semi - Mature
88	Single tree	Road Reserve	Camphor Laurel	Mature
89	Single tree	Road Reserve	Privet	Mature
90	Single tree	Road Reserve	Magnolia	Semi - Mature
91	Single tree	Road Reserve	Pohutukawa	Semi - Mature
92	Single tree	Road Reserve	Pohutukawa	Semi - Mature
93	Single tree	Road Reserve	Pohutukawa	Semi - Mature
94	Single tree	Road Reserve	Pohutukawa	Semi - Mature
95	Single tree	Road Reserve	Norfolk Island Pine	Mature
96	Single tree	Road Reserve	Norfolk Island Pine	Mature
97	Single tree	Road Reserve	Norfolk Island Pine	Mature
98	Single tree	Road Reserve	Norfolk Island Pine	Mature
99	Single tree	Road Reserve	Norfolk Island Pine	Mature

100	Single tree	Road Reserve	Norfolk Island Pine	Mature
101	Single tree	Road Reserve	Norfolk Island Pine	Mature
102	Single tree	Road Reserve	Norfolk Island Pine	Mature
103	Single tree	Road Reserve	Norfolk Island Pine	Mature
104	Single tree	Road Reserve	Norfolk Island Pine	Mature
105	Single tree	Road Reserve	Norfolk Island Pine	Mature
106	Single tree	Road Reserve	Norfolk Island Pine	Mature
107	Single tree	Road Reserve	Norfolk Island Pine	Mature
108	Single tree	Road Reserve	Norfolk Island Pine	Mature
109	Single tree	Road Reserve	Norfolk Island Pine	Mature
110	Single tree	Road Reserve	Norfolk Island Pine	Mature
111	Single tree	Road Reserve	Norfolk Island Pine	Mature
112	Single tree	Road Reserve	Norfolk Island Pine	Mature
113	Single tree	Road Reserve	Gum	Mature
114	Single tree	Road Reserve	Gum	Mature
115	Single tree	Road Reserve	Norfolk Island Pine	Semi - Mature
116	Single tree	Road Reserve	Norfolk Island Pine	Mature
117	Single tree	Road Reserve	Norfolk Island Pine	Semi - Mature
118	Single tree	Road Reserve	Norfolk Island Pine	Semi - Mature
119	Single tree	Road Reserve	Norfolk Island Pine	Semi - Mature
120	Single tree	Road Reserve	Gum	Mature
121	Single tree	Road Reserve	Norfolk Island Pine	Mature
122	Single tree	Road Reserve	Norfolk Island Pine	Mature
123	Single tree	Road Reserve	Gum	Mature
124	Single tree	Road Reserve	Gum	Mature
125	Single tree	Road Reserve	Norfolk Island Pine	Semi - Mature
126	Single tree	Road Reserve	Norfolk Island Pine	Semi - Mature
127	Single tree	Road Reserve	Norfolk Island Pine	Mature
128	Single tree	Road Reserve	Norfolk Island Pine	Mature

129	Single tree	Road Reserve	Norfolk Island Pine	Semi - Mature
130	Single tree	Road Reserve	Norfolk Island Pine	Mature
131	Single tree	Road Reserve	Norfolk Island Pine	Mature
132	Single tree	Road Reserve	Norfolk Island Pine	Mature
133	Single tree	Road Reserve	Norfolk Island Pine	Mature
134	Single tree	Road Reserve	Norfolk Island Pine	Mature
135	Single tree	Road Reserve	Norfolk Island Pine	Mature
136	Single tree	Road Reserve	Canary Island Palm	Mature
137	Single tree	Road Reserve	Norfolk Island Pine	Mature
138	Single tree	Road Reserve	Norfolk Island Pine	Mature
139	Single tree	Road Reserve	Norfolk Island Pine	Semi - Mature
140	Single tree	Road Reserve	Puriri	Semi - Mature
141	Single tree	Road Reserve	Puriri	Semi - Mature
142	Single tree	Road Reserve	Puriri	Semi - Mature
143	Single tree	Road Reserve	Puriri	Semi - Mature
144	Single tree	Road Reserve	Puriri	Semi - Mature
145	Single tree	Road Reserve	Puriri	Semi - Mature
146	Single tree	Road Reserve	Puriri	Semi - Mature
147	Single tree	Road Reserve	Puriri	Semi - Mature
148	Single tree	Road Reserve	London Plane	Mature
149	Single tree	Road Reserve	London Plane	Mature
150	Single tree	Road Reserve	Pohutukawa	Young
151	Single tree	Road Reserve	Pohutukawa	Young
152	Single tree	Road Reserve	Pohutukawa	Young
153	Single tree	Road Reserve	Pohutukawa	Young
154	Single tree	Road Reserve	Pohutukawa	Young
155	Single tree	Road Reserve	Pohutukawa	Young
156	Single tree	Road Reserve	Pohutukawa	Semi - Mature
157	Single tree	Road Reserve	Pohutukawa	Semi - Mature
158	Single tree	Road Reserve	Pohutukawa	Semi - Mature
159	Single tree	Road Reserve	Pohutukawa	Semi - Mature
160	Single tree	Road Reserve	Pohutukawa	Semi - Mature
161	Single tree	Road Reserve	Pohutukawa	Semi - Mature
162	Single tree	Road Reserve	Pohutukawa	Semi - Mature
163	Single tree	Road Reserve	Pohutukawa	Semi - Mature
164	Single tree	Road Reserve	Pohutukawa	Semi - Mature
165	Single tree	Road Reserve	Pohutukawa	Semi - Mature
166	Single tree	Road Reserve	Pohutukawa	Semi - Mature
167	Single tree	Road Reserve	Pohutukawa	Semi - Mature
168	Single tree	Road Reserve	Pohutukawa	Semi - Mature

169	Single tree	Road Reserve	Pohutukawa	Semi - Mature
170	Single tree	Road Reserve	Pohutukawa	Semi - Mature
170	Single tree	Road Reserve	Pohutukawa	Semi - Mature
172	Single tree	Road Reserve	Pohutukawa	Semi - Mature
173	Single tree	Road Reserve	Pohutukawa	Semi - Mature
174	Single tree	Road Reserve	Titoki	Semi - Mature
175	Single tree	Road Reserve	Pohutukawa	Young
176	Single tree	Road Reserve	Pohutukawa	Young
177	Single tree	Road Reserve	Pohutukawa	Young
178	Single tree	Road Reserve	Pohutukawa	Young
179	Single tree	Road Reserve	Pohutukawa	Young
180	Single tree	Road Reserve	Pohutukawa	Young
181	Single tree	Road Reserve	Pohutukawa	Young
182	Single tree	Road Reserve	Pohutukawa	Young
183	Single tree	Road Reserve	Pohutukawa	Young
184	Single tree	Road Reserve	Pohutukawa	Young
185	Single tree	Road Reserve	Pohutukawa	Young
186	Single tree	Road Reserve	Pohutukawa	Young
187	Single tree	Road Reserve	Pohutukawa	Young
188	Single tree	Road Reserve	Pohutukawa	Young
189	Single tree	Road Reserve	Pohutukawa	Young
190	Single tree	Road Reserve	Pohutukawa	Young
191	Single tree	Road Reserve	Pohutukawa	Young
192	Single tree	Road Reserve	Pohutukawa	Young
193	Single tree	Road Reserve	Pohutukawa	Young
194	Single tree	Road Reserve	Pohutukawa	Young
195	Single tree	Road Reserve	Pohutukawa	Young
196	Single tree	Road Reserve	Pohutukawa	Young
197	Single tree	Road Reserve	Pohutukawa	Young
198	Single tree	Road Reserve	Pohutukawa	Young
199	Single tree	Road Reserve	Pohutukawa	Young
200	Single tree	Road Reserve	Pohutukawa	Young
201	Single tree	Road Reserve	Pohutukawa	Young
202	Single tree	Road Reserve	Pohutukawa	Semi - Mature
203	Single tree	Road Reserve	Pohutukawa	Semi - Mature
204	Single tree	Road Reserve	Pohutukawa	Semi - Mature
205	Single tree	Road Reserve	Pohutukawa	Semi - Mature
206	Single tree	Road Reserve	Pohutukawa	Semi - Mature
207	Single tree	Road Reserve	Titoki	Young
208	Single tree	Road Reserve	Kauri	Semi - Mature
209	Single tree	Road Reserve	Pohutukawa	Semi - Mature
210	Single tree	Road Reserve	Pohutukawa	Semi - Mature
211	Single tree	Road Reserve	Puriri	Semi - Mature
212	Single tree	Road Reserve	Pohutukawa	Semi - Mature
213	Single tree	Road Reserve	Pohutukawa	Semi - Mature
214	Single tree	Road Reserve	Pohutukawa	Semi - Mature
215	Single tree	Road Reserve	Pohutukawa	Semi - Mature
216	Single tree	Road Reserve	Pohutukawa	Semi - Mature
217	Single tree	Road Reserve	Ash	Mature

			- 1	
218	Single tree	Road Reserve	Ash	Mature
219	Single tree	Road Reserve	Ash	Mature
220	Single tree	Road Reserve	Ash	Mature
221	Single tree	Road Reserve	Pohutukawa	Mature
222	Single tree	Road Reserve	Pohutukawa	Mature
223	Single tree	Road Reserve	Pohutukawa	Mature
224	Single tree	Road Reserve	Pohutukawa	Mature
225	Single tree	Road Reserve	Pohutukawa	Mature
226	Single tree	Road Reserve	Pohutukawa	Mature
227	Single tree	Road Reserve	Pohutukawa	Mature
228	Single tree	Road Reserve	Pin Oak	Mature
229	Single tree	Road Reserve	Pin Oak	Mature
230	Single tree	Road Reserve	Fern Pine	Mature
231	Single tree	Road Reserve	Magnolia	Semi - Mature
232	Single tree	Road Reserve	Magnolia	Semi - Mature
233	Single tree	Road Reserve	Water Gum	Mature
234	Single tree	Road Reserve	Magnolia	Semi - Mature
235	Single tree	Road Reserve	Magnolia	Semi - Mature
236	Single tree	Road Reserve	Magnolia	Semi - Mature
237	Single tree	Road Reserve	Puriri	Semi - Mature
238	Single tree	Road Reserve	Puriri	Semi - Mature
239	Single tree	Road Reserve	Puriri	Mature
240	Single tree	Road Reserve	Puriri	Mature
241	Single tree	Road Reserve	Puriri	Semi - Mature
242	Single tree	Road Reserve	Puriri	Semi - Mature
243	Single tree	Road Reserve	Puriri	Semi - Mature
244	Single tree	Road Reserve	Puriri	Semi - Mature
245	Single tree	Road Reserve	Puriri	Semi - Mature
246	Single tree	Road Reserve	Norfolk Island Pine	Mature
247	Single tree	Road Reserve	Magnolia	Semi - Mature
248	Single tree	Road Reserve	Magnolia	Semi - Mature
249	Single tree	Road Reserve	Magnolia	Semi - Mature
250	Single tree	Road Reserve	Magnolia	Semi - Mature
251	Single tree	Road Reserve	Magnolia	Semi - Mature
252	Single tree	Road Reserve	Magnolia	Semi - Mature
253	Single tree	Road Reserve	Magnolia	Semi - Mature
254	Single tree	Road Reserve	Tulip Tree	Mature
255	Single tree	Road Reserve	Washingtonia Palm	Mature
256	Single tree	Road Reserve	Washingtonia Palm	Semi - Mature
257	Single tree	Road Reserve	Magnolia	Semi - Mature
258	Single tree	Road Reserve	Magnolia	Semi - Mature
259	Single tree	Road Reserve	Magnolia	Semi - Mature
260	Single tree	Road Reserve	Magnolia	Semi - Mature
261	Single tree	Road Reserve	Magnolia	Semi - Mature
262	Single tree	Road Reserve	Norfolk Island Pine	Mature

263	Single tree	Road Reserve	Norfolk Island Pine	Mature
264	Single tree	Road Reserve	Norfolk Island Pine	Mature
265	Single tree	Road Reserve	Norfolk Island Pine	Mature
266	Single tree	Road Reserve	Gum	Mature
267	Single tree	Road Reserve	Gum	Mature
268	Single tree	Road Reserve	Gum	Mature
269	Single tree	Road Reserve	Magnolia	Semi - Mature
270	Single tree	Road Reserve	Gum	Mature
271	Single tree	Road Reserve	Gum	Mature
272	Single tree	Road Reserve	Norfolk Island Pine	Mature
273	Single tree	Road Reserve	Puriri	Semi - Mature
274	Single tree	Road Reserve	Titoki	Semi - Mature
275	Single tree	Road Reserve	Norfolk Island Pine	Mature
276	Single tree	Road Reserve	Titoki	Semi - Mature
277	Single tree	Road Reserve	Puriri	Semi - Mature
278	Single tree	Road Reserve	Puriri	Semi - Mature
279	Single tree	Road Reserve	Magnolia	Semi - Mature
280	Single tree	Road Reserve	Magnolia	Semi - Mature
281	Single tree	Road Reserve	Magnolia	Semi - Mature
282	Single tree	Road Reserve	Magnolia	Semi - Mature
283	Single tree	Road Reserve	Magnolia	Semi - Mature
284	Single tree	Road Reserve	Magnolia	Semi - Mature
285	Single tree	Road Reserve	Magnolia	Semi - Mature
286	Single tree	Road Reserve	Magnolia	Semi - Mature
287	Single tree	Road Reserve	Magnolia	Semi - Mature
288	Single tree	Road Reserve	Magnolia	Semi - Mature
289	Single tree	Road Reserve	Magnolia	Semi - Mature
290	Single tree	Road Reserve	Magnolia	Semi - Mature
291	Single tree	Road Reserve	Magnolia	Semi - Mature
292	Single tree	Road Reserve	Magnolia	Semi - Mature
293	Single tree	Road Reserve	Magnolia	Semi - Mature
294	Single tree	Road Reserve	Magnolia	Semi - Mature
295	Single tree	Road Reserve	Washingtonia Palm	Mature
296	Single tree	Road Reserve	Washingtonia Palm	Mature
297	Single tree	Road Reserve	Washingtonia Palm	Mature
298	Single tree	Road Reserve	Washingtonia Palm	Mature
299	Single tree	Road Reserve	Washingtonia Palm	Mature
300	Single tree	Road Reserve	Washingtonia Palm	Mature
301	Single tree	Road Reserve	Washingtonia Palm	Mature

302	Single tree	Road Reserve	Puriri	Semi - Mature
303	Single tree	Road Reserve	Puriri	Semi - Mature
304	Single tree	Road Reserve	Puriri	Semi - Mature
305	Single tree	Road Reserve	Puriri	Semi - Mature
306	Single tree	Road Reserve	Puriri	Semi - Mature
307	Single tree	Road Reserve	Puriri	Semi - Mature
308	Single tree	Road Reserve	Puriri	Semi - Mature
309	Single tree	Road Reserve	Puriri	Semi - Mature
310	Single tree	Road Reserve	Pohutukawa	Semi - Mature
311	Single tree	Road Reserve	Titoki	Semi - Mature
312	Single tree	Road Reserve	Pohutukawa	Semi - Mature
313	Single tree	Road Reserve	Pohutukawa	Semi - Mature
314	Single tree	Road Reserve	Washingtonia Pam	Mature
315	Single tree	Road Reserve	Washingtonia Pam	Mature
316	Single tree	Road Reserve	Washingtonia Pam	Mature
317	Single tree	Road Reserve	Washingtonia Pam	Mature
318	Single tree	Road Reserve	Washingtonia Pam	Mature
319	Single tree	Road Reserve	Washingtonia Pam	Mature
320	Single tree	Road Reserve	Washingtonia Pam	Mature
321	Single tree	Road Reserve	Washingtonia Pam	Mature
322	Single tree	Road Reserve	Washingtonia Pam	Mature
323	Single tree	Road Reserve	Washingtonia Pam	Mature
324	Single tree	Road Reserve	Washingtonia Pam	Mature
325	Single tree	Road Reserve	Washingtonia Pam	Semi - Mature
326	Single tree	Road Reserve	Washingtonia Pam	Mature
327	Single tree	Road Reserve	Titoki	Semi - Mature
328	Single tree	Road Reserve	Titoki	Semi - Mature
329	Single tree	Road Reserve	Pohutukawa	Semi - Mature
330	Single tree	Road Reserve	Magnolia	Semi - Mature
331	Single tree	Road Reserve	Pohutukawa	Semi - Mature
332	Single tree	Road Reserve	Pohutukawa	Semi - Mature
333	Single tree	Road Reserve	Pohutukawa	Semi - Mature
334	Single tree	Road Reserve	Pohutukawa	Semi - Mature
335	Single tree	Road Reserve	Pohutukawa	Semi - Mature
336	Single tree	Road Reserve	Pohutukawa	Semi - Mature
337	Single tree	Road Reserve	Pohutukawa	Semi - Mature
338	Single tree	Road Reserve	Pohutukawa	Semi - Mature
339	Single tree	Road Reserve	Washingtonia Palm	Mature

340	Single tree	Road Reserve	Washingtonia Palm	Mature
341	Single tree	Road Reserve	Washingtonia Palm	Mature
342	Single tree	Road Reserve	Washingtonia Palm	Mature
343	Single tree	Road Reserve	Washingtonia Palm	Mature
344	Single tree	Road Reserve	Washingtonia Palm	Mature
345	Single tree	Road Reserve	Washingtonia Palm	Mature
346	Single tree	Road Reserve	Pohutukawa	Semi - Mature
347	Single tree	Road Reserve	Pohutukawa	Semi - Mature
348	Single tree	Road Reserve	Pohutukawa	Semi - Mature
349	Single tree	Road Reserve	Titoki	Semi - Mature
350	Single tree	Road Reserve	Titoki	Semi - Mature
351	Single tree	Road Reserve	Titoki	Semi - Mature
352	Single tree	Road Reserve	Titoki	Semi - Mature
353	Single tree	Road Reserve	Titoki	Semi - Mature
354	Single tree	Road Reserve	Titoki	Semi - Mature
355	Single tree	Road Reserve	Titoki	Semi - Mature
356	Single tree	Road Reserve	Titoki	Semi - Mature
357	Single tree	Road Reserve	Titoki	Semi - Mature
358	Single tree	Road Reserve	Washingtonia Palm	Mature
359	Single tree	Road Reserve	Titoki	Semi - Mature
360	Single tree	Road Reserve	Titoki	Semi - Mature
361	Single tree	Road Reserve	Titoki	Semi - Mature
362	Single tree	Road Reserve	Titoki	Semi - Mature
363	Single tree	Road Reserve	Titoki	Semi - Mature
364	Single tree	Road Reserve	Titoki	Semi - Mature
365	Single tree	Road Reserve	Titoki	Semi - Mature
366	Single tree	Road Reserve	Titoki	Semi - Mature
367	Single tree	Road Reserve	Titoki	Semi - Mature
368	Single tree	Road Reserve	Titoki	Semi - Mature
369	Single tree	Road Reserve	Titoki	Semi - Mature
370	Single tree	Road Reserve	Pin Oak	Semi - Mature
371	Single tree	Road Reserve	Pin Oak	Semi - Mature
372	Single tree	Road Reserve	Titoki	Semi - Mature
373	Single tree	Road Reserve	Titoki	Semi - Mature
374	Single tree	Road Reserve	Titoki	Semi - Mature
375	Single tree	Road Reserve	Titoki	Semi - Mature
376	Single tree	Road Reserve	Titoki	Semi - Mature
377	Single tree	Road Reserve	Pohutukawa	Semi - Mature
378	Single tree	Road Reserve	Pohutukawa	Semi - Mature
379	Single tree	Road Reserve	Pohutukawa	Semi - Mature
380	Single tree	Road Reserve	Pohutukawa	Semi - Mature
381	Single tree	Road Reserve	Pohutukawa	Semi - Mature
382	Single tree	Road Reserve	Pohutukawa	Semi - Mature
383	Single tree	Road Reserve	Pohutukawa	Semi - Mature

384	Single tree	Road Reserve	Pohutukawa	Semi - Mature
385	Single tree	Road Reserve	Pohutukawa	Semi - Mature
386	Single tree	Road Reserve	Pohutukawa	Semi - Mature
387	Single tree	Road Reserve	Titoki	Semi - Mature
388	Single tree	Road Reserve	Pohutukawa	Semi - Mature
389	Single tree	Road Reserve	Pohutukawa	Semi - Mature
390	Single tree	Road Reserve	Pohutukawa	Semi - Mature
391	Single tree	Road Reserve	Pohutukawa	Semi - Mature
392	Single tree	Road Reserve	Pohutukawa	Semi - Mature
393	Single tree	Road Reserve	Pohutukawa	Semi - Mature
394	Single tree	Road Reserve	Pohutukawa	Semi - Mature
395	Single tree	Road Reserve	Pohutukawa	Semi - Mature
396	Single tree	Road Reserve	Pohutukawa	Semi - Mature
397	Single tree	Road Reserve	Pohutukawa	Semi - Mature
398	Single tree	Road Reserve	Pohutukawa	Semi - Mature
399	Single tree	Road Reserve	Pohutukawa	Semi - Mature
400	Single tree	Road Reserve	Pohutukawa	Semi - Mature
401	Single tree	Road Reserve	Pohutukawa	Semi - Mature
402	Single tree	Road Reserve	Pohutukawa	Semi - Mature
403	Single tree	Road Reserve	Pohutukawa	Semi - Mature
404	Single tree	Road Reserve	Pohutukawa	Semi - Mature
405	Single tree	Road Reserve	Washingtonia Palm	Mature
406	Single tree	Road Reserve	Washingtonia Palm	Mature
407	Single tree	Road Reserve	Washingtonia Palm	Mature
408	Single tree	Road Reserve	Washingtonia Palm	Mature
409	Single tree	Road Reserve	Washingtonia Palm	Mature
410	Single tree	Road Reserve	Washingtonia Palm	Mature
411	Single tree	Road Reserve	Washingtonia Palm	Mature
412	Single tree	Road Reserve	Washingtonia Palm	Mature
413	Single tree	Road Reserve	Washingtonia Palm	Mature
414	Single tree	Road Reserve	Washingtonia Palm	Mature
415	Single tree	Road Reserve	Washingtonia Palm	Mature
416	Single tree	Road Reserve	Washingtonia Palm	Mature
417	Single tree	Road Reserve	Washingtonia Palm	Mature
418	Single tree	Road Reserve	Washingtonia Palm	Mature
419	Single tree	Road Reserve	Washingtonia Palm	Mature

420	Single tree	Road Reserve	Washingtonia	Mature
			Palm	
421	Single tree	Road Reserve	Washingtonia Palm	Mature
422	Single tree	Road Reserve	Washingtonia Palm	Mature
423	Single tree	Road Reserve	Washingtonia Palm	Mature
424	Single tree	Road Reserve	Washingtonia Palm	Mature
425	Single tree	Road Reserve	Washingtonia Palm	Mature
1122	Single tree	Open Space	Gum	Mature
1123	Single tree	Open Space	Gum	Mature
1124	Group of Trees	Open Space	Gum	Mature
1125	Group of Trees	Open Space	Gum	Mature
1126	Single tree	Private	Cedar	Mature
1127	Single tree	Private	Titoki	Mature
1128	Single tree	Private	Totara	Semi - Mature
1128	Group of Trees	Private	Pohutukawa	Semi - Mature
1129	Single tree	Private	Cypress	Mature
1130	Single tree	Private	Cedar	Mature
1131	Single tree	Private	Pepper Tree	Mature
1132	Group of Trees	Private	Gum	Mature
1133	Group of Trees	Private	Gum	Mature
1134	Single tree	Open Space	Gum	Semi - Mature
1135	Group of Trees	Open Space	Magnolia	Semi - Mature
1143	Group of Trees	Private	Mixed Native, Puriri	Mature
1143	Group of Trees	Private	Mixed Native, Puriri	Mature
1145	Group of Trees	Private	Mixed Natives	Mature
1146	Group of Trees	Private	Mixed Natives	Mature
1146	Group of Trees	Private	Mixed Natives	Mature
1146	Group of Trees	Private	Mixed Natives	Mature
1149	Group of Trees	Open Space	Mixed Natives, Redwood, Norfolk Pine	Mature
1151	Group of Trees	Private	Mixed Natives, Redwood, Norfolk Pine	Mature
1153	Group of Trees	Private	Mixed Natives, Norfolk Island Pine, Oak	Mature
1155	Group of Trees	Open Space	Manuka, mixed natives	Mature
1204	Single tree	Road Reserve	Broadleaf	Mature

Appendix D – Auckland Transport's Modifications to NoR 3 conditions (tracked)



#### Designation XXXX – Airport to Botany Bus Rapid Transit Puhinui Station to SH20/20B Interchange

Designation Number	XXXX
Requiring Authority	Auckland Transport
Location	Puhinui Station (in the vicinity of Plunket Avenue) to SH20/20B Interchange
Lapse Date	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.

## **Purpose**

Construction, operation and maintenance of an upgrade to Puhinui Road between Plunket Avenue and the SH20/20B Interchange for a BRT corridor, walking and cycling facilities and associated infrastructure.

## Conditions

#### **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
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 of material changes to management plans and CNVMP Schedules	<ul> <li>Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates.</li> <li>A material change to a management plan or CNVMP Schedule shall be deemed certified:         <ul> <li>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified;</li> <li>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received; or</li> <li>(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received;</li> </ul> </li> </ul>
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
Construction Works	Activities undertaken to construct the Project excluding Enabling Works
Council	Auckland Council
СТМР	Construction Traffic Management Plan

Developer	Any legal entity that intends to master plan or develop land adjacent to the designation
Development Agency	Public entities involved in development projects
DRMP	Development Response Management Plan
Educational facility	Facility used for education to secondary level. Includes:
	<ul> <li>(a) schools and outdoor education facilities; and</li> <li>(b) accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above.</li> </ul>
	Excludes:
	<ul><li>(a) care centres; and</li><li>(b) tertiary education facilities.</li></ul>
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	<ul> <li>Includes, but is not limited to, the following and similar activities:</li> <li>(a) geotechnical investigations (including trial embankments);</li> <li>(b) archaeological site investigations;</li> <li>(c) formation of access for geotechnical investigations;</li> <li>(d) establishment of site yards, site entrances and fencing;</li> <li>(e) constructing and sealing site access roads;</li> <li>(f) demolition or removal of buildings and structures;</li> <li>(g) relocation of services;</li> <li>(h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)</li> </ul>
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
LIP	Land use Integration Process
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	<ul> <li>Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Airport to Botany Bus Rapid Transit Project: <ul> <li>(a) Te Ākitai Waiohua</li> <li>(b) Ngāi Tai ki Tamaki</li> <li>(c) Ngāti Te Ata Waiohua</li> <li>(d) Ngāti Whanaunga</li> <li>(e) Ngāti Tamaoho</li> <li>(f) Ngāti Paoa Trust Board</li> <li>(g) Te Ahiwaru</li> <li>(h) Ngāti Tamaterā</li> <li>(i) Ngāti Maru</li> </ul> </li> <li>Note: other iwi not identified above may have an interest in the Project and should be consulted</li> </ul>
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
NZAA	New Zealand Archaeological Association

OSMP	Open Space Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
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: Acoustics – Road-traffic noise – New and altered roads
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) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan

No.	Condition					
Genera	ral conditions					
1.	Activ	rity in General Accordance with Plans and Information				
	(a) (b)	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 Project description and concept plan in Schedule 1 Where there is inconsistency between:				
		<ul> <li>(i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail;</li> <li>(ii) the 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.</li> </ul>				
2.	Proje	ect Information				
	(a)	A project website, or equivalent virtual information source, shall be established within 12 months of the date on which as soon as reasonably practicable, and within six (6) months of the inclusion of this designation is included in the AUP.				
	(b)	<ul> <li>All directly affected owners and occupiers shall be notified in writing <u>as</u> <u>soon as reasonably practicable</u> 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: <ul> <li>(i) the status of the Project;</li> <li>(ii) anticipated construction timeframes;</li> <li>(iii) contact details for enquiries;</li> <li>(iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice;</li> <li>(v) a subscription service to enable receipt of project updates by email; and</li> <li>(vi) how to apply for consent for works in the designation under s176(1)(b) of the RMA.</li> </ul> </li> </ul>				
	(c)	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.				
3.	Land	use Integration Process				
	(a)	<ul> <li>The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose:</li> <li>(i) within twelve (12) months of the date on which this designation is included in the AUP, the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to be established by Condition 2(b)(iii); and</li> <li>(ii) the nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation.</li> </ul>				
	(b)	At any time prior to the Start of Construction, the nominated contact will be available to engage with a Developer or Development Agency for the purpose of:				

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	<ul> <li>(i) responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and</li> </ul>
	<ul> <li>(ii) receiving information from a Developer or Development Agency regarding master planning or land development details that could</li> </ul>
	assist with land use integration.
(c)	Information requested or provided under Condition 3(b) above may include
	but not be limited to the following matters:
	(i) design details including but not limited to:
	A. boundary treatment (e.g. the use of retaining walls or batter slopes);
	B. the horizontal and vertical alignment of the road (levels);
	C. potential locations for mid-block crossings;
	<ul> <li>D. integration of stormwater infrastructure;</li> <li>E. outputs from any flood modelling; and</li> </ul>
	F. how to access traffic noise modelling contours to inform
	adjacent development.
	(ii) potential modifications to the extent of the designation in response to
	information received through Condition 3(b)(ii)
	(iii) a process for the Requiring Authority to undertake a technical review
	of or provide comments on any master planning or development
	proposal advanced by the Developer or Development Agency as it
	relates to integration with the Project; and
	(iv) details of how to apply for written consent from the Requiring
	Authority for any development proposal that relates to land is within
(1)	the designation under section 176(1)(b) of the RMA.
(d)	Where information is requested from the Requiring Authority and is
	available, the nominated contact shall provide the information unless there are reasonable grounds for not providing it.
<del>(e)</del>	Where a Developer and Development Agency wishes to advance
(0)	development plans, the Requiring Authority shall:
	(i) Engage with the Developer or Development Agency in good faith
	to consider how the designation can integrate with the
	development plans;
	(ii) Use all reasonable endeavours to advance the design of the
	relevant part of the designation to understand how it can integrate with the development plans; and
	(iii) Use all reasonable endeavours to minimise the impact of the
	designation on development plans (including, but not limited to,
	considering design and construction methods to minimise the
	loss of land available for the development plans).
(f)	The nominated contact shall maintain a record of the engagement between
(')	the Requiring Authority and Developers and Development Agencies for the
	period following the date in which this designation is included in the AUP
	through to the Start of Construction for a Stage of Work. The record shall
	include:
	(i) a list of all Developers and Development Agencies who have
	indicated through the Notice of Requirement process that they intend
	to master plan or develop sites along the Project alignment that may
	require specific integration with the designation;
	(ii) details of any requests made to the Requiring Authority that could
	influence detailed design, the results of any engagement and, where
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	such requests that could influence detailed design are declined, the reasons why the Requiring Authority has declined the requests; and

		<ul> <li>details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators.</li> </ul>
		(iv) Details of any agreed changes to achieve integration with development plans.
	(g)	The record shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.
4.	Desig	gnation Review
		<ul> <li>The Requiring Authority shall, within 12 months of lodgement of the outline plan of works;</li> <li>(i) in conjunction with the landowner(s) review the extent of designation required for construction purposes and identify any areas that are no longer required for construction or operation of the Project; and</li> <li>(ii) identify an indicative final operational area boundary so that adjacent landowners and occupants will be able to understand how much land is permanently required for the BRT.</li> <li>The Requiring Authority shall within six (6) months of Completion of Construction or as soon as otherwise practicable:</li> <li>(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</li> <li>(ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified</li> </ul>
		above.
5.	Laps	
•	(a)	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within <b>10</b> <u>15</u> years from the date on which it is included in the AUP.
6.	Te Ā	kitai Waiohua – Southwest Gateway Programme
	(a)	The Requiring Authority acknowledges Te Ākitai Waiohua as Mana Whenua and a principal partner to the Southwest Gateway Programme, to which this project forms a part. The operation of this designation must in all respects reflect these matters, including through meeting the conditions and meaningful engagement at both a governance and kaitiaki level.
7.		ork Utility Operators and Auckland Council Parks (Section 176
	(a)	Prior to the start of Construction Works, Network Utility Operators (including Auckland International Airport Limited) with existing infrastructure and Auckland Council in relation to parks located within the designation will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and repair works; (ii) minor renewal works to existing network utilities or parks necessary for the on-going provision or security of supply of network utility or
	(b)	<ul> <li>parks operations;</li> <li>(iii) minor works such as new service connections; and</li> <li>(iv) the upgrade and replacement of existing network utilities or parks in the same location with the same or similar effects as the existing utility or parks.</li> <li>To the extent that a record of written approval is required for the activities</li> </ul>
	(b)	listed above, this condition shall constitute written approval.
8.	Prop	erty Management

	1					
	(a)	The Requiring Authority shall undertake its best endeavours to ensure that properties acquired for the Project are appropriately managed in a manner that does not adversely affect the surrounding area.				
Pre-co	nstruc	tion conditions				
9.	Outline Plan					
	(a)	An Outline Plan (or Plans) shall be prepared in accordance with section				
	()	176A of the RMA.				
	(b)	Mana Whenua shall be invited as partners to participate in the preparation				
		of an Outline Plan (or Plans).				
	(c)	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.				
	(d)	Outline Plans shall include any management plan or plans that are relevant				
	(4)	to the management of effects of those activities or Stage of Work, which				
		may include:				
		(i) Construction Environmental Management Plan;				
		(ii) Construction Traffic Management Plan;				
		(iii) Construction Noise and Vibration Management Plan;				
		<ul> <li>(iv) Urban and Landscape Design Management Plan;</li> <li>(v) Historic Heritage Management Plan;</li> </ul>				
		(v) Fiscological Management Plan;				
		(vii) Tree Management Plan;				
		(viii) Network Utilities Management Plan; and				
		(ix) Development Response Management Plan.				
	(e)	Outline Plans (or Plan) shall include details of where retaining walls				
		will replace proposed cut/fill batters, at the Project edges. Earthworks and batters should be designed in consultation with property owners				
		to minimise the land required for the works and the utilisation of				
		retaining walls in preference to batters should be investigated to				
		minimise impacts on the adjacent land. Retaining walls should be				
		considered rather than a batter slope in areas where space is limited.				
		This needs to be undertaken on a site-by-site basis and ensure property access and flood risk are not adversely affected.				
10.	Man	agement Plans				
10.	(a)	Any management plan shall:				
	(a)	(i) be prepared and implemented in accordance with the relevant				
		management plan condition;				
		(ii) be prepared by a Suitably Qualified Person(s);				
		(iii) be developed in partnership with Mana Whenua. The Requiring				
		Authority shall provide reasonable resourcing, technical and				
		administrative support for Mana Whenua;				
		(iv) include sufficient detail relating to the management of effects				
		associated with the relevant activities and/or Stage of Work to which				
		it relates; (v) summarise comments received from Mana Whenua and <del>other</del>				
		<ul> <li>(v) summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition,</li> </ul>				
		along with a summary of where comments have:				
		A. been incorporated; and				
		B. where not incorporated, the reasons why.				
		(vi) be submitted as part of an Outline Plan pursuant to s176A of the				
		RMA, with the exception of SCEMPs and CNVMP Schedules;				
		<ul> <li>(vii) Once finalised, uploaded to the Project website or equivalent virtual information source.</li> </ul>				
	(b)	Any management plan developed in accordance with Condition 10 may:				
	(u)	Any management plan developed in accordance with Condition 10 may:				

		<ul> <li>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 noting that condition 10(a)(vi) applies in all cases (i.e., a new or amended OPW will also be required);</li> </ul>
		<ul> <li>except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process;</li> </ul>
	(c)	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 to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision;
	(d)	Any material changes to the SCEMP(s) are to be submitted to the Council for certification information.
11.	Mana	a Whenua Kaitiaki Forum
11.	Mana (a)	<ul> <li>A Whenua Kaitiaki Forum</li> <li>At least twelve (12) months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall invite Mana Whenua to establish a Mana Whenua Kaitiaki Forum. The objective of the Mana Whenua Kaitiaki Forum is to provide a forum for Mana Whenua to participate as partners in all phases of the Project. To achieve the objective, the Mana Whenua Kaitiaki Forum shall address (as a minimum) the following matters:</li> <li>(i) how Mana Whenua will provide input into the design of the Project. For example: <ul> <li>A. how Mana Whenua values and narrative are incorporated through the form of the Project and associated structures;</li> <li>B. how the historic and cultural significance of the Puhinui Historic Gateway will be recognised; and</li> <li>C. how pou, art, sculptures, mahi toi or other any other features located on land within or adjoining the Project.</li> <li>(ii) how Mana Whenua will be engaged in the preparation of management plans and future consenting processes;</li> <li>(iii) how matauranga Māori and tikanga Māori will be recognised in all phases of the Project;</li> <li>(iv) where opportunities for Mana Whenua to participate in engagement with local community groups will be provided;</li> <li>(v) where opportunities for Mana Whenua to support the physical, mental, social and economic wellbeing for iwi and the local community will be provided through the Project. This could include: A. planting supplied through Mana Whenua and community based nurseries;</li> <li>B. local schools being involved in planting; and</li> <li>C. scholarships, cadetships and job creation.</li> <li>(vii) the frequency of meetings shall be agreed between the Requiring Authority shall provice reasonable resourcing, technical and administrative support for Mana Whenua and community shall provice reasonable resourcing, technical and administrative support for Mana Whenua and community shall provice reasonable resourcing, technical and administrative support for Mana Whenua</li></ul></li></ul>
		the Mana Whenua Kaitiaki Forum shall be provided to Mana Whenua and shall include (but not be limited to); A. details of how Mana Whenua have participated as partners in the Project;

		B. details of how the matters set out in (a) will be incorporated
		into the Project; C. how the objective of the Mana Whenua Kaitiaki Forum has
		C. how the objective of the Mana Whenua Kaitiaki Forum has been and will continue to be met; and
		D. details of how comments from Mana Whenua have been
		incorporated into the Project and where not incorporated, the
		reasons why.
	(b)	Mana Whenua shall be invited to identify and (if possible) nominate traditional names along the Project corridor such as Bus Rapid Transit Stations and bridge structures. Noting there may be formal statutory
		processes outside the project required in any decision-making.
	(c)	The Mana Whenua Kaitiaki Forum shall continue to meet for at least six
		months following the Completion of Construction or as agreed with Mana
		Whenua.
		<u>ce note</u>
		<u>he avoidance of doubt, Mana Whenua may wish to use another forum</u> <u>e Mana Whenua Kaitiaki Forum.</u>
12.	Stake	eholder Communication and Engagement Management Plan (SCEMP)
	(a)	A SCEMP shall be prepared in consultation with stakeholders, community
	· /	groups and organisations prior to any Outline Plan being submitted the
		Start of Construction.
	(b)	The objective of the SCEMP is are to: identify how the public and
		stakeholders (including directly affected and adjacent owners and
		occupiers of land) will be engaged with prior to and throughout
		<u>Construction Works.</u> (i) develop, maintain and build relationships with the wider public
		(I) develop, maintain and build relationships with the wider public and diverse stakeholders (including directly affected and
		adjacent landowners e.g. Business, community organisations,
		householders and their tenants);
		(ii) provide opportunities for those new to the area to find out about
		and engage with the project;
		(iii) identify how the public and diverse stakeholders will be
		proactively engaged with prior to and throughout the
		Construction Works and the purpose of each engagement.
	(c)	To achieve the objective of the SCEMP:
		<ul> <li>At least 18 six (6) months prior to any Outline Plan being submitted detailed design for a Stage of Work, the Requiring</li> </ul>
		Authority shall identify:
		A. a list of the properties within the designation which the
		Requiring Authority does not own or have occupation
		rights to whose owners will be engaged with;
		<ul> <li>B. a list of key stakeholders, community groups, organisations and businesses who will be engaged with;</li> </ul>
		C. methods and timing to engage with landowners and
		occupiers whose access is directly affected; and
		[relocated]
		D. methods and timing to engage with key stakeholders,
		community groups, organisations and businesses and
		owners of properties identified in (c)(i)A-B.
		E. assistance to be provided to stakeholders, individuals,
		community groups, organisations and businesses to
		ensure they are able to engage effectively. This could include the provision of independent advisors, experts
		and translators; and
		(ii) <u>a record details</u> of (c)(b)(i) shall be <u>submitted with an Outline Plan</u>
		for the relevant Stage of Work included in the SCEMP.

		(iii) The	SCEMP shall include:
		`́А.	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);
		В.	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;
		C.	details of opportunities to strengthen the relationship between
		<b>D</b>	Mana Whenua, key stakeholders and the wider community;
		D.	methods and timing to engage with landowners whose
		E.	access is directly affected: methods to communicate key project milestones and the
		L.	proposed hours of construction activities including outside of
			normal working hours and on weekends and public holidays, to
			the parties identified in (b)(i) above; and
		F.	linkages and cross-references to communication and
			engagement methods set out in other conditions and
			management plans where relevant.
	(d)	Any SCE	MP prepared for a Stage of Work shall be submitted to Council for
	()		on information ten working days prior to the Start of
			on for a Stage of Work.
13.	Deve		esponse Management Plan
	(a)		shall be prepared prior to the Start of Construction for a Stage of
	()	Work.	
	(b)		tive of the DRMP is to provide a framework to assist businesses
	()		y the Project to manage the impacts of construction and to
			the opportunities the Project presents.
	(c)		Associations representing businesses within the relevant Stage of
		Work shal	I be invited no later than 18 months prior to the Start of
		Constructi	on for a Stage of Work, to participate in the development of the
		DRMP.	
	(d)		e the objective, the DRMP shall include:
			st of businesses likely to be impacted by the Project;
			ommended measures to mitigate impacts on identified businesses
			ociated with construction effects such as the potential loss of
			bility of businesses from public spaces, reduction of accessibility
			severance. Such mitigation measures may include business
			port, temporary placemaking and place activation measures and
			porary wayfinding and signage;
			ummary of any proactive assistance to be provided to impacted
			inesses; ntification of opportunities to co-ordinate the forward work
			gramme, where appropriate with infrastructure providers and
			elopment agencies; <u>and</u>
			ages and cross-references to communication and engagement
			hods set out in other conditions and management plans (e.g. the
			EMP) where relevant.
		<del>(vi) rec</del>	ommended measures to mitigate effects on the operation and
		fina	ancial wellbeing of community organisations and sports
		clu	•
			ommended measures to provide support for anxiety and
			ntal health outcomes;
			ommended hardship assistance package and hardship fund
	1	t <del>o k</del>	be available for compensation of landowners, tenants,

		adjacent property owners and details of how people will qualify for any assistance.	
		(ix) recommended assistance for tenants, leaseholders or owners who are asked to move during the works.	
14.	Urba	n and Landscape Design Management Plan (ULDMP)	
	(a)	A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work.	
	(b)	The objective of the ULDMP(s) is to:	
		(i) enable integration of the Project's permanent works into the	
		surrounding landscape and urban context;	
		<ul> <li>ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment; and</li> </ul>	
		(iii) acknowledge and recognise the whakapapa Mana Whenua have to the Project area.	
	(c)	Mana Whenua shall be invited to participate in the development of the	
		ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work to provide input on cultural landscape and design matters. This shall include (but not be limited to) how desired outcomes for the	
		management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with the Historic Heritage	
		Management Plan (Condition 26) <b>and the Ecological Management Plan</b> (Condition X) may be reflected in the ULDMP.	
	(d)	Key stakeholders <b>identified through Condition 12(c)(i)B</b> shall be invited to participate in the development of the ULDMP at least six (6) months prior	
		to the start of detailed design for a Stage of Work.	
	(e)	The ULDMP shall be prepared in general accordance with: (i) Auckland Transport's Urban Roads and Streets Design Guide;	
		<ul> <li>(ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;</li> </ul>	
		<ul> <li>(iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;</li> </ul>	
		<ul> <li>(iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and</li> </ul>	
		<ul> <li>(v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.</li> </ul>	
	(f)	To achieve the objective, the ULDMP shall provide details of how the	
		project:	
		<ul> <li>(i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or</li> </ul>	
		proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space	
		zones;	
		(ii) provides appropriate walking and cycling connectivity to, and	
		interfaces with, existing or proposed adjacent land uses, public	
		<ul> <li>transport infrastructure and walking and cycling connections;</li> <li>promotes inclusive access (where appropriate); and</li> </ul>	
		(iv) promotes a sense of personal safety by aligning with best practice	
		guidelines, such as:	
		<ul> <li>A. Crime Prevention Through Environmental Design (CPTED) principles;</li> </ul>	
		B. Safety in Design (SID) requirements; and	
		<ul> <li>Maintenance in Design (MID) requirements and anti- vandalism/anti-graffiti measures.</li> </ul>	
		<ul> <li>(v) has responded to requests that could influence detailed design through the Land Use Integration Process (Condition 3)</li> </ul>	

		(vi)	provid	des opportunities to incorporate Mana Whenua values and
				al narrative through the design. This shall include but not be
			limite	
			A.	how to protect and enhance connections to the Māori cultural landscape;
			В.	how and where accurate historical signage can be provided
				along the corridor;
			C.	how historical portage routes will be recognised;
			D.	how opportunities for cultural expression through, for example
				mahi toi, art, sculptures or other public amenity features will be
			-	provided;
			Ε.	how opportunities to utilise flora and fauna with a specific
				connection to the area are realised where possible by:
				a. preserving them in the design and maintenance of the Project; and
				b. restoring them in a manner that recognises their
				historical and cultural significance. For example, by
				clustering planting to represent a lost ngahere.
			F.	how the historic and cultural significance of the Puhinui Historic
			6	Gateway is recognised; and
			G.	how public access to coastal areas, waterways and open space is enhanced, where appropriate.
		(vii)	provid	des for an integrated stormwater management approach which
		. /		ises in the following order:
			A.	opportunities for ki uta ki tai (a catchment scale approach);
			В.	opportunities for net catchment benefit;
			C.	green infrastructure and nature-based solutions; and
			D.	opportunities for low maintenance design.
	(g)			etion of Mana Whenua, the matters listed in $(f)(v) - (vi)$ shall
	(h)			corporated into the ULDMP or prepared as a separate plan.
	. ,	(i)	a con	cept plan(s) – which depicts the overall landscape and urban
			desig	n concept, and explain the rationale for the landscape and
				design proposals;
		(ii)		oped design concepts, including principles for walking and
				g facilities and public transport; <u>and</u>
		<del>(iii)</del>		nectivity and severance assessment of key destinations
				lesire lines for people walking and cycling across and + the Project; and
		(iv)		cape and urban design details – that cover the following:
		(17)	A.	road design – elements such as:
				a. intersection form;
				b. carriageway gradient and associated earthworks
				c. contouring, including cut and fill batters and/or
				retaining walls and their interface with adjacent land
				uses and existing roads (including slip lanes);
				d. benching;
				e. spoil disposal sites;
				f. median width and treatment; and
			D	g. roadside width and treatment;
			В.	roadside elements – such as lighting, fencing, wayfinding and
			C.	signage;
			С.	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
			<b>_</b> .	and swales;
l				,

	F. G. <del>H.</del> I. J.	and dedicated pedestrian/ cycle bridges or underpasses; property access – including how access to the site and adjacent sites is affected, what changes are proposed and what provision has been made to retain existing levels of amenity and functionality; historic heritage places with reference to the HHMP (Condition 26); and re-instatement of construction and site compound areas, driveways, accessways and fences.
		MP shall also include the following planting details and
		nce requirements:
	(i) pla A.	nting design details including: identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan (Condition 27). Where practicable, mature trees and native vegetation should be retained;
	В.	
	C. D.	treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones; planting of stormwater wetlands;
	E.	
	F.	requirements under the Tree Management Plan (Condition 27); integration of any planting requirements required by conditions
	G.	
	the	areas as appropriate. International programme including the staging of planting in relation to construction programme which shall, as far as practicable, Iude provision for planting within each planting season following
		mpletion of works in each Stage of Work; and tailed specifications relating to the following: weed control and clearance;
	B. C. D.	ground preparation (top soiling and decompaction);
	Ē.	plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.
	Advice note:	a is far the number of construction, operation and maintanence of
	an arterial trans widening". Ther Auckland Unital widening purpor manage effects	n is for the purpose of construction, operation and maintenance of port corridor and it is not for the specific purpose of "road efore, it is not intended that the front yard definition in the y Plan which applies a set back from a designation for road ses applies to this designation. A set back is not required to between the designation boundary and any proposed adjacent
• •	sites or lots.	
Specific	: Outline Plan re	equirements
	Flood Hazard	
		of Condition 15:
	(b) Existing the floo	neans Average Recurrence Interval; g authorised community, commercial and industrial floor – means r level of any community, commercial and industrial building which prised and exists at the time the Outline Plan is submitted.

	<ul> <li>(c) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised 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.</li> <li>(d) Flood prone area – means a potential ponding areas that may flood and commonly comprise of topographical depression areas relies on a single culvert for drainage and does not have an overland flow path. The areas can occur naturally or as a result of constructed features.</li> </ul>
	(e) Maximum Probable Development – is the design case for consideration of
	<ul> <li>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 AUP, the probable level of development arising from zone changes;</li> <li>(f) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways); and</li> <li>(g) Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).</li> </ul>
15.	Flood Hazard
	<ul> <li>(a) The Project shall be designed to achieve the following flood risk outcomes:</li> <li>(i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;</li> <li>(ii) no more than a 10% reduction in freeboard in a 1% AEP event for</li> </ul>
	existing authorised habitable floors <del>with</del> <u>to maintain</u> a <u>minimum</u> freeboard <u>of</u> <del>over</del> 150mm;
	<ul> <li>(iii) no increase in flood levels in a 1% AEP event for existing authorised community, commercial and industrial building floors that are already subject to flooding;</li> </ul>
	<ul> <li>(iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors;</li> </ul>
	(v) no increase maximum of 50mm increase in flood level in a 1% AEP event on land zoned for urban or future urban development where there is no existing dwelling outside and adjacent to the designation boundaries between the pre and post Project scenarios;
	<del>(vi) no increase in 10% AEP flood levels for existing authorised habitable floors that are at risk of flooding;</del>
	(vii) no new flood prone areas; and
	no <del>more than a 10% average</del> increase of flood hazard for main access to authorised habitable dwellings <u>existing at the time the</u>
	Outline Plan is submitted. The assessment shall be undertaken
	for the 1% AEP event where depth is greater than 0.5m or
	velocity is greater than 2.0 m/s or the product of velocity and depth is greater than 0.5m <sup>2</sup> /s. For areas with lower flood hazard,
	no more than a 10% average increase in flood hazard for main
	access to authorised habitable dwellings existing at time the
	Outline Plan is submitted. Where Flood Hazard is: A. <u>velocity x depth is greater than or equal to (≥) 0.6; or</u>
	B. depth is greater than (>) 0.5m; or
	C. velocity is greater than (>) 2m/s
	(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project <del>10</del> year and100 year ARI <u>1% AEP</u> flood levels (for Maximum Probable
	Development land use and including climate change).

	(c)	Where the above outcomes can be achieved through alternative measures
	(c)	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.
16.	Exist	ing property access
	(a) (b)	Where existing property vehicle access which exists at the time the Outline Plan is submitted is proposed to be altered by the project, the Requiring Authority shall consult with the directly affected landowner regarding the required changes. The Outline Plan shall demonstrate how safe access will be provided, unless otherwise agreed with the affected landowner. <b>The Project shall not result in the removal of access to loading bays</b> for commercial buildings or the restriction of internal access to loading bays.
Constru	uction	conditions
17.		struction Environmental Management Plan (CEMP)
	(a)	A CEMP shall be prepared prior to the Start of Construction for a Stage of
	()	Work.
	(b)	<ul> <li>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:</li> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) details of the proposed construction yards including temporary screening when adjacent to residential areas</li> <li>(v) details of the proposed locations of refuelling activities and construction lighting;</li> <li>(vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vii) methods for providing for the health and safety of the general public;</li> <li>(viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain;</li> </ul>
		<ul> <li>(ix) procedures for incident management;</li> <li>(x) <u>location and</u> procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses;</li> </ul>
		<ul> <li>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;</li> </ul>
		(xii) procedures for responding to complaints about Construction Works; and
		(xiii) methods for amending and updating the CEMP as required.
18.	Com	plaints Register
	(a)	At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: (i) the date, time and nature of the complaint;
		<ul> <li>the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</li> </ul>

<ul> <li>response provided to the complainant) or confirmation of no action if deemed appropriate;</li> <li>(iv) the outcome of the investigation into the complaint; and</li> <li>(v) any other activities in the area, unrelated to the Project that may have contributed to the complaints, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally.</li> <li>(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.</li> <li><b>19.</b> Cultural Monitoring Plan</li> <li>(a) A Cultural Monitoring Plan shall be prepared prior to the Start of Construction.</li> <li>(b) At least six (6) months prior to the start of detailed design, a Suitably Qualified Person(s) identified in partnership with Mana Whenua shall commence the preparation of the Cultural Monitoring Plan.</li> <li>(c) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural Monitoring Plan shall include:         <ul> <li>(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;</li> <li>(ii) requirements and protocols for cultural inductions for contractors and subcontractors;</li> <li>(iii) identification of activities, sites and areas where cultural monitoring, including any geographic definition of their responsibilities; and</li> <li>(v) details of personnel to undertaken prior to the start of Construction Works;</li> <li>(iv) diduified furing cultural monitoring, including implementation of the Accidental Discovery Protocol</li> </ul> </li> <li>(d) If Enabling Works involving soli disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be p</li></ul>	-			
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<ul> <li>(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.</li> <li>Advice note: 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.</li> <li>Construction Traffic Management Plan (CTMP)         <ul> <li>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</li> <li>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve theis objective, the CTMP shall include:</li></ul></li></ul>		<ul> <li>any geographic definition of their responsibilities; and</li> <li>details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the</li> </ul>		
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<ul> <li>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.</li> <li>Construction Traffic Management Plan (CTMP)         <ul> <li>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</li> <li>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve their objective, the CTMP shall include:</li></ul></li></ul>		Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction		
<ul> <li>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.</li> <li>Construction Traffic Management Plan (CTMP)         <ul> <li>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</li> <li>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve their objective, the CTMP shall include:</li></ul></li></ul>		Advice note:		
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<ul> <li>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</li> <li>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve their objective, the CTMP shall include: <ul> <li>(i) methods to manage the effects of temporary traffic management activities on traffic;</li> <li>(ii) measures to ensure the safety of all transport users;</li> <li>(iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement</li> </ul> </li> </ul>	20.	· · ·		
<ul> <li>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve the effective, the CTMP shall include: <ul> <li>(i) methods to manage the effects of temporary traffic management activities on traffic;</li> <li>(ii) measures to ensure the safety of all transport users;</li> <li>(iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement</li> </ul> </li> </ul>		(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of		
<ul> <li>activities on traffic;</li> <li>(ii) measures to ensure the safety of all transport users;</li> <li>(iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement</li> </ul>		(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve th <u>eis</u> objective,		
(iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement		activities on traffic;		
up and drop off times) to manage vehicular and pedestrian traffic		<ul> <li>the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours (for example on roads serving educational facilities during pick</li> </ul>		

	(1	<ul> <li>near educational facilities or to manage traffic congestion; The CTMP must ensure that there is no Project heavy construction traffic using the roads serving educational facilities during pick up and drop off times applicable to each school;</li> <li>site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the</li> </ul>
	()	<ul> <li>vehicles of workers and visitors;</li> <li>identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, pedestrians and cyclists;</li> </ul>
	()	<ul> <li>wi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative access arrangements when it will not be. Engagement with landowners whose access is directly affected shall be undertaken in accordance with Condition 12<del>(c)(i)C (b)(iii)D</del>;</li> </ul>
	(	<li>vii) details of how access for the loading and unloading of goods will be provided for;</li>
	(1	<ul> <li>viii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads;</li> </ul>
	(i	<ul> <li>ix) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services);</li> </ul>
	(3	<ul> <li>details of minimum network performance parameters to be achieved during the construction phase, including any measures to monitor compliance with the performance parameters. These could include maximum increases in journey time and traffic volumes along key routes; and</li> </ul>
	()	<ul> <li>details of any Travel Demand Management (TDM) measures proposed to be implemented in the event of thresholds identified in (x) being exceeded.</li> </ul>
	(	<ul> <li>methods to maintain key vehicle access routes within sites within the designation extent to ensure business operations on affected sites can continue in a viable manner during construction works.</li> </ul>
21.	Open S	Space Management Plan (OSMP)
	(a) A	An OSMP shall be prepared prior to the Start of Construction for a Stage of
	(b) T e	Nork. The objective of the OSMP is to minimise as far as practicable adverse effects on the recreation amenity of parks and reserves resulting from
		<ul> <li>construction. To achieve the objective, the OSMP shall include details of:</li> <li>how the ongoing operation (including but not limited to events) of and access (including walking and cycling) to parks and reserves during construction will be maintained in accordance with the Construction Traffic Management Plan (Condition 20);</li> </ul>
	(1	<ul> <li>opportunities to coordinate the construction of the Project, as far as practicable, with the forward work programme (including any events) for parks and reserves directly affected by the Project;</li> </ul>
	p p	Auckland Council Parks and Community Facilities shall be invited to participate in the development of the OSMP at least six (6) months prior to the start of detailed design for a Stage of Work.

<ul> <li>Construction Noise Standards         <ul> <li>(a) Construction noise shall be measured and assessed in accordance with NZ56803.1999 Accustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:</li> </ul> </li> <li>Table 22-1 Construction Noise Standards         <ul> <li>Day of week Time period Lacq(15mm)</li> <li>LAFmax</li> <li>Occupied activity sensitive to noise</li> <li>Weekday</li> <li>O630h - 0730h</li> <li>S5 dB</li> <li>75 dB</li> <li>75 dB</li> <li>75 dB</li> <li>75 dB</li> <li>76 dB</li> <li>86 dB</li> <li>1800h - 2000h</li> <li>65 dB</li> <li>76 dB</li> <li>75 dB</li> <li>1800h - 0730h</li> <li>75 dB</li> <li>75 dB</li> <li>1800h - 0730h</li> <li>75 dB</li> <li>75 dB</li> <li>2000h - 0630h</li> <li>45 dB</li> <li>75 dB</li> <li>2000h - 0630h</li> <li>45 dB</li> <li>75 dB&lt;</li></ul></li></ul>					Ibmitted to Council for Instruction for a Stage o			
<ul> <li>NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:</li> <li>Table 22-1 Construction Noise Standards</li> <li>Day of week Time period Largitimin) Largina</li> <li>Occupied activity sensitive to noise</li> <li>Weekday 0630h - 0730h 55 dB 75 dB</li> <li>Weekday 0630h - 2000h 65 dB 80 dB</li> <li>2000h - 0630h 45 dB 75 dB</li> <li>Saturday 0630h - 0730h 55 dB 75 dB</li> <li>Saturday 0630h - 0730h 45 dB 75 dB</li> <li>Sunday and Public 0630h - 0730h 45 dB 75 dB</li> <li>Sunday and Public 0630h - 0730h 45 dB 75 dB</li> <li>Sunday and Public 0630h - 0730h 45 dB 75 dB</li> <li>Construction Vibration Standards</li> <li>(b) Where compliance with the noise standards set out in Table 22-1 is not practicable, the methodology in Condition 25 shall apply.</li> <li>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.</li> <li>Table 23-1 Construction vibration standards</li> <li>Receiver Details Category A* Category B**</li> <li>Occupied activity sensitive to noise</li> <li>Coccupied activities Night-time 2000h - 0.3mm/s ppv</li> <li>Sensitive to noise</li> <li>Occupied activities Night-time 2000h - 2000h -</li></ul>	22.	Construction Noise Standards						
Day of week         Time period         Lacutement           Occupied activity sensitive to noise		NZS6803:199	9 Acoustics – Const	ruction Noise and	shall comply with the			
Occupied activity sensitive to noise         75 dB         75 dB           Weekday         0630h - 0730h         70 dB         85 dB           1800h - 2000h         65 dB         80 dB           2000h - 0630h         45 dB         75 dB           Saturday         0630h - 0730h         55 dB         75 dB           Saturday         0630h - 0730h         55 dB         75 dB           Saturday         0630h - 0730h         45 dB         75 dB           Sunday and Public         0630h - 0730h         45 dB         75 dB           Sunday and Public         0630h - 0730h         45 dB         75 dB           Week day         0730h - 1800h         55 dB         75 dB           Sunday and Public         0630h - 0730h         45 dB         75 dB           Week day         0730h - 1800h         70 dB         75 dB           1800h - 2000h         45 dB         75 dB         75 dB           2000h - 0630h         45 dB         75 dB         75 dB           1800h - 0730h         70 dB         1800h - 75 dB         75 dB           2000h - 030h         75 dB         75 dB         75 dB           300h - 0730h         1800h - 70 dB         75 dB         75 dB								
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         75 dB           1800h - 2000h         45 dB         75 dB         75 dB           2000h - 0630h         45 dB         75 dB         75 dB           2000h - 0630h         45 dB         75 dB         75 dB           2000h - 0630h         45 dB         75 dB         75 dB           2000h - 0630h         45 dB         75 dB         75 dB           0730h - 1800h         70 dB         85 dB         75 dB           000h - 0730h         75 dB         75 dB         75 dB           010h - 0730h         75 dB         75 dB         75 dB           010h - 0730h         75 dB         75 dB         75 dB           0200h - 0730h         75 dB         75 dB         75 dB           0200h - 0730h         75 dB         75 dB         75 dB           0200h - 0730h         75 dB         75 dB		-	•	L <sub>Aeq(15min)</sub>	L <sub>AFmax</sub>			
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           Saturday         0630h - 0730h         75 dB         75 dB           Saturday         0630h - 0730h         45 dB         75 dB           Sunday and Public         0630h - 0730h         45 dB         75 dB           Sunday and Public         0630h - 0730h         45 dB         75 dB           Sunday and Public         0630h - 0730h         45 dB         75 dB           Other occupied buildings         0730h - 1800h         70 dB         85 dB           All         0730h - 1800h         70 dB         75 dB           Other occupied buildings         0730h - 1800h         70 dB         75 dB           All         0730h - 1800h         70 dB         75 dB           (b)         Where compliance with the noise standards set out in Table 22-1 is not practicable, the methodology in Condition 25 shall apply.           23.         Construction vibration standards         (a)         Construction standards           (a)         Construction vibration standards         Category A*         Category B**		_		-				
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           Sunday and Public         0630h - 0730h         45 dB         75 dB         75 dB           Sunday and Public         0630h - 0730h         45 dB         75 dB         75 dB           Other occupied buildings         0730h - 1800h         55 dB         85 dB         75 dB           All         0730h - 1800h         75 dB         75 dB         75 dB           (b)         Where compliance with the noise standards set out in Table 22-1 is not practicable, the methodology in Condition 25 shall apply.           23.         Construction vibration Standards         (a)         Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.           Table 23-1 Construction vibration standards           Receiver         Details         Category A*         Category B**           Occupied activities         Night-time 2000h - 0.3mm/		Weekday	0630h - 0730h	55 dB	75 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       0630h - 0730h       45 dB       75 dB         Sunday and Public       0630h - 0730h       45 dB       75 dB         Sunday and Public       0630h - 0730h       45 dB       75 dB         1800h - 2000h       45 dB       75 dB       2000h - 0630h         2000h - 0630h       45 dB       75 dB       2000h - 0630h         2000h - 0630h       45 dB       75 dB       2000h - 0630h         2000h - 0630h       45 dB       75 dB       2000h - 0630h         1800h - 0730h       70 dB       75 dB       2000h - 0630h         2100h - 1800h       70 dB       75 dB       2000h - 0630h         1800h - 0730h       76 dB       75 dB       2000h - 0630h         23.       Construction vibration Standards       1800h - 170 dB       1800h - 170 dB         (a)       Construction vibration shall be measured in accordance with ISO       4866:2010 Mechanical vibration and shock - Vibration of fixed structures - Guidelines for the m			0730h - 1800h	70 dB	85 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         0630h - 0730h         45 dB         75 dB           Holidays         0730h - 1800h         55 dB         85 dB           1800h - 2000h         45 dB         75 dB           2000h - 0630h         45 dB         75 dB           2000h - 0630h         45 dB         75 dB           2000h - 0630h         45 dB         75 dB           Other occupied buildings         70 dB         75 dB           All         0730h - 1800h         70 dB           1800h - 0730h         75 dB         2000h           (b)         Where compliance with the noise standards set out in Table 22-1 is not practicable, the methodology in Condition 25 shall apply.           23.         Construction vibration shall be measured in accordance with ISO           4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibration standards set out in the following table as far as practicable.           Table 23-1 Construction vibration standards           Cocupied activity sensitive to noise			1800h - 2000h	65 dB	80 dB			
Image: sensitive to noise       0730h - 1800h       70 dB       85 dB         Sunday and Public       0630h - 2000h       45 dB       75 dB         Holidays       0630h - 0730h       45 dB       75 dB         Holidays       0730h - 1800h       55 dB       85 dB         1800h - 2000h       45 dB       75 dB         2000h - 0630h       45 dB       75 dB         2000h - 0630h       45 dB       75 dB         All       0730h - 1800h       70 dB         1800h - 0730h       75 dB       75 dB         (b)       Where compliance with the noise standards set out in Table 22-1 is not practicable, the methodology in Condition 25 shall apply.         23.       Construction vibration Standards         (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 vibration standards set out in the following table as far as practicable.         Table 23-1 Construction vibration standards         Receiver       Details       Category A*       Category B**         Occupied activities sensitive to noise       0.3mm/s ppv       2mm/s ppv         Obaytime 0630h - 2000h - 2000h - 2000h       0.3mm/s ppv       5mm/s ppv			2000h - 0630h	45 dB	75 dB			
Image: series of the series		Saturday	0630h - 0730h		-			
2000h - 0630h       45 dB       75 dB         Sunday and Public       0630h - 0730h       45 dB       75 dB         Holidays       0730h - 1800h       55 dB       85 dB         2000h - 0630h       45 dB       75 dB         2000h - 0630h       45 dB       75 dB         All       0730h - 1800h       70 dB         All       0730h - 1800h       76 dB         (b)       Where compliance with the noise standards set out in Table 22-1 is not practicable, the methodology in Condition 25 shall apply.         Construction Vibration Standards       (a)       Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.         Table 23-1 Construction vibration standards         Receiver       Details       Category A*       Category B**         Occupied activities       Night-time 2000h - 0.3mm/s ppv       2mm/s ppv         Other occupied       Night-time 2000h - 2000h       0.3mm/s ppv       5mm/s ppv         Other occupied       Daytime 0630h - 2mm/s ppv       5mm/s ppv         Other occupied       Daytime 0630h - 2000h       2mm/s ppv       5mm/s ppv         Oth				-				
Sunday and Public Holidays       0630h - 0730h 0730h - 1800h 1800h - 2000h 2000h - 0630h 45 dB 75 dB 75 dB 75 dB       75 dB 75 dB 75 dB 75 dB         Other occupied buildings       All       0730h - 1800h 1800h - 0730h 75 dB       70 dB 75 dB         All       0730h - 1800h 1800h - 0730h 75 dB       70 dB 75 dB         (b)       Where compliance with the noise standards set out in Table 22-1 is not practicable, the methodology in Condition 25 shall apply.         23.       Construction Vibration Standards         (a)       Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.         Table 23-1 Construction vibration standards         Receiver       Details       Category A*       Category B**         Occupied activities sensitive to noise       Night-time 2000h - 0630h       0.3mm/s ppv       2mm/s ppv         Other occupied buildings       Daytime 0630h - 2000h       2mm/s ppv       5mm/s ppv         Vibre compliance with the vibration standards set out in Tables 1 and 3 of DIN4150-3:1999       *         * Category A criteria adopted from Rule E25.6.30.1 of the AUP       **         ** Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime (b)       Where compliance with the vibrat					-			
Holidays       0730h - 1800h 1800h - 2000h 2000h - 0630h       55 dB 45 dB 75 dB 75 dB         Other occupied buildings         All       0730h - 1800h 1800h - 0730h       70 dB 75 dB         (b)       Where compliance with the noise standards set out in Table 22-1 is not practicable, the methodology in Condition 25 shall apply.         23.       Construction Vibration Standards <ul> <li>(a)</li> <li>Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.         Table 23-1 Construction vibration standards       Receiver       Details       Category A*       Category B**         Occupied activities sensitive to noise       Night-time 2000h - 0630h       0.3mm/s ppv       2mm/s ppv         Other occupied buildings       Night-time 2000h - 2000h       0.3mm/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       *         * Category A criteria adopted from Rule E25.6.30.1 of the AUP       **       **       Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime         (b)       Where complian</li></ul>								
1800h - 2000h       45 dB       75 dB         200h - 0630h       45 dB       75 dB         Other occupied buildings       70 dB       75 dB         All       0730h - 1800h       70 dB         1800h - 0730h       75 dB       75 dB         (b)       Where compliance with the noise standards set out in Table 22-1 is not practicable, the methodology in Condition 25 shall apply.         Construction Vibration Standards       (a)       Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.         Table 23-1 Construction vibration standards         Receiver       Details       Category A*       Category B**         Occupied activity sensitive to noise       0630h       0.3mm/s ppv       2mm/s ppv         Other occupied       Daytime 0630h - 2mm/s ppv       5mm/s ppv       2000h         Other buildings       At all other times       Tables 1 and 3 of DIN4150-3:1999       *         * Category A criteria based on DIN 4150-3:1999 building damage criteria for daytime       **       Category A criteria based on DIN 4150-3:1999 building damage criteria for daytime         (b)       Where compliance with the vibration standards set out in Table 2				-	-			
2000h - 0630h       45 dB       75 dB         Other occupied buildings       70 dB       75 dB         All       0730h - 1800h       70 dB         1800h - 0730h       75 dB       75 dB         (b)       Where compliance with the noise standards set out in Table 22-1 is not practicable, the methodology in Condition 25 shall apply.         Construction Vibration Standards       (a)       Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.         Table 23-1 Construction vibration standards         Receiver       Details       Category A*       Category B**         Occupied activity sensitive to noise       0630h       0.3mm/s ppv       2mm/s ppv         Other occupied       Daytime 0630h - 2mm/s ppv       5mm/s ppv       2000h         All other buildings       At all other times       Tables 1 and 3 of DIN4150-3:1999         * Category A criteria adopted from Rule E25.6.30.1 of the AUP       ** Category A criteria based on DIN 4150-3:1999 building damage criteria for daytime         (b)       Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply		Holidays						
Other occupied buildings         All       0730h - 1800h       70 dB         1800h - 0730h       75 dB         (b)       Where compliance with the noise standards set out in Table 22-1 is not practicable, the methodology in Condition 25 shall apply.         23.       Construction Vibration Standards         (a)       Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.         Table 23-1 Construction vibration standards         Receiver       Details       Category A*       Category B**         Occupied activities sensitive to noise       Occupied activities       Night-time 2000h - 0.3mm/s ppv       2mm/s ppv         Other occupied       Daytime 0630h - 2mm/s ppv       5mm/s ppv       2000h       2000h         All other buildings       At all other times       Tables 1 and 3 of DIN4150-3:1999       *         * Category A criteria adopted from Rule E25.6.30.1 of the AUP       **       Category A criteria based on DIN 4150-3:1999 building damage criteria for daytime         (b)       Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply					-			
All       0730h - 1800h 1800h - 0730h       70 dB 75 dB         (b)       Where compliance with the noise standards set out in Table 22-1 is not practicable, the methodology in Condition 25 shall apply.         23.       Construction Vibration Standards <ul> <li>(a)</li> <li>Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.         Table 23-1 Construction vibration standards           Occupied activity sensitive to noise              Occupied activities</li></ul>				45 dB	75 dB			
Image: standards in the second standard standards in the second standard standard standard standards in the second standard standar					1			
<ul> <li>(b) Where compliance with the noise standards set out in Table 22-1 is not practicable, the methodology in Condition 25 shall apply.</li> <li>23. Construction Vibration Standards         <ul> <li>(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.</li> </ul> </li> <li>Table 23-1 Construction vibration standards     <ul> <li>Receiver Details Category A* Category B**</li> <li>Occupied activity sensitive to noise</li> <li>Occupied activities Night-time 2000h - 0.3mm/s ppv 2mm/s ppv 6630h - 2000h</li> <li>Other occupied Daytime 0630h - 2mm/s ppv 5mm/s ppv</li> <li>Other occupied Daytime 0630h - 2mm/s ppv 5mm/s ppv</li> <li>All other buildings At all other times Tables 1 and 3 of DIN4150-3:1999</li> <li>* Category A criteria adopted from Rule E25.6.30.1 of the AUP</li> <li>** Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime (b) Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply</li> </ul> </li> </ul>		All						
Practicable, the methodology in Condition 25 shall apply.         23.       Construction Vibration Standards         (a)       Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.         Table 23-1 Construction vibration standards         Receiver       Details       Category A*       Category B**         Occupied activity sensitive to noise       Occupied activities       Night-time 2000h - 0.3mm/s ppv       2mm/s ppv         Obscupied activities       Night-time 2000h - 0.3mm/s ppv       2mm/s ppv       5mm/s ppv         Other occupied       Daytime 0630h - 2mm/s ppv       5mm/s ppv         Other occupied       Daytime 0630h - 2mm/s ppv       5mm/s ppv         All other buildings       At all other times       Tables 1 and 3 of DIN4150-3:1999         * Category A criteria adopted from Rule E25.6.30.1 of the AUP       ** Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime         (b)       Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply				-				
<ul> <li>(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.</li> <li>Table 23-1 Construction vibration standards</li> <li>Receiver Details Category A* Category B**         <ul> <li>Occupied activity sensitive to noise</li> <li>Occupied activities Night-time 2000h - 0.3mm/s ppv</li> <li>Occupied activities 0630h - 2mm/s ppv</li> <li>Daytime 0630h - 2mm/s ppv</li> <li>Smm/s ppv</li> <li>Other occupied Daytime 0630h - 2mm/s ppv</li> <li>Smm/s ppv</li> <li>Stategory A criteria adopted from Rule E25.6.30.1 of the AUP</li> <li>** Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime</li> <li>(b) Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply</li> </ul> </li> </ul>								
Occupied activity sensitive to noise           Occupied activities sensitive to noise         Night-time 2000h - 0630h         0.3mm/s ppv         2mm/s ppv           Daytime 0630h - 2000h         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         * Category A criteria adopted from Rule E25.6.30.1 of the AUP           ** Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime         (b)         Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply	20.	(a) Construction 4866:2010 M Guidelines for on structures following table	vibration shall be me echanical vibration a r the measurement o and shall comply wit e as far as practicab	nd shock – Vibrati of vibrations and ev th the vibration state e.	on of fixed structures – /aluation of their effects			
Occupied activities sensitive to noise         Night-time 2000h - 0630h         0.3mm/s ppv         2mm/s ppv           Daytime 0630h - 2000h         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         *           * Category A criteria adopted from Rule E25.6.30.1 of the AUP         **         Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime           (b)         Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply		Receiver	Details	Category A*	Category B**			
sensitive to noise       0630h       11       11         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         * Category A criteria adopted from Rule E25.6.30.1 of the AUP         ** Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime         (b)       Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply								
2000h       Daytime 0630h - 2000h       2mm/s ppv       5mm/s ppv         All other buildings       At all other times       Tables 1 and 3 of DIN4150-3:1999         * Category A criteria adopted from Rule E25.6.30.1 of the AUP         ** Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime         (b)       Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply			0630h					
buildings       2000h         All other buildings       At all other times         Tables 1 and 3 of DIN4150-3:1999         * Category A criteria adopted from Rule E25.6.30.1 of the AUP         ** Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime         (b)       Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply			2000h					
<ul> <li>* Category A criteria adopted from Rule E25.6.30.1 of the AUP</li> <li>** Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime</li> <li>(b) Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply</li> </ul>		buildings	2000h					
<ul> <li>** Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime</li> <li>(b) Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply</li> </ul>		J J J J J J J J J J J J J J J J J J J			DIN4150-3:1999			
(b) Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply								
		(b) Where compliance with the vibration standards set out in Table 23-1 is not						

	(a)	A CNVMP shall be prepared prior to the Start of Construction for Stage of Work.		
	(b)	A CNVMP shall be implemented during the Stage of Work to which it relates.		
	(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 22 and 23 to the extent practicable. To achieve the <u>eis</u> 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: (i) description of the works and anticipated equipment/processes;		
		<ul> <li>(ii) hours of operation, including times and days when construction activities would occur;</li> </ul>		
		<ul> <li>(iii) the construction noise and vibration standards for the project;</li> <li>(iv) identification of receivers where noise and vibration standards apply;</li> <li>(v) a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive</li> </ul>		
		<ul> <li>times, including Sundays and public holidays as far practicable;</li> <li>(vi) methods and frequency for monitoring and reporting on construction noise and vibration;</li> </ul>		
		<ul> <li>(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.</li> </ul>		
		<ul> <li>(viii) contact details of the Project Liaison Person;</li> <li>(ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected</li> </ul>		
		<ul> <li>construction site behaviours for all workers;</li> <li>(x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise Condition 22 and/or vibration standards Condition 23 Category B will not be practicable;</li> </ul>		
		<ul> <li>(xi) identification of trigger levels for undertaking building condition surveys, which shall be Category B day time levels;</li> </ul>		
		<ul> <li>(xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or</li> </ul>		
		<ul> <li>structural damage has occurred as a result of construction vibration;</li> <li>(xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules and the best practicable option for management of effects are being</li> </ul>		
		implemented; and (xiv) requirements for review and update of the CNVMP.		
25.	Sche	dule to a CNVMP		
	(a)	A 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:		
		(i) construction noise is either predicted or measured to exceed the		
		noise standards in Condition 22, except where the exceedance of the $L_{Aeg}$ criteria is no greater than 5 decibels and does not exceed:		
		<ul> <li>A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or</li> </ul>		
		B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.		

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		(ii) construction vibration is either predicted or measured to exceed the
	4.5	Category B standard at the receivers in Condition 23.
	(b)	The objective of the Schedule is to set out the Best Practicable Option
		measures to manage noise and/or vibration effects of the construction
		activity beyond those measures set out in the CNVMP. <u>To achieve the</u>
		objective, <b>T</b> the Schedule shall include details such as:
		<ul><li>(i) construction activity location, start and finish dates;</li></ul>
		<li>the nearest neighbours to the construction activity;</li>
		(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) for works proposed between 2000h and 0630h, the reasons why the
		proposed works must be undertaken during these hours and why
		they cannot be practicably undertaken during the daytime;
		(v) the proposed mitigation options that have been selected, and the
		options that have been discounted as being impracticable and the
		reasons why;
		(vi) 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
		(vii) location, times and types of monitoring.
	(c)	The Schedule shall be submitted to the Manager 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.
	(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.
26.	Histo	oric Heritage Management Plan
	(a)	A HHMP shall be prepared in consultation with Council, HNZPT and Mana
	()	Whenua prior to the Start of Construction for a Stage of Work.
	(b)	The objective of the HHMP is to protect historic heritage and to remedy and
	(~)	mitigate any residual effects as far as practicable. To achieve the objective,
		the HHMP shall identify:
		(i) any adverse direct and indirect effects on historic heritage sites and
		measures to appropriately avoid, remedy or mitigate any such
		effects, including a tabulated summary of these effects and
		measures;
		(ii) methods for the identification and assessment of potential historic
		heritage places within the Designation to inform detailed design;
		(iii) known historic heritage places and potential archaeological sites
		within the Designation, including identifying any archaeological sites
		for which an Archaeological Authority under the HNZPTA will be
		sought or has been granted;
		(iv) any unrecorded archaeological sites or post-1900 heritage sites
		within the Designation, which shall also be documented and recorded
		(such as in the New Zealand Archaeological Association Site
		Recording Scheme (ArchSite) and/or the Auckland Council Cultural
		Heritage Inventory);
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		(v) roles, responsibilities and contact details of Project personnel,
		<ul> <li>(v) roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives,</li> </ul>
		(v) roles, responsibilities and contact details of Project personnel,

		compliance with AUP accidental discovery rule, and monitoring of
	(vi)	conditions; specific areas to be investigated, monitored and recorded to the
	(1)	extent these are directly affected by the Project;
	(vii)	the proposed methodology for investigating and recording post-1900
	( )	historic heritage sites (including buildings and standing structures)
		that need to be destroyed, demolished or relocated, including details
		of their condition, measures to mitigate any adverse effects and
		timeframe for implementing the proposed methodology, in
		accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures
		(November 2018), or any subsequent version;
	(viii)	methods to acknowledge cultural values identified through the Mana
	( )	Whenua Kaitiaki Forum (Condition 11) and Urban Landscape and
		Design Management Plan (Condition 14) where archaeological sites
		also involve ngā taonga tuku iho (treasures handed down by our
	(iv)	ancestors) and where feasible and practicable to do so; methods for avoiding, remedying or mitigating adverse effects on
	(ix)	historic heritage places and sites within the Designation during
		Construction Works as far as practicable. These methods shall
		include, but are not limited to:
		A. security fencing or hoardings around historic heritage places to
		protect them from damage during construction or unauthorised access;
	(x)	measures to mitigate adverse effects on historic heritage sites that
		achieve positive historic heritage outcomes such as increased public
	(vi)	awareness and interpretation signage; and
	(xi)	training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation,
		legal obligations relating to unexpected discoveries and the AUP
		Accidental Discovery Rule (E11.6.1) The training shall be undertaken
		prior to the Start of Construction, under the guidance of a Suitably
		Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 19).
	(c) Elect	ronic copies of all historic heritage reports relating to historic heritage
		tigations (evaluation, excavation, building and standing structures and
		toring), shall be submitted to the Manager within 12 months of
	comp	pletion.
	Advice not	e:
		Discoveries
		ments for accidental discoveries of heritage items are set out in Rule
		he AUP and shall apply when an archaeological authority under the
		not otherwise in place.
27.		gement Plan
	· · ·	to the Start of Construction for a Stage of Work, a Tree Management shall be prepared.
		objective of the Tree Management Plan is to avoid, remedy or mitigate
		ts of construction activities on trees identified in Schedule 3. To
		ve the objective, the Tree Management Plan shall:
	(i)	confirm that the trees listed in Schedule 3 still exist; and
	(ii)	demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree listed in
		Schedule 4. This may include:
		A. any opportunities identified through Condition 14(i)(i)A to
		relocate mature trees and native trees where practicable;

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			B. planting to replace trees that require removal (with reference to
			the ULDMP planting design details in Condition 14);
			C. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of
			roots, trunks and branches; and
			D. methods for work within the rootzone of trees that are to be
			retained in line with accepted arboricultural standards.
		(iii)	demonstrate how the tree management measures (outlined in $A - D$
		(111)	above) are consistent with conditions of any resource consents
			granted for the project in relation to managing construction effects on
			trees.
28.	Netw	ork U	tility Management Plan (NUMP)
	(a)		JMP shall be prepared prior to the Start of Construction for a Stage of
	(a)	Work	
	(b)		objective of the NUMP is to set out a framework for protecting,
	(8)		ating and working in proximity to existing network utilities. <u>To achieve</u>
			bjective, <b>T</b> the NUMP shall include methods to:
		(i)	provide access for maintenance at all reasonable times, or
		~ /	emergency works at all times during construction activities;
		(ii)	manage the effects of dust and any other material potentially
		( )	resulting from construction activities and able to cause material
			damage, beyond normal wear and tear to overhead transmission
			lines in the Project area;
		(iii)	demonstrate compliance with relevant standards and Codes of
			Practice including, where relevant, the NZECP 34:2001 New Zealand
			Electrical Code of Practice for Electrical Safe Distances 2001;
			AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and
			AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.
	(c)		NUMP shall be prepared in consultation with the relevant Network
			y Operator(s) (including Auckland International Airport Limited) who
			existing assets that are directly affected by the Project.
	(d)		development of the NUMP shall consider opportunities to coordinate
			e work programmes with other Network Utility Operator(s) (including
			land International Airport Limited) during detailed design where
	(0)		icable.
	(e)		NUMP shall describe how any comments from the Network Utility rator (including Auckland International Airport Limited) in relation to its
			ts have been addressed.
	(f)		comments received from the Network Utility Operator (including
	(1)		and International Airport Limited) shall be considered when finalising
			IUMP.
	(g)		amendments to the NUMP related to the assets of a Network Utility
	(9)		ator (including Auckland International Airport Limited) shall be
			ared in consultation with that asset owner.
Operati	ional o		
29.	1		Road Surface
23.	-		
	(a)		naltic concrete surfacing (or equivalent low noise road surface) shall be emented within 12 months of Completion of Construction of the project.
	<del>(b)</del>		future resurfacing works of the Project shall be undertaken in
	(0)		rdance with the Auckland Transport Reseal Guidelines, Asset
			agement and Systems 2013 and asphaltic concrete surfacing (or
			valent low noise road surface) shall be implemented where:
			the volume of traffic exceeds 10,000 vehicles per day; or
			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.
	<del>(c)</del>	Prior to commencing any future resurfacing works, the Requiring
	(0)	Authority shall advise the Manager if any of the triggers in Condition
		29(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.
30.	<u>Futu</u>	re Resurfacing Work
	(a)	Any future resurfacing works of the Project shall be undertaken in
		accordance with the Auckland Transport Reseal Guidelines, Asset
		Management and Systems 2013 and asphaltic concrete surfacing (or
		equivalent low noise road surface) shall be implemented where:
		(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.
	(b)	Prior to commencing any future resurfacing works, the Requiring
		Authority shall advise the Manager if any of the triggers in Condition
		29(a)(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.
	Traff	ic Noise
	For th	he purposes of Conditions 31 to 42:
	(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
	(0)	Selected Mitigation Options, with all practical issues addressed;
	(d)	Habitable Space – has the same meaning as in NZS 6806;
	(u) (e)	Identified Noise Criteria Category – means the Noise Criteria Category for a
	(e)	PPF identified in Schedule 2 Identified PPFs Noise Criteria Categories;
	(f)	Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-
	(f)	traffic noise – New and altered roads;
	$(\alpha)$	Noise Criteria Categories – means the groups of preference for sound
	(g)	levels established in accordance with NZS 6806 when determining the Best
		Practicable Option for noise mitigation (i.e. Categories A, B and C);
	(b)	NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics –
	(h)	Road-traffic noise – New and altered roads;
	(i)	
	(i)	Protected Premises and Facilities (PPFs) – means only the premises and
	(1)	facilities identified in Schedule 2: Identified PPFs Noise Criteria Categories;
	(j)	Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in
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		accordance with NZS 6806 taking into account any low noise road surface
	$(l_{i})$	to be implemented in accordance with Condition 29; and
	(k)	Structural Mitigation – has the same meaning as in NZS 6806.
		vithstanding the above applying to PPFs in Schedule 2 existing as at
		, conditions 32 to 43 shall be read as also including a requirement for
		uture BPO assessment to determine the BPO for the environment that is
	pres	ent prior to construction starting provided that the Requiring Authority

	is not responsible for acoustically treating dwellings that are constructed following the lodgement of the NoR.
31.	The Noise Criteria Categories identified in Schedule 2: Identified PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 31 to 42 (all traffic noise conditions).
	The Noise Criteria Categories do not need to be complied with at a PPF where: (a) The PPF no longer exists; or
	<ul> <li>(b) Agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met.</li> </ul>
	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.
32.	As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 2: Identified PPFs Noise Criteria Categories. For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 29 may be (or be part of) the Selected Mitigation Option(s). Barriers may also be (or be part of) the Selected Mitigation Options(s).
33.	Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 2: Identified PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
34.	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.
35.	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.
36.	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 <sub>LAeq(24h)</sub> inside Habitable Spaces ('Category C Buildings'). This does not include those dwellings constructed after the Iodgement of the NoR.
37.	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.
38.	For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 37 above if:
	<ul> <li>(a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or</li> <li>(b) The building owner agreed to entry, but the Requiring Authority could not</li> </ul>
	<ul> <li>gain entry for some reason (such as entry denied by a tenant); or</li> <li>(c) The building owner did not agree to entry within three months of the date of the Requiring Authority's letter sent in accordance with Condition 37 above</li> </ul>
	<ul> <li>(including where the owner did not respond within that period); or</li> <li>(d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project.</li> </ul>

43.	reduction performance as far as practicable         Affected person assistance         The Requiring Authority shall at its cost provide fully funded independent			
42.	The Detailed Mitigation Options shall be maintained so they retain their noise			
	<ul> <li>(b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or</li> <li>(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 39 (including where the owner did not respond within that period); or</li> <li>(d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project.</li> </ul>			
41.	<ul> <li>Subject to Condition 39, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 40 if:</li> <li>(a) The Requiring Authority has completed Building Modification Mitigation to the building; or</li> </ul>			
40.	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 party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.			
39.	<ul> <li>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.</li> <li>Subject to Condition 38 above, within six months of the assessment undertaken in accordance with Condition 38, the Requiring Authority shall write to the owner of each Category C Building advising: <ul> <li>(a) If Building-Modification Mitigation is required to achieve 40 dB<sub>LAeq(24h)</sub> inside habitable spaces; and</li> <li>(b) The options available for Building-Modification Mitigation to the building, if required; and</li> <li>(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.</li> </ul> </li> </ul>			

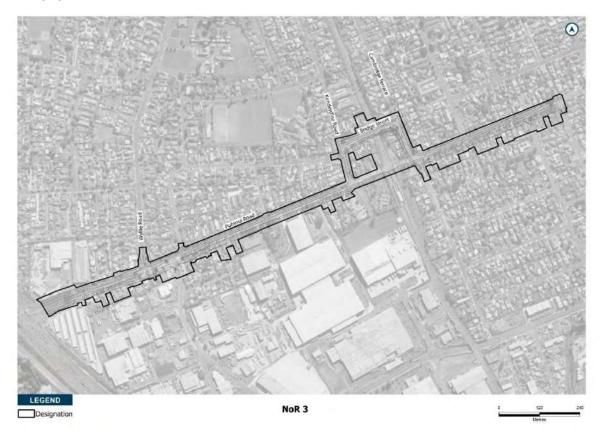
## **Attachments**

## Schedule 1: General accordance plan and information

The proposed work is for the construction, operation and maintenance of an upgrade to Puhinui Road between Plunket Avenue and the SH20/20B Interchange for a BRT corridor, walking and cycling facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) An upgrade of Puhinui Road to accommodate centre-running BRT lanes, general traffic lanes and walking and cycling facilities;
- (b) An upgrade of Cambridge Terrace, Bridge Street and Kenderdine Road to provide for walking and cycling facilities;
- (c) Associated works including but not limited to intersections, bridges, embankments, retaining walls, culverts and stormwater management systems;
- (d) A bridge crossing the North Island Main Trunk line to connect the BRT to Puhinui Station;
- (e) Changes to local roads, where the proposed work intersects with local roads; and
- (f) Construction activities, including vegetation removal, construction areas and the re-grading of driveways.

## Concept plan:



## Schedule 2: Identified PPFs noise criteria categories

Address	New or Altered Road	Noise Criteria Category
2 Bledisloe Street	Altered	Category B
6 Bledisloe Street	Altered	Category A
6A Bledisloe Street	Altered	Category A
8A Bledisloe Street	Altered	Category A
4 Bridge Street	Altered	Category B
6A Bridge Street	Altered	Category A
1 Burrell Avenue	Altered	Category A
4 Burrell Avenue	Altered	Category A
4 Burrell Avenue	Altered	Category A
6 Burrell Avenue	Altered	Category A
8 Burrell Avenue	Altered	Category A
8 Burrell Avenue	Altered	Category A
10 Burrell Avenue	Altered	Category A
12 Burrell Avenue	Altered	Category A
12 Burrell Avenue	Altered	Category A
12 Burrell Avenue	Altered	Category A
12 Burrell Avenue	Altered	Category A
12 Burrell Avenue	Altered	Category A
12 Burrell Avenue	Altered	Category A
2A Burrell Avenue	Altered	Category A
3A Burrell Avenue	Altered	Category A
9 Cambridge Terrace	Altered	Category A
17 Cambridge Terrace	Altered	Category B
19 Cambridge Terrace	Altered	Category B
21 Cambridge Terrace	Altered	Category B
21 Cambridge Terrace	Altered	Category A
23 Cambridge Terrace	Altered	Category B
25 Cambridge Terrace	Altered	Category A
27 Cambridge Terrace	Altered	Category A
28 Cambridge Terrace	Altered	Category A
29 Cambridge Terrace	Altered	Category A
30 Cambridge Terrace	Altered	Category A
32 Cambridge Terrace	Altered	Category A
33 Cambridge Terrace	Altered	Category A
34 Cambridge Terrace	Altered	Category A
1/30 Cambridge Terrace	Altered	Category A
1/31 Cambridge Terrace	Altered	Category A
2/34 Cambridge Terrace	Altered	Category A
2/19 Cambridge Terrace	Altered	Category A
17A Cambridge Terrace	Altered	Category A
23A Cambridge Terrace	Altered	Category A

25B Cambridge Terrace	Altered	Category A
27A Cambridge Terrace	Altered	Category A
31B Cambridge Terrace	Altered	Category A
32A Cambridge Terrace	Altered	Category A
33A Cambridge Terrace	Altered	Category A
9A Cambridge Terrace	Altered	Category A
4 Clendon Avenue	Altered	Category A
5 Clendon Avenue	Altered	Category A
7 Clendon Avenue	Altered	Category A
8 Clendon Avenue	Altered	Category A
9 Clendon Avenue	Altered	Category A
9 Clendon Avenue	Altered	Category A
11 Clendon Avenue	Altered	Category A
11A Clendon Avenue	Altered	Category A
8A Clendon Avenue	Altered	Category A
1 Fitzroy Street	Altered	Category A
7 Fitzroy Street	Altered	Category A
7 Fitzroy Street	Altered	Category A
7 Fitzroy Street	Altered	Category A
7 Fitzroy Street	Altered	Category A
7 Fitzroy Street	Altered	Category A
7 Fitzroy Street	Altered	Category A
9 Fitzroy Street	Altered	Category A
9 Fitzroy Street	Altered	Category A
9 Fitzroy Street	Altered	Category A
9 Fitzroy Street	Altered	Category A
9 Fitzroy Street	Altered	Category A
13 Fitzroy Street	Altered	Category A
13 Fitzroy Street	Altered	Category A
15 Fitzroy Street	Altered	Category A
17 Fitzroy Street	Altered	Category A
19 Fitzroy Street	Altered	Category A
21 Fitzroy Street	Altered	Category A
23 Fitzroy Street	Altered	Category A
25 Fitzroy Street	Altered	Category A
27 Fitzroy Street	Altered	Category A
29 Fitzroy Street	Altered	Category A
31 Fitzroy Street	Altered	Category A
33 Fitzroy Street	Altered	Category A
35 Fitzroy Street	Altered	Category A
37 Fitzroy Street	Altered	Category A
2/19 Fitzroy Street	Altered	Category A
1/21 Fitzroy Street	Altered	Category A
15A Fitzroy Street	Altered	Category A

17A Fitzroy Street	Altered	Category A
1A Fitzroy Street	Altered	Category A
23A Fitzroy Street	Altered	Category A
29A Fitzroy Street	Altered	Category A
31A Fitzroy Street	Altered	Category A
33A Fitzroy Street	Altered	Category A
35A Fitzroy Street	Altered	Category A
37A Fitzroy Street	Altered	Category A
4 Freyberg Avenue	Altered	Category A
6 Freyberg Avenue	Altered	Category A
8 Freyberg Avenue	Altered	Category A
10 Freyberg Avenue	Altered	Category A
12 Freyberg Avenue	Altered	Category A
14 Freyberg Avenue	Altered	Category A
18 Freyberg Avenue	Altered	Category A
20 Freyberg Avenue	Altered	Category A
22 Freyberg Avenue	Altered	Category A
24 Freyberg Avenue	Altered	Category A
26 Freyberg Avenue	Altered	Category A
26 Freyberg Avenue	Altered	Category A
28 Freyberg Avenue	Altered	Category A
30 Freyberg Avenue	Altered	Category A
32 Freyberg Avenue	Altered	Category A
10A Freyberg Avenue	Altered	Category A
12A Freyberg Avenue	Altered	Category A
14A Freyberg Avenue	Altered	Category A
16A Freyberg Avenue	Altered	Category A
16A Freyberg Avenue	Altered	Category A
20A Freyberg Avenue	Altered	Category A
22A Freyberg Avenue	Altered	Category A
32A Freyberg Avenue	Altered	Category A
6A Freyberg Avenue	Altered	Category A
81 Kenderdine Road	Altered	Category A
83 Kenderdine Road	Altered	Category A
85 Kenderdine Road	Altered	Category A
87 Kenderdine Road	Altered	Category A
89 Kenderdine Road	Altered	Category A
90 Kenderdine Road	Altered	Category A
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90 Kenderdine Road	Altered	Category A
90 Kenderdine Road	Altered	Category A
90 Kenderdine Road	Altered	Category A
91 Kenderdine Road	Altered	Category A
92 Kenderdine Road	Altered	Category A

92 Kenderdine Road	Altered	Category A
92 Kenderdine Road	Altered	Category A
94 Kenderdine Road	Altered	Category A
98 Kenderdine Road	Altered	Category A
106 Kenderdine Road	Altered	Category B
107 Kenderdine Road	Altered	Category A
109 Kenderdine Road	Altered	Category B
111 Kenderdine Road	Altered	Category B
1/93 Kenderdine Road	Altered	Category A
2/93 Kenderdine Road	Altered	Category B
1/98 Kenderdine Road	Altered	Category A
2/98 Kenderdine Road	Altered	Category A
1/109 Kenderdine Road	Altered	Category A
81A Kenderdine Road	Altered	Category A
83A Kenderdine Road	Altered	Category A
85A Kenderdine Road	Altered	Category A
3 Milan Road	Altered	Category A
4 Milan Road	Altered	Category A
5 Milan Road	Altered	Category A
6 Milan Road	Altered	Category A
7 Milan Road	Altered	Category A
49 Milan Road	Altered	Category A
51 Milan Road	Altered	Category A
53 Milan Road	Altered	Category A
55 Milan Road	Altered	Category A
57 Milan Road	Altered	Category A
59 Milan Road	Altered	Category A
59 Milan Road	Altered	Category A
60 Milan Road	Altered	Category A
61 Milan Road	Altered	Category A
62 Milan Road	Altered	Category A
62 Milan Road	Altered	Category A
63 Milan Road	Altered	Category A
63 Milan Road	Altered	Category B
64 Milan Road	Altered	Category A
66 Milan Road	Altered	Category A
3/47 Milan Road	Altered	Category A
3/47 Milan Road	Altered	Category A
1/2 Milan Road	Altered	Category A
2A Milan Road	Altered	Category A
53A Milan Road	Altered	Category A
58A Milan Road	Altered	Category A
58A Milan Road	Altered	Category A
58A Milan Road	Altered	Category A

58A Milan Road	Altered	Category A
5A Milan Road	Altered	Category A
64A Milan Road	Altered	Category A
10 Noel Burnside Road	Altered	Category A
4 Plunket Avenue	Altered	Category B
7 Plunket Avenue	Altered	Category A
8 Plunket Avenue	Altered	Category A
9 Plunket Avenue	Altered	Category A
10 Plunket Avenue	Altered	Category A
11 Plunket Avenue	Altered	Category A
12 Plunket Avenue	Altered	Category A
14 Plunket Avenue	Altered	Category A
11A Plunket Avenue	Altered	Category A
6A Plunket Avenue	Altered	Category A
7A Plunket Avenue	Altered	Category A
8A Plunket Avenue	Altered	Category A
2 Puhinui Road	Altered	Category A
2 Puhinui Road	Altered	Category A
133 Puhinui Road	Altered	Category A
135 Puhinui Road	Altered	Category A
137 Puhinui Road	Altered	Category B
139 Puhinui Road	Altered	Category B
141 Puhinui Road	Altered	Category B
143 Puhinui Road	Altered	Category A
145 Puhinui Road	Altered	Category A
147 Puhinui Road	Altered	Category A
151 Puhinui Road	Altered	Category A
159 Puhinui Road	Altered	Category A
159 Puhinui Road	Altered	Category A
165 Puhinui Road	Altered	Category A
169 Puhinui Road	Altered	Category A
175 Puhinui Road	Altered	Category B
177 Puhinui Road	Altered	Category A
179 Puhinui Road	Altered	Category A
179 Puhinui Road	Altered	Category A
180 Puhinui Road	Altered	Category A
181 Puhinui Road	Altered	Category A
183 Puhinui Road	Altered	Category A
185 Puhinui Road	Altered	Category A
191 Puhinui Road	Altered	Category A
195 Puhinui Road	Altered	Category A
195 Puhinui Road	Altered	Category A
197 Puhinui Road	Altered	Category A
197 Puhinui Road	Altered	Category A

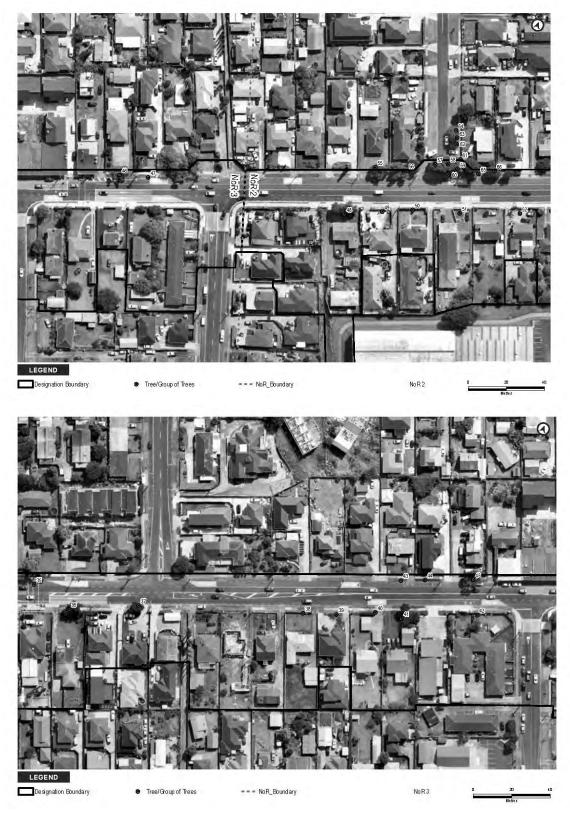
197 Puhinui Road	Altered	Category A
205 Puhinui Road	Altered	Category A
207 Puhinui Road	Altered	Category A
209 Puhinui Road	Altered	Category A
211 Puhinui Road	Altered	Category B
211 Puhinui Road	Altered	Category B
213 Puhinui Road	Altered	Category A
215 Puhinui Road	Altered	Category A
217 Puhinui Road	Altered	Category A
218 Puhinui Road	Altered	Category A
219 Puhinui Road	Altered	Category A
219 Puhinui Road	Altered	Category A
221 Puhinui Road	Altered	Category A
223 Puhinui Road	Altered	Category A
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224 Puhinui Road	Altered	Category A
225 Puhinui Road	Altered	Category A
226 Puhinui Road	Altered	Category A
226 Puhinui Road	Altered	Category A
226 Puhinui Road	Altered	Category A
227 Puhinui Road	Altered	Category A
228 Puhinui Road	Altered	Category A
228 Puhinui Road	Altered	Category A
229 Puhinui Road	Altered	Category A
231 Puhinui Road	Altered	Category A
232 Puhinui Road	Altered	Category A
233 Puhinui Road	Altered	Category A
235 Puhinui Road	Altered	Category A
237 Puhinui Road	Altered	Category A
239 Puhinui Road	Altered	Category A
241 Puhinui Road	Altered	Category A
243 Puhinui Road	Altered	Category A
245 Puhinui Road	Altered	Category A
249 Puhinui Road	Altered	Category A
253 Puhinui Road	Altered	Category A
255 Puhinui Road	Altered	Category A
257 Puhinui Road	Altered	Category A
259 Puhinui Road	Altered	Category A
261 Puhinui Road	Altered	Category A
263 Puhinui Road	Altered	Category A
267 Puhinui Road	Altered	Category A
269 Puhinui Road	Altered	Category B
271 Puhinui Road	Altered	Category B
272 Puhinui Road	Altered	Category A

272 Puhinui Road	Altered	Category A
273 Puhinui Road	Altered	Category B
274 Puhinui Road	Altered	Category A
275 Puhinui Road	Altered	Category B
277 Puhinui Road	Altered	Category B
281 Puhinui Road	Altered	Category B
283 Puhinui Road	Altered	Category A
283 Puhinui Road	Altered	Category B
308 Puhinui Road	Altered	Category B
314 Puhinui Road	Altered	Category C
1/187 Puhinui Road	Altered	Category B
1/251 Puhinui Road	Altered	Category B
1/279 Puhinui Road	Altered	Category B
135A Puhinui Road	Altered	Category A
139A Puhinui Road	Altered	Category A
141A Puhinui Road	Altered	Category A
143A Puhinui Road	Altered	Category A
147A Puhinui Road	Altered	Category A
148A Puhinui Road	Altered	Category B
148B Puhinui Road	Altered	Category A
175A Puhinui Road	Altered	Category A
176A Puhinui Road	Altered	Category A
177A Puhinui Road	Altered	Category B
181A Puhinui Road	Altered	Category B
185A Puhinui Road	Altered	Category A
186A Puhinui Road	Altered	Category B
188A Puhinui Road	Altered	Category A
190A Puhinui Road	Altered	Category A
2/187 Puhinui Road	Altered	Category B
2/199 Puhinui Road	Altered	Category B
2/249 Puhinui Road	Altered	Category A
2/251 Puhinui Road	Altered	Category A
2/257 Puhinui Road	Altered	Category A
2/270 Puhinui Road	Altered	Category A
2/270 Puhinui Road	Altered	Category A
200A Puhinui Road	Altered	Category A
205A Puhinui Road	Altered	Category A
209A Puhinui Road	Altered	Category A
221A Puhinui Road	Altered	Category A
225A Puhinui Road	Altered	Category A
227A Puhinui Road	Altered	Category A
229A Puhinui Road	Altered	Category A
233A Puhinui Road	Altered	Category A
243A Puhinui Road	Altered	Category A

255A Puhinui Road	Altered	Category A
264A Puhinui Road	Altered	Category A
275A Puhinui Road	Altered	Category A
276A Puhinui Road	Altered	Category A
278A Puhinui Road	Altered	Category A
283A Puhinui Road	Altered	Category A
290B Puhinui Road	Altered	Category C
292B Puhinui Road	Altered	Category C
294A Puhinui Road	Altered	Category C
3/150 Puhinui Road	Altered	Category A
3/150 Puhinui Road	Altered	Category A
3/251 Puhinui Road	Altered	Category A
3/298 Puhinui Road	Altered	Category C
300A Puhinui Road	Altered	Category B
312A Puhinui Road	Altered	Category A
314A Puhinui Road	Altered	Category A
4/298 Puhinui Road	Altered	Category A
5/298 Puhinui Road	Altered	Category A
7 Ranfurly Road	Altered	Category A
8 Ranfurly Road	Altered	Category A
12 Ranfurly Road	Altered	Category A
1/10 Ranfurly Road	Altered	Category A
2/10 Ranfurly Road	Altered	Category A
3/10 Ranfurly Road	Altered	Category A
12A Ranfurly Road	Altered	Category A
3 Raymond Road	Altered	Category A
4 Raymond Road	Altered	Category A
5 Raymond Road	Altered	Category A
6 Raymond Road	Altered	Category A
7 Raymond Road	Altered	Category A
8 Raymond Road	Altered	Category A
8 Raymond Road	Altered	Category A
8 Raymond Road	Altered	Category A
4A Raymond Road	Altered	Category A
5A Raymond Road	Altered	Category A
6A Raymond Road	Altered	Category A
7A Raymond Road	Altered	Category A
16 Sabi Place	Altered	Category A
17 Sabi Place	Altered	Category A
113 Wallace Road	Altered	Category A
118 Wallace Road	Altered	Category A
121 Wallace Road	Altered	Category A
135 Wallace Road	Altered	Category A
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Schedule 3: Trees to be included in the Tree Management Plan [Schedule updated – refer to clean set]







Designation Boundary

Tree/Group of Trees

⇔⇔⇔ NoR\_Boundary

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NoR3





Tree No.	Vegetation Type	Protection	Species	Age
1	Single tree	Road Reserve	Notable Tree – Gum	
11	Single tree	Road Reserve	Pohutukawa	Semi - Mature
12	Single tree	Road Reserve	Pohutukawa	Semi - Mature
13	Single tree	Road Reserve	Pohutukawa	Semi - Mature
14	Single tree	Road Reserve	Ficus	Semi - Mature
15	Single tree	Road Reserve	Jacaranda	Semi - Mature
16	Single tree	Road Reserve	Jacaranda	Semi - Mature
17	Single tree	Road Reserve	Pohutukawa	Semi - Mature
18	Single tree	Road Reserve	Pohutukawa	Semi - Mature
19	Single tree	Road Reserve	Pohutukawa	Semi - Mature
20	Single tree	Road Reserve	Pohutukawa	Semi - Mature
21	Single tree	Road Reserve	Pohutukawa	Semi - Mature
22	Group of Trees	Road Reserve	Group of Notable Trees – Magnolia, Totara, Ti Kouka (Cabbage Tree), Miro <del>requiring</del> <del>removal</del>	Mature
			Group of trees – Gingko, Totora,	

			Camelia, Magnolia	
23	Single tree	Road Reserve	Pohutukawa	Semi - Mature
24	Single tree	Road Reserve	Pohutukawa	Semi - Mature
25	Single tree	Road Reserve	Pohutukawa	Semi - Mature
26	Single tree	Road Reserve	Pohutukawa	Semi - Mature
27	Single tree	Road Reserve	Pohutukawa	Semi - Mature
28	Single tree	Road Reserve	Pohutukawa	Semi - Mature
29	Single tree	Road Reserve	Pohutukawa	Semi - Mature
30	Single tree	Road Reserve	Pohutukawa	Semi - Mature
32	Group of Trees	Road Reserve	Mixed Group (Kauri, Totara, Privet)	Semi - Mature
1205	Group of Trees	Open Space	London Plane x 12	Mature
1206	Group of Trees	Open Space	Pine / Eucalyptus x25	Mature
1207	Group of Trees	Open Space	Pine x 30	Mature

Appendix D – Auckland Transport's Modifications to NoR 3 conditions (clean)



#### Designation XXXX – Airport to Botany Bus Rapid Transit Puhinui Station to SH20/20B Interchange

Designation Number	XXXX
Requiring Authority	Auckland Transport
Location	Puhinui Station (in the vicinity of Plunket Avenue) to SH20/20B Interchange
Lapse Date	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.

## **Purpose**

Construction, operation and maintenance of an upgrade to Puhinui Road between Plunket Avenue and the SH20/20B Interchange for a BRT corridor, walking and cycling facilities and associated infrastructure.

## **Conditions**

### 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
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 of material changes to management plans and CNVMP Schedules	<ul> <li>Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates.</li> <li>A material change to a management plan or CNVMP Schedule shall be deemed certified: <ul> <li>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified;</li> <li>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received; or</li> <li>(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received</li> </ul> </li> </ul>
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
Construction Works	Activities undertaken to construct the Project excluding Enabling Works

Council	Auckland Council
CTMP	Construction Traffic Management Plan
Developer	Any legal entity that intends to master plan or develop land adjacent to the designation
Development Agency	Public entities involved in development projects
DRMP	Development Response Management Plan
Educational facility	Facility used for education to secondary level. Includes:
	<ul> <li>(a) schools and outdoor education facilities; and</li> <li>(b) accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above.</li> </ul>
	Excludes:
	<ul><li>(a) care centres; and</li><li>(b) tertiary education facilities.</li></ul>
Enabling works	<ul> <li>Includes, but is not limited to, the following and similar activities:</li> <li>(a) geotechnical investigations (including trial embankments);</li> <li>(b) archaeological site investigations;</li> <li>(c) formation of access for geotechnical investigations;</li> <li>(d) establishment of site yards, site entrances and fencing;</li> <li>(e) constructing and sealing site access roads;</li> <li>(f) demolition or removal of buildings and structures;</li> <li>(g) relocation of services; and</li> <li>(h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).</li> </ul>
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
LIP	Land use Integration Process
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	<ul> <li>Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Airport to Botany Bus Rapid Transit Project:</li> <li>(a) Te Ākitai Waiohua;</li> <li>(b) Ngāi Tai ki Tamaki;</li> <li>(c) Ngāti Te Ata Waiohua;</li> <li>(d) Ngāti Whanaunga;</li> <li>(e) Ngāti Tamaoho;</li> <li>(f) Ngāti Paoa Trust Board;</li> <li>(g) Te Ahiwaru;</li> <li>(h) Ngāti Tamaterā; and</li> <li>(i) Ngāti Maru.</li> <li>Note: other iwi not identified above may have an interest in the Project and should be consulted</li> </ul>
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
NZAA	New Zealand Archaeological Association
OSMP	Open Space Management Plan

Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
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: Acoustics – Road-traffic noise – New and altered roads
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) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan

No.	Condition				
General	conditions				
1.	Activity in General Accordance with Plans and Information (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				
	<ul> <li>general accordance with the Project description and concept plan in</li> <li>Schedule 1.</li> <li>(b) Where there is inconsistency between:</li> </ul>				
	<ul> <li>(i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; or</li> </ul>				
	<ul> <li>the 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.</li> </ul>				
2.	Project Information				
	(a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six (6) months of the inclusion of this designation is included in the AUP.				
	<ul> <li>All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable 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:         <ul> <li>the status of the Project;</li> </ul> </li> </ul>				
	<ul> <li>(ii) anticipated construction timeframes;</li> <li>(iii) contact details for enquiries;</li> <li>(iv) the implications of the designation for landowners, occupiers and</li> </ul>				
	business owners and operators within the designation and where they can receive additional advice;				
	<ul> <li>(v) a subscription service to enable receipt of Project updates by email; and</li> <li>(vi) how to apply for consent for works in the designation under section</li> </ul>				
	<ul> <li>176(1)(b) of the RMA.</li> <li>(c) 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.</li> </ul>				
3.	Land use Integration Process				
	<ul> <li>(a) The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose:         <ul> <li>(i) the Requiring Authority shall include the contact details of a nominated contact on the Project website (or equivalent information source) required to be established by Condition 2(b)(iii); and</li> <li>(ii) the nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the</li> </ul> </li> </ul>				
	<ul> <li>Requiring Authority to integrate their development plans or master planning with the designation.</li> <li>(b) At any time prior to the Start of Construction, the nominated contact will be available to engage with a Development Agenery for the</li> </ul>				
	available to engage with a Developer or Development Agency for the purpose of:				
	<ul> <li>(i) responding to requests made to the Requiring Authority for</li> <li>information regarding design details that could assist with land use integration; and</li> </ul>				

	<ul> <li>(ii) receiving information from a Developer or Development Agency regarding master planning or land development details that could assist with land use integration.</li> </ul>
(c)	Information requested or provided under Condition 3(b) above may include
(-)	but not be limited to the following matters:
	(i) design details including but not limited to:
	A. boundary treatment (e.g. the use of retaining walls or batter
	slopes);
	B. the horizontal and vertical alignment of the road (levels);
	C. potential locations for mid-block crossings;
	D. integration of stormwater infrastructure;
	E. outputs from any flood modelling; and
	F. traffic noise modelling contours.
	<ul> <li>(ii) potential modifications to the extent of the designation in response to information received through Condition 3(b)(ii);</li> </ul>
	(iii) a process for the Requiring Authority to undertake a technical review
	of or provide comments on any master planning or development
	proposal advanced by the Developer or Development Agency as it
	relates to integration with the Project; and
	(iv) details of how to apply for written consent from the Requiring
	Authority for any development proposal that relates to land is within
	the designation under section 176(1)(b) of the RMA.
(d)	Where information is requested from the Requiring Authority and is
	available, the nominated contact shall provide the information unless there
(e)	are reasonable grounds for not providing it. The nominated contact shall maintain a record of the engagement between
(6)	the Requiring Authority and Developers and Development Agencies for the
	period following the date in which this designation is included in the AUP
	through to the Start of Construction for a Stage of Work. The record shall
	include:
	(i) a list of all Developers and Development Agencies who have
	indicated through the Notice of Requirement process that they intend
	to master plan or develop sites along the Project alignment that may
	require specific integration with the designation;
	(ii) details of any requests made to the Requiring Authority that could
	influence detailed design, the results of any engagement and, where
	such requests that could influence detailed design are declined, the
	reasons why the Requiring Authority has declined the requests; and
	(iii) details of any requests to co-ordinate the forward work programme,
	where appropriate, with Development Agencies and Network Utility Operators.
(f)	The record shall be submitted to Council for information ten working days
(f)	prior to the Start of Construction for a Stage of Work.

4.	Designation Review			
	(a)	<ul> <li>The Requiring Authority shall within six (6) months of Completion of Construction or as soon as otherwise practicable:</li> <li>(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</li> <li>(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.</li> </ul>		
5.	Laps	e		
	(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.		
6.	Te Ā	kitai Waiohua – Southwest Gateway Programme		
	(a)	The Requiring Authority acknowledges Te Ākitai Waiohua as Mana Whenua and a principal partner to the Southwest Gateway Programme, to which this project forms a part. The operation of this designation must in all respects reflect these matters, including through meeting the conditions and meaningful engagement at both a governance and kaitiaki level.		
7.	Netw	ork Utility Operators and Auckland Council Parks (Section 176		
	Appr	-		
	(a)	<ul> <li>Prior to the start of Construction Works, Network Utility Operators (including Auckland International Airport Limited) with existing infrastructure and Auckland Council in relation to parks located within the designation will not require written consent under section 176 of the RMA for the following activities:</li> <li>(i) operation, maintenance and repair works;</li> </ul>		
		<ul> <li>(ii) minor renewal works to existing network utilities or parks necessary for the on-going provision or security of supply of network utility or parks operations;</li> <li>(iii) minor works such as new service connections; and</li> <li>(iv) the upgrade and replacement of existing network utilities or parks in the same location with the same or similar effects as the existing</li> </ul>		
	(b)	utility or parks. To the extent that a record of written approval is required for the activities		
8.	Prop	listed above, this condition shall constitute written approval. erty Management		
0.	(a)	The Requiring Authority shall undertake its best endeavours to ensure that properties acquired for the Project are appropriately managed in a manner		
_		that does not adversely affect the surrounding area.		
-		ion conditions		
9.		ne Plan		
	(a)	An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.		
	(b)	Mana Whenua shall be invited as partners to participate in the preparation of an Outline Plan (or Plans).		
	(c)	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.		
	(d)	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: (i) Construction Environmental Management Plan;		

I		(ii) Construction Troffic Management Plan
		(ii) Construction Traffic Management Plan;
		<ul> <li>(iii) Construction Noise and Vibration Management Plan;</li> <li>(iv) Urban and Landscape Design Management Plan;</li> </ul>
		<ul><li>(vii) Network Utilities Management Plan; and</li><li>(viii) Development Response Management Plan.</li></ul>
40		
10.		agement Plans
	(a)	Any management plan shall:
		(i) be prepared and implemented in accordance with the relevant
		management plan condition;
		(ii) be prepared by a Suitably Qualified Person(s);
		(iii) be developed in partnership with Mana Whenua. The Requiring
		Authority shall provide reasonable resourcing, technical and
		administrative support for Mana Whenua;
		<ul><li>(iv) include sufficient detail relating to the management of effects</li></ul>
		associated with the relevant activities and/or Stage of Work to which
		it relates;
		(v) summarise comments received from Mana Whenua and stakeholders
		as required by the relevant management plan condition, along with a
		summary of where comments have:
		A. been incorporated; and
		B. where not incorporated, the reasons why.
		<ul><li>(vi) be submitted as part of an Outline Plan pursuant to s176A of the</li></ul>
		RMA, with the exception of SCEMPs and CNVMP Schedules;
		(vii) Once finalised, uploaded to the Project website or equivalent virtual
		information source.
	(b)	Any management plan developed in accordance with Condition 10 may:
		(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; and
		(ii) except for material changes, be amended to reflect any changes in
		design, construction methods or management of effects without further process.
	(c)	if there is a material change required to a management plan which has
	(0)	been submitted with an Outline Plan, the revised part of the plan shall be
		submitted to the Council as an update to the Outline Plan or for Certification
		as soon as practicable following identification of the need for a revision.
	(d)	Any material changes to the SCEMP(s) are to be submitted to the Council
	()	for information.
11.	Mana	a Whenua Kaitiaki Forum
	(a)	At least twelve (12) months prior to the start of detailed design for a Stage
	()	of Work, the Requiring Authority shall invite Mana Whenua to establish a
		Mana Whenua Kaitiaki Forum. The objective of the Mana Whenua Kaitiaki
		Forum is to provide a forum for Mana Whenua to participate as partners in
		all phases of the Project. To achieve the objective, the Mana Whenua
		Kaitiaki Forum shall address (as a minimum) the following matters:
		(i) how Mana Whenua will provide input into the design of the Project.
		For example:
		A. how Mana Whenua values and narrative are incorporated
		through the form of the Project and associated structures;
		B. how the historic and cultural significance of the Puhinui Historic
		Di noti ale notorio ana calcara olgrinoaneo el ale i anna i notorio

r		
	(ii) (iii)	<ul> <li>how pou, art, sculptures, mahi toi or other any other features located on land within or adjoining the Project will be provided in a manner that represents the Māori history of the area and promotes a distinctiveness or sense of place.</li> <li>how Mana Whenua will be engaged in the preparation of management plans and future consenting processes;</li> <li>how mātauranga Māori and tikanga Māori will be recognised in all phases of the Project;</li> </ul>
	(iv)	where opportunities for Mana Whenua to participate in engagement with local communities, business associations, social institutions and community groups will be provided;
	(v)	<ul> <li>where opportunities for Mana Whenua to support the physical, mental, social and economic wellbeing for iwi and the local community will be provided through the Project. This could include:</li> <li>A. planting supplied through Mana Whenua and community based nurseries;</li> <li>B. local schools being involved in planting; and</li> </ul>
	(vi)	C. scholarships, cadetships and job creation. the Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua including organising meetings at a local venue and the taking and dissemination of meeting minutes;
	(vii)	the frequency of meetings shall be agreed between the Requiring Authority and Mana Whenua; and
	tradit Statio proce (c) The I	<ul> <li>prior to the Start of Construction, the Requiring Authority shall</li> <li>produce a record of the Mana Whenua Kaitiaki Forum. The record of the Mana Whenua Kaitiaki Forum shall be provided to Mana Whenua and shall include (but not be limited to);</li> <li>A. details of how Mana Whenua have participated as partners in the Project;</li> <li>B. details of how the matters set out in (a) will be incorporated into the Project;</li> <li>C. how the objective of the Mana Whenua Kaitiaki Forum has been and will continue to be met; and</li> <li>D. details of how comments from Mana Whenua have been incorporated into the Project and where not incorporated, the reasons why.</li> <li>a Whenua shall be invited to identify and (if possible) nominate ional names along the Project corridor such as Bus Rapid Transit ons and bridge structures. Noting there may be formal statutory esses outside the project required in any decision-making.</li> <li>Mana Whenua Kaitiaki Forum shall continue to meet for at least six hs following the Completion of Construction or as agreed with Mana</li> </ul>
	Advice not	
		idance of doubt, Mana Whenua may wish to use another forum as the nua Kaitiaki Forum.
12.		er Communication and Engagement Management Plan (SCEMP)
	group (b) The d (inclu be er	EMP shall be prepared in consultation with stakeholders, community os and organisations prior to the Start of Construction. objective of the SCEMP is to identify how the public and stakeholders uding directly affected and adjacent owners and occupiers of land) will ngaged with prior to and throughout Construction Works. To achieve bjective of the SCEMP:

		(i) At least six (6) months prior to detailed design for a Stage of Work,
		the Requiring Authority shall identify:
		<ul> <li>A. a list of properties within the designation which the Requiring Authority does not own or have occupation rights to;</li> </ul>
		B. a list of key stakeholders, community groups, organisations
		and businesses who will be engaged with;
		C. methods and timing to engage with key stakeholders,
		community groups, organisations and businesses and owners
		of properties identified in (b)(i)A-B.
		(ii) a record of (b)(i) shall be submitted with an Outline Plan for the
		relevant Stage of Work.
		(iii) The SCEMP shall include:
		A. 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);
		B. 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;
		C. details of opportunities to strengthen the relationship between
		Mana Whenua, key stakeholders and the wider community;
		D. methods and timing to engage with landowners whose access
		is directly affected;
		E. 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 (b)(i) above; and
		F. linkages and cross-references to communication and
		engagement methods set out in other conditions and
	(-)	management plans where relevant.
	(c)	Any SCEMP prepared for a Stage of Work shall be submitted to Council for information to working down prior to the Start of Construction for a Stage of
		information ten working days prior to the Start of Construction for a Stage of Work.
13.	Dave	
15.		elopment Response Management Plan
	(a)	A DRMP shall be prepared prior to the Start of Construction for a Stage of
	(1.)	Work.
	(b)	The objective of the DRMP is to provide a framework to assist businesses
		affected by the Project to manage the impacts of construction and to
	(c)	maximise the opportunities the Project presents. Business Associations representing businesses within the relevant Stage of
	(c)	Work shall be invited no later than 18 months prior to the Start of
		Construction for a Stage of Work, to participate in the development of the
	(d)	DRMP.
	(d)	To achieve the objective, the DRMP shall include:
		<ul> <li>(i) a list of businesses likely to be impacted by the Project;</li> <li>(ii) recommended measures to mitigate impacts on identified businesses</li> </ul>
		(ii) recommended measures to mitigate impacts on identified businesses associated with construction effects such as the potential loss of
		visibility of businesses from public spaces, reduction of accessibility
		and severance. Such mitigation measures may include business
		support, temporary placemaking and place activation measures and
		temporary wayfinding and signage;
		(iii) a summary of any proactive assistance to be provided to impacted
		businesses;

[	Ι	(iv)	identification of opportunities to co-ordinate the forward work
		(17)	programme, where appropriate with infrastructure providers and
		$(\lambda \lambda)$	development agencies; and
		(v)	linkages and cross-references to communication and engagement
			methods set out in other conditions and management plans (e.g. the
			SCEMP) where relevant.
14.	Urba	in and	Landscape Design Management Plan (ULDMP)
	(a)	A UL	DMP shall be prepared prior to the Start of Construction for a Stage of
		Work	Κ.
	(b)	The o	objective of the ULDMP(s) is to:
		(i)	enable integration of the Project's permanent works into the
			surrounding landscape and urban context;
		(ii)	ensure that the Project manages potential adverse landscape and
		. ,	visual effects as far as practicable and contributes to a quality urban
			environment; and
		(iii)	acknowledge and recognise the whakapapa Mana Whenua have to
		( )	the Project area.
	(c)	Mana	a Whenua shall be invited to participate in the development of the
	, ,		MP at least six (6) months prior to the start of detailed design for a
			e of Work to provide input on cultural landscape and design matters.
			shall include (but not be limited to) how desired outcomes for the
			agement of potential effects on cultural sites, landscapes and values
			ified and discussed in accordance with the Historic Heritage
		Mana	agement Plan (Condition 26) may be reflected in the ULDMP.
	(d)		stakeholders shall be invited to participate in the development of the
	. ,	ULD	MP at least six (6) months prior to the start of detailed design for a
		Stage	e of Work.
	(e)	The	ULDMP shall be prepared in general accordance with:
		(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 Ngahere (Forest) Strategy or any subsequent
			updated version.
	(f)		chieve the objective, the ULDMP shall provide details of how the
		proje	
		(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;
		(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) (iv)	promotes inclusive access (where appropriate); and
		(iv)	promotes a sense of personal safety by aligning with best practice
			guidelines, such as:
			A. Crime Prevention Through Environmental Design (CPTED)
			principles;
			B. Safety in Design (SID) requirements; and
			C. Maintenance in Design (MID) requirements and anti-
	1		vandalism/anti-graffiti measures.

· · · · · · ·				· · · · · · · · · · · · · · · · · · ·
		(v)		esponded to requests that could influence detailed design
				gh the Land Use Integration Process (Condition 3);
		(vi)		des opportunities to incorporate Mana Whenua values and
			cultur	al narrative through the design. This shall include but not be
			limite	d to:
			Α.	how to protect and enhance connections to the Māori cultural
				landscape;
			В.	how and where accurate historical signage can be provided
				along the corridor;
			C.	how historical portage routes will be recognised;
			D.	how opportunities for cultural expression through, for example
				mahi toi, art, sculptures or other public amenity features will be
				provided;
			Ε.	how opportunities to utilise flora and fauna with a specific
				connection to the area are realised where possible by:
				a. preserving them in the design and maintenance of the
				Project; and
				b. restoring them in a manner that recognises their
				historical and cultural significance. For example, by
				clustering planting to represent a lost ngahere.
			F.	how the historic and cultural significance of the Puhinui Historic
				Gateway is recognised; and
			G.	how public access to coastal areas, waterways and open
				space is enhanced, where appropriate.
		(vii)		des for an integrated stormwater management approach which
			•	tises in the following order:
			Α.	opportunities for ki uta ki tai (a catchment scale approach);
			B.	opportunities for net catchment benefit;
			C.	green infrastructure and nature-based solutions; and
			D.	opportunities for low maintenance design.
	(g)			etion of Mana Whenua, the matters listed in $(f)(v) - (vi)$ shall
	(1.)			corporated into the ULDMP or prepared as a separate plan.
	(h)			<sup>o</sup> shall include:
		(i)		cept plan(s) – which depicts the overall landscape and urban
				n concept, and explain the rationale for the landscape and
		(;;)		n design proposals;
		(ii)		oped design concepts, including principles for walking and g facilities and public transport; and
		(iii)		cape and urban design details – that cover the following:
		(11)	A.	road design – elements such as:
			<i>,</i>	a. intersection form;
				b. carriageway gradient and associated earthworks
				c. contouring, cut and fill batters and/or retaining walls and
				their interface with adjacent land uses and existing roads
				(including slip lanes);
				d. benching;
				e. spoil disposal sites;
				f. median width and treatment; and
				g. roadside width and treatment;
			В.	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. historic heritage places with reference to the HHMP (Condition
		26); and
		I. re-instatement of construction and site compound areas,
		driveways, accessways and fences.
		g details and maintenance requirements:
	(i)	planting design details including:
		A. identification of existing trees and vegetation that will be
		retained with reference to the Tree Management Plan
		(Condition 27). 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 the Tree Management Plan (Condition 27);
		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:
	( )	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 not	
		tion is for the purpose of construction, operation and maintenance of
		insport corridor and it is not for the specific purpose of "road
		nerefore, it is not intended that the front yard definition in the
		itary Plan which applies a set back from a designation for road
		poses applies to this designation. A set back is not required to
		cts between the designation boundary and any proposed adjacent
	sites or lots	5 , , , , , , , , , , , , , , , , , , ,
Specific		requirements
	Flood Haza	
		bse of Condition 15:
		- means Average Recurrence Interval;
		ing authorised community, commercial and industrial floor – means
		oor level of any community, commercial and industrial building which
		thorised and exists at the time the Outline Plan is submitted;
		ing authorised habitable floor – means the floor level of any room
		r) in a residential building which is authorised and exists at the time
		Dutline Plan is submitted, excluding a laundry, bathroom, toilet or any used solely as an entrance hall, passageway or garage;
	100	used solely as all elitiance hall, passageway of galage,

	<ul> <li>(d) Flood prone area – means potential ponding areas that may flood and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features;</li> <li>(e) Maximum Probable Development – is the 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 AUP, the probable level of development arising from zone changes;</li> <li>(f) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways); and</li> <li>(g) Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).</li> </ul>
15.	Flood Hazard
	<ul> <li>(a) The Project shall be designed to achieve the following flood risk outcomes: <ul> <li>(i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;</li> <li>(ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors to maintain a minimum freeboard of 150mm;</li> <li>(iii) no increase in flood levels in a 1% AEP event for existing authorised habitable floors to maintain a minimum freeboard of 150mm;</li> <li>(iii) no increase in flood levels in a 1% AEP event for existing authorised community, commercial and industrial building floors that are already subject to flooding;</li> <li>(iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors;</li> <li>(v) maximum of 50mm increase in flood level in a 1% AEP event outside and adjacent to the designation boundaries between the pre and post Project scenarios;</li> <li>(vi) no new flood prone areas; and</li> <li>(vii) no increase of flood hazard for main access to authorised habitable dwellings existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP event. Where Flood Hazard is:</li> <li>A. velocity x depth is greater than or equal to (≥) 0.6; or</li> <li>B. depth is greater than (&gt;) 0.5m; or</li> <li>C. velocity is greater than (&gt;) 2m/s.</li> </ul></li></ul>
	<ul> <li>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 1% AEP flood levels (for Maximum Probable Development land use and including climate change).</li> <li>(c) Where the above outcomes can be achieved through alternative measures.</li> </ul>
	(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.
16.	Existing property access
	<ul> <li>(a) Where existing property vehicle access which exists at the time the Outline Plan is submitted is proposed to be altered by the project, the Requiring Authority shall consult with the directly affected landowner regarding the required changes. The Outline Plan shall demonstrate how safe access will be provided, unless otherwise agreed with the affected landowner.</li> </ul>

Construc	onstruction conditions				
17. 0	Constructi	on Environmental Management Plan (CEMP)			
		MP shall be prepared prior to the Start of Construction for a Stage of			
,	Work				
(	· /	objective of the CEMP is to set out the management procedures and			
		truction methods to be undertaken to, avoid, remedy or mitigate any			
		rse effects associated with Construction Works as far as practicable.			
		chieve the objective, the CEMP shall include:			
	(i) (ii)	the roles and responsibilities of staff and contractors; details of the site or project manager and the Project Liaison Person,			
	(11)	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;			
	(v)	details of the proposed construction lighting;			
	(vi)	methods for controlling dust and the removal of debris and demolition			
	( <i>v</i> )	of construction materials from public roads or places;			
	(vii) (viii)	methods for providing for the health and safety of the general public; measures to mitigate flood hazard effects such as siting stockpiles			
	(viii)	out of floodplains, minimising obstruction to flood flows, actions to			
		respond to warnings of heavy rain;			
	(ix)	procedures for incident management;			
	(x)	location and procedures for the refuelling and maintenance of plant			
		and equipment to avoid discharges of fuels or lubricants to			
		watercourses;			
	(xi)	measures to address the storage of fuels, lubricants, hazardous			
		and/or dangerous materials, along with contingency procedures to			
	(xii)	address emergency spill response(s) and clean up; procedures for responding to complaints about Construction Works;			
	(^  )	and			
	(xiii)	methods for amending and updating the CEMP as required.			
18. 0	Complaints	s Register			
(		times during Construction Works, a record of any complaints received			
	abou	t the Construction Works shall be maintained. The record shall include:			
	(i)	the date, time and nature of the complaint;			
	(ii)	the name, phone number and address of the complainant (unless the			
	(:::)	complainant wishes to remain anonymous);			
	(iii)	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; and			
	(v)	any other activities in the area, unrelated to the Project that may have			
		contributed to the complaint, such as non-project construction, fires,			
	<i>.</i>	traffic accidents or unusually dusty conditions generally.			
(		by of the Complaints Register required by this condition shall be made			
		able to the Manager upon request as soon as practicable after the est is made.			
19. 0	I	onitoring Plan			
		Itural Monitoring Plan shall be prepared prior to the Start of			
(	• •	truction.			
(		ast six (6) months prior to the start of detailed design, a Suitably			
\ \		fied Person(s) identified in partnership with Mana Whenua shall			
		nence the preparation of the Cultural Monitoring Plan.			

	und effe Mor (i) (ii) (iii) (iv) (v) (d) If Er of C prep	objective of the Cultural Monitoring Plan is to identify methods for ertaking cultural monitoring to assist with management of any cultural cts during Construction works. To achieve the objective, the Cultural nitoring Plan shall include: 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; requirements and protocols for cultural inductions for contractors and subcontractors; identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol nabling Works involving soil disturbance are undertaken prior to the start construction Works, an Enabling Works Cultural Monitoring Plan shall be pared by a Suitably Qualified Person identified in collaboration with
	Mar Wor	na Whenua. This plan may be prepared as a standalone Enabling ks Cultural Monitoring Plan or be included in the main Construction ks Cultural Monitoring Plan.
	Advission	to:
	Advice no Where apr	ore: propriate, the Cultural Monitoring Plan shall align with the requirements
	of other co	onditions of the designation and resource consents for the Project which
00		ponitoring during Construction Works.
20.		tion Traffic Management Plan (CTMP)
	(a) A C Wor	TMP shall be prepared prior to the Start of Construction for a Stage of k.
	(b) The prac	objective of the CTMP is to avoid, remedy or mitigate, as far as cticable, adverse construction traffic effects. To achieve the objective, CTMP shall include:
	(i)	methods to manage the effects of temporary traffic management activities on traffic;
	(ii) (iii)	measures to ensure the safety of all transport users; the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours (for example on roads serving educational facilities during pick up and drop off times) to manage vehicular and pedestrian traffic near educational facilities 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, pedestrians and cyclists;
	(vi)	methods to maintain access to and within property and/or private roads where practicable, or to provide alternative access arrangements when it will not be. Engagement with landowners whose access is directly affected shall be undertaken in accordance
		with Condition 12(b)(iii)D;

	(vii	coverin exit poi	ig loads of fine mate	erial, the use of w	vy vehicles, including /heel-wash facilities at sit aterial deposited or spille
	(ix)	) methoo measu	ls that will be under res to affected road	users (e.g. reside	nicate traffic managemen ents / public /
	(x)	details during complia	the construction pha ance with the perfor	k performance pa ase, including an mance paramete	arameters to be achieved y measures to monitor rs. These could include ffic volumes along key
	(xi)	routes; ) details propos	and of any Travel Dema	and Management	
21.	Open Sp		gement Plan (OSM	P)	
	(a) An			•	onstruction for a Stage o
	effe	ects on the nstruction. how the access constru	recreation amenity To achieve the object ongoing operation (including walking	of parks and res ctive, the OSMP (including but no and cycling) to pa ined in accordan	s practicable adverse erves resulting from shall include details of: ot limited to events) of an arks and reserves during ce with the Construction
	(ii)	opportu practica for parl	unities to coordinate able, with the forwa <s and="" dire<="" reserves="" th=""><th>the construction rd work programr ectly affected by t</th><th></th></s>	the construction rd work programr ectly affected by t	
	) pai	rticipate in	uncil Parks and Con the development of etailed design for a \$	the OSMP at lea	ist six (6) months prior to
	(d) An info	y OSMP pi	repared for a Stage	of Work shall be	submitted to Council for Construction for a Stage
22.	Construe	tion Nois	e Standards		
<i>LL</i> .				sured and access	ed in accordance with
	· · /				nd shall comply with the
			ds set out in the fol		
	Table 22-1 Construction Noise Standards				
	Day of w	look	Time period		1.4-
			ensitive to noise	LAeq(15min)	LAFmax
	Weekday	-	0630h - 0730h	55 dB	75 dB
		7	00001 - 070011	00 00	
	Weekday		0730h - 1800h	70 dB	L 85 dB
	Weekday		0730h - 1800h 1800h - 2000h	70 dB 65 dB	85 dB 80 dB
			1800h - 2000h	65 dB	80 dB
	Saturday	,			
		,	1800h - 2000h 2000h - 0630h	65 dB 45 dB	80 dB 75 dB
		,	1800h - 2000h 2000h - 0630h 0630h - 0730h	65 dB 45 dB 55 dB	80 dB 75 dB 75 dB

	Sunday and Public	0630h - 0730h	45 dB	75 dB	
	Holidays	0730h - 1800h	45 dB	85 dB	
	······································	1800h - 2000h	45 dB	75 dB	
		2000h - 0630h	45 dB	75 dB	
	Other occupied bui		40 00	75 00	
	All	0730h – 1800h	70 dB		
	7 41	1800h – 0730h	75 dB		
	(b) Where compli	iance with the noise s		Table 22-1 is not	
	· · /	ne methodology in Co			
23.	Construction Vibra			y.	
23.		vibration shall be me	ourod in occordono	with ISO	
	( )	echanical vibration ar			
		the measurement of			
		and shall comply with			
		e as far as practicable			
	TOTIOWING LADIC	e as lai as placticable	5.		
	Table 23-1 Construct	ion vibration standard	ds		
	Receiver	Details	Category A*	Category B**	
	Occupied activity s	ensitive to noise	·		
	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			
	* Category A criteria a	lopted from Rule E25.6.30.1 of the AUP			
	** Category B criteria I	based on DIN 4150-3:1	999 building damage c	riteria for daytime	
	• • •	iance with the vibration			
	practicable, th	ne methodology in Co	ondition 25 shall appl	у	
24.	Construction Noise	e and Vibration Man	agement Plan (CNN	/IVP)	
	(a) A CNVMP sha Work.	all be prepared prior	to the Start of Constr	uction for Stage of	
	(b) A CNVMP sha relates.	all be implemented d	uring the Stage of W	ork to which it	
		of the CNVMP is to p			
		ntation of the Best Pra			
		noise and vibration ef			
		standards set out in (			
		o achieve the objecti /ith Annex E2 of the N			
		Construction Noise' (			
	address the fo		200000.1000) and		
		tion of the works and	anticipated equipme	ent/processes;	
		of operation, including			
		s would occur;	· ·		
		struction noise and v			
		ation of receivers wh			
		rchy of management			
		ments to limit night w			
	times, i	ncluding Sundays an	a public holidays as	iar practicable;	

		(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)	procedures and requirements for the preparation of a Schedule to the
		( )	CNVMP (Schedule) for those areas where compliance with the noise
			Condition 22 and/or vibration standards Condition 23 Category B will
			not be practicable;
		(xi)	identification of trigger levels for undertaking building condition
		. ,	surveys, which shall be Category B day time levels;
		(xii)	procedures and trigger levels for undertaking building condition
		-	surveys before and after works to determine whether any cosmetic or
			structural damage has occurred as a result of construction vibration;
		(xiii)	methodology and programme of desktop and field audits and
			inspections to be undertaken to ensure that the CNVMP, Schedules
			and the best practicable option for management of effects are being
			implemented; and
		(xiv)	
25.			o a CNVMP
	(a)		hedule to the CNVMP (Schedule) shall be prepared prior to the start of
			onstruction to which it relates by a Suitably Qualified Person, in
			ultation with the owners and occupiers of sites subject to the Schedule,
		when	construction noise is either predicted or measured to exceed the
		(i)	noise standards in Condition 22, except where the exceedance of the
			L <sub>Aeq</sub> criteria is no greater than 5 decibels and does not exceed:
			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 23.
	(b)	The o	objective of the Schedule is to set out the Best Practicable Option
	. ,	meas	sures to manage noise and/or vibration effects of the construction
			ty beyond those measures set out in the CNVMP. To achieve the
		objec	tive, the Schedule shall include details such as:
		(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;
1		(1).	for works proposed between 2000b and 0620b, the research why the
		(iv)	for works proposed between 2000h and 0630h, the reasons why the
		(iv)	proposed works must be undertaken during these hours and why
			proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime;
		(iv) (v)	proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; the proposed mitigation options that have been selected, and the
			proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime;

<ul> <li>(vi) 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</li> <li>(vii) location, times and types of monitoring.</li> <li>(c) The Schedule shall be submitted to the Manager 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.</li> <li>(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.</li> <li><b>26. Historic Heritage Management Plan</b> <ul> <li>(a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work.</li> <li>(b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify:</li></ul></li></ul>	r	r	
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			timeframe for implementing the proposed methodology, in
accordance with the HNZPT Archaeological Guidelines Series No.1:			
Investigation and Recording of Buildings and Standing Structures			
(November 2018), or any subsequent version; (viii) methods to acknowledge cultural values identified through the Mana			
Whenua Kaitiaki Forum (Condition 11) and Urban Landscape and Design Management Plan (Condition 14) where archaeological sites			Whenua Kaitiaki Forum (Condition 11) and Urban Landscape and

	inve mon	<ul> <li>also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:</li> <li>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;</li> <li>measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1) The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 19).</li> <li>ctronic copies of all historic heritage reports relating to historic heritage stigations (evaluation, excavation, building and standing structures and itoring), shall be submitted to the Manager within 12 months of pletion.</li> </ul>
	com	pletion.
	Advice no	te:
	Accidenta	Il Discoveries
	E11.6.1 of	ements for accidental discoveries of heritage items are set out in Rule the AUP and shall apply when an archaeological authority under the s not otherwise in place.
27.		agement Plan
		r to the Start of Construction for a Stage of Work, a Tree Management
	Plar	n shall be prepared.
		objective of the Tree Management Plan is to avoid, remedy or mitigate
		cts of construction activities on trees identified in Schedule 3. To eve the objective, the Tree Management Plan shall:
	(i)	confirm that the trees listed in Schedule 3 still exist; and
	(ii)	demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree listed in Schedule 4. This may include:
		A. any opportunities identified through Condition 14(i)(i)A to
		relocate mature trees and native trees where practicable;
		<ul> <li>B. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 14);</li> <li>C. tree protection zones and tree protection measures such as protective foncing, ground protection and physical protection of</li> </ul>
		protective fencing, ground protection and physical protection of roots, trunks and branches; and
		D. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.
	(iii)	demonstrate how the tree management measures (outlined in $A - D$ above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.

28.	Network Utility Management Plan (NUMP)		
	(a) .	A NUMP shall be prepared prior to the Start of Construction for a Stage of	
		Work.	
		The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. To achieve	
		the objective, the NUMP shall include methods to:	
		(i) provide access for maintenance at all reasonable times, or	
		<ul> <li>emergency works at all times during construction activities;</li> <li>(ii) manage the effects of dust and any other material potentially</li> </ul>	
		resulting from construction activities and able to cause material	
		damage, beyond normal wear and tear to overhead transmission	
		lines in the Project area; and	
		(iii) demonstrate compliance with relevant standards and Codes of	
		Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001;	
		AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and	
		AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.	
		The NUMP shall be prepared in consultation with the relevant Network	
		Utility Operator(s) (including Auckland International Airport Limited) who	
		have existing assets that are directly affected by the Project. The development of the NUMP shall consider opportunities to coordinate	
		future work programmes with other Network Utility Operator(s) (including	
		Auckland International Airport Limited) during detailed design where	
		practicable.	
		The NUMP shall describe how any comments from the Network Utility	
		Operator (including Auckland International Airport Limited) in relation to its	
		assets have been addressed.	
		Any comments received from the Network Utility Operator (including Auckland International Airport Limited) shall be considered when finalising the NUMP.	
		Any amendments to the NUMP related to the assets of a Network Utility	
		Operator (including Auckland International Airport Limited) shall be	
		prepared in consultation with that asset owner.	
Operati	onal co	nditions	
29.	Low N	loise Road Surface	
	(a) /	Asphaltic concrete surfacing (or equivalent low noise road surface) shall be	
		implemented within 12 months of Completion of Construction of the Project.	
30.	Future	e Resurfacing Work	
	(a) /	Any future resurfacing works of the Project shall be undertaken in	
		accordance with the Auckland Transport Reseal Guidelines, Asset	
		Management and Systems 2013 and asphaltic concrete surfacing (or	
		equivalent low noise road surface) shall be implemented where:	
		(i) the volume of traffic exceeds 10,000 vehicles per day; or	
		<ul> <li>the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</li> </ul>	
		(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.	
		Prior to commencing any future resurfacing works, the Requiring Authority	
		shall advise the Manager if any of the triggers in Condition $29(a)(i) - (iv)$ 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.
	Traffic Noise
	For the purposes of Conditions 31 to 42:
	<ul> <li>(a) Building-Modification Mitigation – has the same meaning as in NZS 6806;</li> <li>(c) Design year has the same meaning as in NZS 6806;</li> <li>(d) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed;</li> <li>(e) Habitable Space – has the same meaning as in NZS 6806;</li> </ul>
	(f) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 2 Identified PPFs Noise Criteria Categories;
	<ul> <li>(g) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road- traffic noise – New and altered roads;</li> </ul>
	<ul> <li>(h) 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);</li> <li>(i) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics –</li> </ul>
	Road-traffic noise – New and altered roads;
	<ul> <li>facilities identified in Schedule 2: Identified PPFs Noise Criteria Categories;</li> <li>(k) Selected Mitigation Options – means the preferred mitigation option</li> </ul>
	resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806 taking into account any low noise road surface to be implemented in accordance with Condition 29; and
31.	<ul> <li>Structural Mitigation – has the same meaning as in NZS 6806.</li> <li>The Noise Criteria Categories identified in Schedule 2: Identified PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 31 to 42 (all traffic noise conditions).</li> </ul>
	<ul> <li>The Noise Criteria Categories do not need to be complied with at a PPF where:</li> <li>(a) The PPF no longer exists; or</li> <li>(b) Agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met.</li> </ul>
	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.
32.	As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 2: Identified PPFs Noise Criteria Categories. For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 29 may be (or be part of) the Selected Mitigation
	Option(s).
33.	Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 2: Identified PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
34.	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.
35.	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.

36.	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 <sub>LAeq(24h)</sub> inside Habitable Spaces ('Category C Buildings').			
37.	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. For each Category C Building identified, the Requiring Authority is deemed to			
38.	have complied with Condition 37 above if:			
	(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 months of the date of			
	the Requiring Authority's letter sent in accordance with Condition 37 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. 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.			
39.	Subject to Condition 38 above, within six months of the assessment undertaken in			
00.	accordance with Condition 38, the Requiring Authority shall write to the owner of			
	each Category C Building advising:			
	(a) If Building-Modification Mitigation is required to achieve 40 dB <sub>LAeq(24h)</sub> 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.			
40.	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 party authorisations required, in a reasonable			
	and practical timeframe agreed between the Requiring Authority and the owner.			
41.	Subject to Condition 39, where Building-Modification Mitigation is required, the			
	Requiring Authority is deemed to have completed with Condition 40 if:			
	<ul> <li>(a) The Requiring Authority has completed Building Modification Mitigation to the building; or</li> </ul>			
	(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 39			
	(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.			
42.	The Detailed Mitigation Options shall be maintained so they retain their noise			
	reduction performance as far as practicable.			

## **Attachments**

#### Schedule 1: General accordance plan and information

The proposed work is for the construction, operation and maintenance of an upgrade to Puhinui Road between Plunket Avenue and the SH20/20B Interchange for a BRT corridor, walking and cycling facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) An upgrade of Puhinui Road to accommodate centre-running BRT lanes, general traffic lanes and walking and cycling facilities;
- (b) An upgrade of Cambridge Terrace, Bridge Street and Kenderdine Road to provide for walking and cycling facilities;
- (c) Associated works including but not limited to intersections, bridges, embankments, retaining walls, culverts and stormwater management systems;
- (d) A bridge crossing the North Island Main Trunk line to connect the BRT to Puhinui Station;
- (e) Changes to local roads, where the proposed work intersects with local roads; and
- (f) Construction activities, including vegetation removal, construction areas and the re-grading of driveways.

#### Concept plan:



Designation Boundary

### Schedule 2: Identified PPFs noise criteria categories

Address	New or Altered Road	Noise Criteria Category
2 Bledisloe Street	Altered	Category B
6 Bledisloe Street	Altered	Category A
6A Bledisloe Street	Altered	Category A
8A Bledisloe Street	Altered	Category A
4 Bridge Street	Altered	Category B
6A Bridge Street	Altered	Category A
1 Burrell Avenue	Altered	Category A
4 Burrell Avenue	Altered	Category A
4 Burrell Avenue	Altered	Category A
6 Burrell Avenue	Altered	Category A
8 Burrell Avenue	Altered	Category A
8 Burrell Avenue	Altered	Category A
10 Burrell Avenue	Altered	Category A
12 Burrell Avenue	Altered	Category A
12 Burrell Avenue	Altered	Category A
12 Burrell Avenue	Altered	Category A
12 Burrell Avenue	Altered	Category A
12 Burrell Avenue	Altered	Category A
12 Burrell Avenue	Altered	Category A
2A Burrell Avenue	Altered	Category A
3A Burrell Avenue	Altered	Category A
9 Cambridge Terrace	Altered	Category A
17 Cambridge Terrace	Altered	Category B
19 Cambridge Terrace	Altered	Category B
21 Cambridge Terrace	Altered	Category B
21 Cambridge Terrace	Altered	Category A
23 Cambridge Terrace	Altered	Category B
25 Cambridge Terrace	Altered	Category A
27 Cambridge Terrace	Altered	Category A
28 Cambridge Terrace	Altered	Category A
29 Cambridge Terrace	Altered	Category A
30 Cambridge Terrace	Altered	Category A
32 Cambridge Terrace	Altered	Category A
33 Cambridge Terrace	Altered	Category A
34 Cambridge Terrace	Altered	Category A
1/30 Cambridge Terrace	Altered	Category A
1/31 Cambridge Terrace	Altered	Category A
2/34 Cambridge Terrace	Altered	Category A
2/19 Cambridge Terrace	Altered	Category A
17A Cambridge Terrace	Altered	Category A

23A Cambridge Terrace	Altered	Category A
25B Cambridge Terrace	Altered	Category A
27A Cambridge Terrace	Altered	Category A
31B Cambridge Terrace	Altered	Category A
32A Cambridge Terrace	Altered	Category A
33A Cambridge Terrace	Altered	Category A
9A Cambridge Terrace	Altered	Category A
4 Clendon Avenue	Altered	Category A
5 Clendon Avenue	Altered	Category A
7 Clendon Avenue	Altered	Category A
8 Clendon Avenue	Altered	Category A
9 Clendon Avenue	Altered	Category A
9 Clendon Avenue	Altered	Category A
11 Clendon Avenue	Altered	Category A
11A Clendon Avenue	Altered	Category A
8A Clendon Avenue	Altered	Category A
1 Fitzroy Street	Altered	Category A
7 Fitzroy Street	Altered	Category A
7 Fitzroy Street	Altered	Category A
7 Fitzroy Street	Altered	Category A
7 Fitzroy Street	Altered	Category A
7 Fitzroy Street	Altered	Category A
7 Fitzroy Street	Altered	Category A
9 Fitzroy Street	Altered	Category A
9 Fitzroy Street	Altered	Category A
9 Fitzroy Street	Altered	Category A
9 Fitzroy Street	Altered	Category A
9 Fitzroy Street	Altered	Category A
13 Fitzroy Street	Altered	Category A
13 Fitzroy Street	Altered	Category A
15 Fitzroy Street	Altered	Category A
17 Fitzroy Street	Altered	Category A
19 Fitzroy Street	Altered	Category A
21 Fitzroy Street	Altered	Category A
23 Fitzroy Street	Altered	Category A
25 Fitzroy Street	Altered	Category A
27 Fitzroy Street	Altered	Category A
29 Fitzroy Street	Altered	Category A
31 Fitzroy Street	Altered	Category A
33 Fitzroy Street	Altered	Category A
35 Fitzroy Street	Altered	Category A
37 Fitzroy Street	Altered	Category A
2/19 Fitzroy Street	Altered	Category A

1/21 Fitzroy Street	Altered	Category A
15A Fitzroy Street	Altered	Category A
17A Fitzroy Street	Altered	Category A
1A Fitzroy Street	Altered	Category A
23A Fitzroy Street	Altered	Category A
29A Fitzroy Street	Altered	Category A
31A Fitzroy Street	Altered	Category A
33A Fitzroy Street	Altered	Category A
35A Fitzroy Street	Altered	Category A
37A Fitzroy Street	Altered	Category A
4 Freyberg Avenue	Altered	Category A
6 Freyberg Avenue	Altered	Category A
8 Freyberg Avenue	Altered	Category A
10 Freyberg Avenue	Altered	Category A
12 Freyberg Avenue	Altered	Category A
14 Freyberg Avenue	Altered	Category A
18 Freyberg Avenue	Altered	Category A
20 Freyberg Avenue	Altered	Category A
22 Freyberg Avenue	Altered	Category A
24 Freyberg Avenue	Altered	Category A
26 Freyberg Avenue	Altered	Category A
26 Freyberg Avenue	Altered	Category A
28 Freyberg Avenue	Altered	Category A
30 Freyberg Avenue	Altered	Category A
32 Freyberg Avenue	Altered	Category A
10A Freyberg Avenue	Altered	Category A
12A Freyberg Avenue	Altered	Category A
14A Freyberg Avenue	Altered	Category A
16A Freyberg Avenue	Altered	Category A
16A Freyberg Avenue	Altered	Category A
20A Freyberg Avenue	Altered	Category A
22A Freyberg Avenue	Altered	Category A
32A Freyberg Avenue	Altered	Category A
6A Freyberg Avenue	Altered	Category A
81 Kenderdine Road	Altered	Category A
83 Kenderdine Road	Altered	Category A
85 Kenderdine Road	Altered	Category A
87 Kenderdine Road	Altered	Category A
89 Kenderdine Road	Altered	Category A
90 Kenderdine Road	Altered	Category A
90 Kenderdine Road	Altered	Category A
90 Kenderdine Road	Altered	Category A
90 Kenderdine Road	Altered	Category A

90 Kenderdine Road	Altered	Category A
91 Kenderdine Road	Altered	Category A
92 Kenderdine Road	Altered	Category A
92 Kenderdine Road	Altered	Category A
92 Kenderdine Road	Altered	Category A
94 Kenderdine Road	Altered	Category A
98 Kenderdine Road	Altered	Category A
106 Kenderdine Road	Altered	Category B
107 Kenderdine Road	Altered	Category A
109 Kenderdine Road	Altered	Category B
111 Kenderdine Road	Altered	Category B
1/93 Kenderdine Road	Altered	Category A
2/93 Kenderdine Road	Altered	Category B
1/98 Kenderdine Road	Altered	Category A
2/98 Kenderdine Road	Altered	Category A
1/109 Kenderdine Road	Altered	Category A
81A Kenderdine Road	Altered	Category A
83A Kenderdine Road	Altered	Category A
85A Kenderdine Road	Altered	Category A
3 Milan Road	Altered	Category A
4 Milan Road	Altered	Category A
5 Milan Road	Altered	Category A
6 Milan Road	Altered	Category A
7 Milan Road	Altered	Category A
49 Milan Road	Altered	Category A
51 Milan Road	Altered	Category A
53 Milan Road	Altered	Category A
55 Milan Road	Altered	Category A
57 Milan Road	Altered	Category A
59 Milan Road	Altered	Category A
59 Milan Road	Altered	Category A
60 Milan Road	Altered	Category A
61 Milan Road	Altered	Category A
62 Milan Road	Altered	Category A
62 Milan Road	Altered	Category A
63 Milan Road	Altered	Category A
63 Milan Road	Altered	Category B
64 Milan Road	Altered	Category A
66 Milan Road	Altered	Category A
3/47 Milan Road	Altered	Category A
3/47 Milan Road	Altered	Category A
1/2 Milan Road	Altered	Category A
2A Milan Road	Altered	Category A

53A Milan Road	Altered	Category A
58A Milan Road	Altered	Category A
58A Milan Road	Altered	Category A
58A Milan Road	Altered	Category A
58A Milan Road	Altered	Category A
5A Milan Road	Altered	Category A
64A Milan Road	Altered	Category A
10 Noel Burnside Road	Altered	Category A
4 Plunket Avenue	Altered	Category B
7 Plunket Avenue	Altered	Category A
8 Plunket Avenue	Altered	Category A
9 Plunket Avenue	Altered	Category A
10 Plunket Avenue	Altered	Category A
11 Plunket Avenue	Altered	Category A
12 Plunket Avenue	Altered	Category A
14 Plunket Avenue	Altered	Category A
11A Plunket Avenue	Altered	Category A
6A Plunket Avenue	Altered	Category A
7A Plunket Avenue	Altered	Category A
8A Plunket Avenue	Altered	Category A
2 Puhinui Road	Altered	Category A
2 Puhinui Road	Altered	Category A
133 Puhinui Road	Altered	Category A
135 Puhinui Road	Altered	Category A
137 Puhinui Road	Altered	Category B
139 Puhinui Road	Altered	Category B
141 Puhinui Road	Altered	Category B
143 Puhinui Road	Altered	Category A
145 Puhinui Road	Altered	Category A
147 Puhinui Road	Altered	Category A
151 Puhinui Road	Altered	Category A
159 Puhinui Road	Altered	Category A
159 Puhinui Road	Altered	Category A
165 Puhinui Road	Altered	Category A
169 Puhinui Road	Altered	Category A
175 Puhinui Road	Altered	Category B
177 Puhinui Road	Altered	Category A
179 Puhinui Road	Altered	Category A
179 Puhinui Road	Altered	Category A
180 Puhinui Road	Altered	Category A
181 Puhinui Road	Altered	Category A
183 Puhinui Road	Altered	Category A
185 Puhinui Road	Altered	Category A

191 Puhinui Road	Altered	Category A
195 Puhinui Road	Altered	Category A
195 Puhinui Road	Altered	Category A
197 Puhinui Road	Altered	Category A
197 Puhinui Road	Altered	Category A
197 Puhinui Road	Altered	Category A
205 Puhinui Road	Altered	Category A
207 Puhinui Road	Altered	Category A
209 Puhinui Road	Altered	Category A
211 Puhinui Road	Altered	Category B
211 Puhinui Road	Altered	Category B
213 Puhinui Road	Altered	Category A
215 Puhinui Road	Altered	Category A
217 Puhinui Road	Altered	Category A
218 Puhinui Road	Altered	Category A
219 Puhinui Road	Altered	Category A
219 Puhinui Road	Altered	Category A
221 Puhinui Road	Altered	Category A
223 Puhinui Road	Altered	Category A
223 Puhinui Road	Altered	Category A
224 Puhinui Road	Altered	Category A
225 Puhinui Road	Altered	Category A
226 Puhinui Road	Altered	Category A
226 Puhinui Road	Altered	Category A
226 Puhinui Road	Altered	Category A
227 Puhinui Road	Altered	Category A
228 Puhinui Road	Altered	Category A
228 Puhinui Road	Altered	Category A
229 Puhinui Road	Altered	Category A
231 Puhinui Road	Altered	Category A
232 Puhinui Road	Altered	Category A
233 Puhinui Road	Altered	Category A
235 Puhinui Road	Altered	Category A
237 Puhinui Road	Altered	Category A
239 Puhinui Road	Altered	Category A
241 Puhinui Road	Altered	Category A
243 Puhinui Road	Altered	Category A
245 Puhinui Road	Altered	Category A
249 Puhinui Road	Altered	Category A
253 Puhinui Road	Altered	Category A
255 Puhinui Road	Altered	Category A
257 Puhinui Road	Altered	Category A
259 Puhinui Road	Altered	Category A

261 Puhinui Road	Altered	Category A
263 Puhinui Road	Altered	Category A
267 Puhinui Road	Altered	Category A
269 Puhinui Road	Altered	Category B
271 Puhinui Road	Altered	Category B
272 Puhinui Road	Altered	Category A
272 Puhinui Road	Altered	Category A
273 Puhinui Road	Altered	Category B
274 Puhinui Road	Altered	Category A
275 Puhinui Road	Altered	Category B
277 Puhinui Road	Altered	Category B
281 Puhinui Road	Altered	Category B
283 Puhinui Road	Altered	Category A
283 Puhinui Road	Altered	Category B
308 Puhinui Road	Altered	Category B
314 Puhinui Road	Altered	Category C
1/187 Puhinui Road	Altered	Category B
1/251 Puhinui Road	Altered	Category B
1/279 Puhinui Road	Altered	Category B
135A Puhinui Road	Altered	Category A
139A Puhinui Road	Altered	Category A
141A Puhinui Road	Altered	Category A
143A Puhinui Road	Altered	Category A
147A Puhinui Road	Altered	Category A
148A Puhinui Road	Altered	Category B
148B Puhinui Road	Altered	Category A
175A Puhinui Road	Altered	Category A
176A Puhinui Road	Altered	Category A
177A Puhinui Road	Altered	Category B
181A Puhinui Road	Altered	Category B
185A Puhinui Road	Altered	Category A
186A Puhinui Road	Altered	Category B
188A Puhinui Road	Altered	Category A
190A Puhinui Road	Altered	Category A
2/187 Puhinui Road	Altered	Category B
2/199 Puhinui Road	Altered	Category B
2/249 Puhinui Road	Altered	Category A
2/251 Puhinui Road	Altered	Category A
2/257 Puhinui Road	Altered	Category A
2/270 Puhinui Road	Altered	Category A
2/270 Puhinui Road	Altered	Category A
200A Puhinui Road	Altered	Category A
205A Puhinui Road	Altered	Category A

209A Puhinui Road	Altered	Category A
221A Puhinui Road	Altered	Category A
225A Puhinui Road	Altered	Category A
227A Puhinui Road	Altered	Category A
229A Puhinui Road	Altered	Category A
233A Puhinui Road	Altered	Category A
243A Puhinui Road	Altered	Category A
255A Puhinui Road	Altered	Category A
264A Puhinui Road	Altered	Category A
275A Puhinui Road	Altered	Category A
276A Puhinui Road	Altered	Category A
278A Puhinui Road	Altered	Category A
283A Puhinui Road	Altered	Category A
290B Puhinui Road	Altered	Category C
292B Puhinui Road	Altered	Category C
294A Puhinui Road	Altered	Category C
3/150 Puhinui Road	Altered	Category A
3/150 Puhinui Road	Altered	Category A
3/251 Puhinui Road	Altered	Category A
3/298 Puhinui Road	Altered	Category C
300A Puhinui Road	Altered	Category B
312A Puhinui Road	Altered	Category A
314A Puhinui Road	Altered	Category A
4/298 Puhinui Road	Altered	Category A
5/298 Puhinui Road	Altered	Category A
7 Ranfurly Road	Altered	Category A
8 Ranfurly Road	Altered	Category A
12 Ranfurly Road	Altered	Category A
1/10 Ranfurly Road	Altered	Category A
2/10 Ranfurly Road	Altered	Category A
3/10 Ranfurly Road	Altered	Category A
12A Ranfurly Road	Altered	Category A
3 Raymond Road	Altered	Category A
4 Raymond Road	Altered	Category A
5 Raymond Road	Altered	Category A
6 Raymond Road	Altered	Category A
7 Raymond Road	Altered	Category A
8 Raymond Road	Altered	Category A
8 Raymond Road	Altered	Category A
8 Raymond Road	Altered	Category A
4A Raymond Road	Altered	Category A
5A Raymond Road	Altered	Category A
6A Raymond Road	Altered	Category A

7A Raymond Road	Altered	Category A
16 Sabi Place	Altered	Category A
17 Sabi Place	Altered	Category A
113 Wallace Road	Altered	Category A
118 Wallace Road	Altered	Category A
121 Wallace Road	Altered	Category A
135 Wallace Road	Altered	Category A
135 Wallace Road	Altered	Category A
1/116 Wallace Road	Altered	Category A
1/116 Wallace Road	Altered	Category A
1/119 Wallace Road	Altered	Category A
1/129 Wallace Road	Altered	Category A
121A Wallace Road	Altered	Category A
121B Wallace Road	Altered	Category A
130A Wallace Road	Altered	Category A
130B Wallace Road	Altered	Category A
2/119 Wallace Road	Altered	Category A
2/129 Wallace Road	Altered	Category A
3/119 Wallace Road	Altered	Category A
3/129 Wallace Road	Altered	Category A
4/119 Wallace Road	Altered	Category A
6/127 Wallace Road	Altered	Category A
6/127 Wallace Road	Altered	Category A
6/127 Wallace Road	Altered	Category A
6/127 Wallace Road	Altered	Category A
6/127 Wallace Road	Altered	Category A
6/127 Wallace Road	Altered	Category A
144 Wyllie Road	Altered	Category A
145 Wyllie Road	Altered	Category A
146 Wyllie Road	Altered	Category A
148 Wyllie Road	Altered	Category A
149 Wyllie Road	Altered	Category A
150 Wyllie Road	Altered	Category A
151 Wyllie Road	Altered	Category A
152 Wyllie Road	Altered	Category A
154 Wyllie Road	Altered	Category B
1/147 Wyllie Road	Altered	Category A
146A Wyllie Road	Altered	Category A
148A Wyllie Road	Altered	Category A



# Schedule 3: Trees to be included in the Tree Management Plan



Tree/Group of Trees
 Designation Boundary



Tree/Group of Trees

Designation Boundary

30 6 Metror



Tree/Group of Trees

Designation Boundary

Metres

Tree No.	Vegetation Type	Protection	Species	Age
1	Single tree	Road Reserve	Notable Tree – Gum	
11	Single tree	Road Reserve	Pohutukawa	Semi - Mature
12	Single tree	Road Reserve	Pohutukawa	Semi - Mature
13	Single tree	Road Reserve	Pohutukawa	Semi - Mature
14	Single tree	Road Reserve	Ficus	Semi - Mature
15	Single tree	Road Reserve	Jacaranda	Semi - Mature
16	Single tree	Road Reserve	Jacaranda	Semi - Mature
17	Single tree	Road Reserve	Pohutukawa	Semi - Mature
18	Single tree	Road Reserve	Pohutukawa	Semi - Mature
19	Single tree	Road Reserve	Pohutukawa	Semi - Mature
20	Single tree	Road Reserve	Pohutukawa	Semi - Mature
21	Single tree	Road Reserve	Pohutukawa	Semi - Mature
22	Group of Trees	Road Reserve	Group of Notable Trees – Magnolia, Totara, Ti Kouka (Cabbage Tree), Miro Group of trees – Gingko, Totora, Camelia, Magnolia	Mature
23	Single tree	Road Reserve	Pohutukawa	Semi - Mature
24	Single tree	Road Reserve	Pohutukawa	Semi - Mature
25	Single tree	Road Reserve	Pohutukawa	Semi - Mature
26	Single tree	Road Reserve	Pohutukawa	Semi - Mature
27	Single tree	Road Reserve	Pohutukawa	Semi - Mature
28	Single tree	Road Reserve	Pohutukawa	Semi - Mature
29	Single tree	Road Reserve	Pohutukawa	Semi - Mature
30	Single tree	Road Reserve	Pohutukawa	Semi - Mature
32	Group of Trees	Road Reserve	Mixed Group (Kauri, Totara, Privet)	Semi - Mature
1205	Group of Trees	Open Space	London Plane x 12	Mature
1206	Group of Trees	Open Space	Pine / Eucalyptus x25	Mature
1207	Group of Trees	Open Space	Pine x 30	Mature

Appendix E – Auckland Transport's Modifications to NoR 4a conditions (tracked)



## Designation XXXX – SH20/20B Interchange to Orrs Road

Designation Number	XXXX
Requiring Authority	Auckland Transport
Location	SH20/20B Interchange to Orrs Road
Lapse Date	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.

# Purpose

Construction, operation and maintenance of an extension to Puhinui Road between the SH20/20B Interchange and Orrs Road for a BRT corridor, walking and cycling facilities and associated infrastructure.

# Conditions

### **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
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 of material changes to management plans and CNVMP Schedules	<ul> <li>Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates.</li> <li>A material change to a management plan or CNVMP Schedule shall be deemed certified:         <ul> <li>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified;</li> <li>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received; or</li> <li>(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received;</li> </ul> </li> </ul>
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 24
Construction Works	Activities undertaken to construct the Project excluding Enabling Works

Council	Auckland Council
CTMP	Construction Traffic Management Plan
Developer	Any legal entity that intends to master plan or develop land adjacent to the designation
Development Agency	Public entities involved in development projects
Educational facility	Facility used for education to secondary level. Includes:
	<ul> <li>(a) schools and outdoor education facilities; and</li> <li>(b) accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above.</li> <li>Excludes:</li> </ul>
	<ul><li>(a) care centres; and</li><li>(b) tertiary education facilities.</li></ul>
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:
	(a) geotechnical investigations (including trial embankments);
	(b) archaeological site investigations;
	<ul> <li>(c) formation of access for geotechnical investigations;</li> <li>(d) establishment of site yards, site entrances and fencing;</li> </ul>
	<ul> <li>(e) constructing and sealing site access roads;</li> </ul>
	(f) demolition or removal of buildings and structures;
	(g) relocation of services;
	(h) establishment of mitigation measures (such as erosion and
	sediment control measures, temporary noise walls, earth bunds and planting)
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features 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
LIP	Land use Integration Process
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	<ul> <li>Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Airport to Botany Bus Rapid Transit Project:</li> <li>(a) Te Ākitai Waiohua</li> <li>(b) Ngāi Tai ki Tamaki</li> <li>(c) Ngāti Te Ata Waiohua</li> <li>(d) Ngāti Whanaunga</li> <li>(e) Ngāti Tamaoho</li> <li>(f) Ngāti Paoa Trust Board</li> <li>(g) Te Ahiwaru</li> <li>(h) Ngāti Tamaterā</li> <li>(i) Ngāti Maru</li> </ul>

	Note: other iwi not identified above may have an interest in the Project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
NZAA	New Zealand Archaeological Association
OSMP	Open Space Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
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) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan

No.	Conc	dition
Genera	al cond	litions
1.	Activ	vity in General Accordance with Plans and Information
	(a) (b)	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 Project description and concept plan in Schedule 1 Where there is inconsistency between:
		<ul> <li>(i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail;</li> <li>(ii) the 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.</li> </ul>
2.	Proje	ect Information
	(a)	A project website, or equivalent virtual information source, shall be established within 12 months of the date on which as soon as reasonably practicable, and within six (6) months of the inclusion of this designation is included in the AUP.
	(b)	<ul> <li>All directly affected owners and occupiers shall be notified in writing <u>as</u> <u>soon as reasonably practicable</u> 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: <ul> <li>(i) the status of the Project;</li> <li>(ii) anticipated construction timeframes;</li> <li>(iii) contact details for enquiries;</li> <li>(iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice;</li> <li>(v) a subscription service to enable receipt of project updates by email; and</li> <li>(vi) how to apply for consent for works in the designation under</li> </ul> </li> </ul>
	(c)	s176(1)(b) of the RMA. 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.
3.	Land	I use Integration Process
	(a)	<ul> <li>The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose:</li> <li>(i) within twelve (12) months of the date on which this designation is included in the AUP, the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to be established by Condition 2(b)(iii); and</li> <li>(ii) the nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation.</li> </ul>
	(b)	At any time prior to the Start of Construction, the nominated contact will be available to engage with a Developer or Development Agency for the purpose of:

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	<ul> <li>(i) responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and</li> </ul>
	<ul> <li>(ii) receiving information from a Developer or Development Agency regarding master planning or land development details that could</li> </ul>
	assist with land use integration.
(c)	Information requested or provided under Condition 3(b) above may include
	but not be limited to the following matters:
	(i) design details including but not limited to:
	A. boundary treatment (e.g. the use of retaining walls or batter slopes);
	B. the horizontal and vertical alignment of the road (levels);
	<ul> <li>D. integration of stormwater infrastructure;</li> </ul>
	E. outputs from any flood modelling; and
	F. how to access traffic noise modelling contours to inform
	adjacent development.
	(ii) potential modifications to the extent of the designation in response to
	information received through Condition 3(b)(ii)
	(iii) a process for the Requiring Authority to undertake a technical review
	of or provide comments on any master planning or development
	proposal advanced by the Developer or Development Agency as it
	relates to integration with the Project; and
	(iv) details of how to apply for written consent from the Requiring
	Authority for any development proposal that relates to land is within the designation under section $176(4)(b)$ of the DMA
(d)	the designation under section 176(1)(b) of the RMA. Where information is requested from the Requiring Authority and is
(u)	available, the nominated contact shall provide the information unless there
	are reasonable grounds for not providing it.
<del>(e)</del>	Where a Developer and Development Agency wishes to advance
	development plans, the Requiring Authority shall:
	(i) Engage with the Developer or Development Agency in good faith
	to consider how the designation can integrate with the
	development plans; (ii) Use all reasonable endeavours to advance the design of the
	(ii) Use all reasonable endeavours to advance the design of the relevant part of the designation to understand how it can
	integrate with the development plans; and
	(iii) Use all reasonable endeavours to minimise the impact of the
	designation on development plans (including, but not limited to,
	considering design and construction methods to minimise the
	loss of land available for the development plans).
(f)	The nominated contact shall maintain a record of the engagement between
	the Requiring Authority and Developers and Development Agencies for the
	period following the date in which this designation is included in the AUP
	through to the Start of Construction for a Stage of Work. The record shall
	include:
	<ul> <li>a list of all Developers and Development Agencies who have indicated through the Notice of Requirement process that they intend</li> </ul>
	to master plan or develop sites along the Project alignment that may
	require specific integration with the designation;
	(ii) details of any requests made to the Requiring Authority that could
	influence detailed design, the results of any engagement and, where
	such requests that could influence detailed design are declined, the
	reasons why the Requiring Authority has declined the requests; and

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		(iii) details of any requests to co-ordinate the forward work programme,
		where appropriate, with Development Agencies and Network Utility
		Operators.
		(iv) Details of any agreed changes to achieve integration with
		development plans.
	(g)	The record shall be submitted to Council for information ten working days
		prior to the Start of Construction for a Stage of Work.
4.	Desi	gnation Review
	<del>(a)</del>	The Requiring Authority shall, within 12 months of lodgement of the
		<del>outline plan of works;</del>
		(i) in conjunction with the landowner(s) review the extent of
		designation required for construction purposes and identify any
		areas that are no longer required for construction or operation
		of the Project; and
		(ii) identify an indicative final operational area boundary so that
		adjacent landowners and occupants will be able to understand
	(1.)	how much land is permanently required for the BRT.
	(b)	The Requiring Authority shall within six (6) months of Completion of Construction or as soon as otherwise practicable:
		(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.
5.	Laps	e
	(a)	In accordance with section 184(1)(c) of the RMA, this designation shall
		lapse if not given effect to within <del>10</del> <u>15</u> years from the date on which it is
		included in the AUP.
6.	Te Ā	kitai Waiohua – Southwest Gateway Programme
	(a)	The Requiring Authority acknowledges Te Ākitai Waiohua as Mana Whenua
		and a principal partner to the Southwest Gateway Programme, to which this
		project forms a part. The operation of this designation must in all respects
		reflect these matters, including through meeting the conditions and
		meaningful engagement at both a governance and kaitiaki level.
7.	Network Utility Operators and Auckland Council Parks (Section 176 Approval)	
		•
	(a)	Prior to the start of Construction Works, Network Utility Operators (including
		Auckland International Airport Limited) with existing infrastructure and
		Auckland Council in relation to parks located within the designation will not require written consent under section 176 of the RMA for the following
		activities:
		(i) operation, maintenance and repair works;
		(ii) minor renewal works to existing network utilities or parks necessary
		for the on-going provision or security of supply of network utility or
		parks operations;
		(iii) minor works such as new service connections; and
		(iv) the upgrade and replacement of existing network utilities or parks in
		the same location with the same or similar effects as the existing
		utility or parks.
	(b)	To the extent that a record of written approval is required for the activities
		listed above, this condition shall constitute written approval.
Pre-co	onstruct	tion conditions
8.		ne Plan
<b>v</b> .		117 F 1411

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	(a)	An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.
	(b)	Mana Whenua shall be invited as partners to participate in the preparation
		of an Outline Plan (or Plans).
	(c)	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
	(d)	of the Project. Outline Plans shall include any management plan or plans that are relevant
	(u)	to the management of effects of those activities or Stage of Work, which
		may include:
		(i) Construction Environmental Management Plan;
		(ii) Construction Traffic Management Plan;
		(iii) Construction Noise and Vibration Management Plan;
		<ul> <li>(iv) Urban and Landscape Design Management Plan;</li> <li>(v) Historic Heritage Management Plan;</li> </ul>
		(v) Ecological Management Plan;
		(vii) Tree Management Plan; and
		(viii) Network Utilities Management Plan.
	(e)	Outline Plans (or Plan) shall include details of where retaining walls
		will replace proposed cut/fill batters, at the Project edges. Earthworks
		and batters should be designed in consultation with property owners to minimise the land required for the works and the utilisation of
		retaining walls in preference to batters should be investigated to
		minimise impacts on the adjacent land. Retaining walls should be
		considered rather than a batter slope in areas where space is limited.
		This needs to be undertaken on a site-by-site basis and ensure
		property access and flood risk are not adversely affected.
9.		agement Plans
	(a)	Any management plan shall:
		(i) be prepared and implemented in accordance with the relevant
		management plan condition;
		<ul><li>management plan condition;</li><li>(ii) be prepared by a Suitably Qualified Person(s);</li></ul>
		<ul> <li>management plan condition;</li> <li>(ii) be prepared by a Suitably Qualified Person(s);</li> <li>(iii) be developed in partnership with Mana Whenua. The Requiring</li> </ul>
		<ul> <li>management plan condition;</li> <li>(ii) be prepared by a Suitably Qualified Person(s);</li> <li>(iii) be developed in partnership with Mana Whenua. The Requiring Authority shall provide reasonable resourcing, technical and</li> </ul>
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		<ul> <li>management plan condition;</li> <li>(ii) be prepared by a Suitably Qualified Person(s);</li> <li>(iii) be developed in partnership with Mana Whenua. The Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua;</li> <li>(iv) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates;</li> <li>(v) 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: A. been incorporated; and B. where not incorporated, the reasons why.</li> <li>(vi) be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules;</li> <li>(vii) Once finalised, uploaded to the Project website or equivalent virtual</li> </ul>
	(b)	<ul> <li>management plan condition;</li> <li>(ii) be prepared by a Suitably Qualified Person(s);</li> <li>(iii) be developed in partnership with Mana Whenua. The Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua;</li> <li>(iv) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates;</li> <li>(v) 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: A. been incorporated; and B. where not incorporated, the reasons why.</li> <li>(vi) be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules;</li> <li>(vii) Once finalised, uploaded to the Project website or equivalent virtual information source.</li> </ul>
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	(b)	<ul> <li>management plan condition;</li> <li>(ii) be prepared by a Suitably Qualified Person(s);</li> <li>(iii) be developed in partnership with Mana Whenua. The Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua;</li> <li>(iv) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates;</li> <li>(v) 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: A. been incorporated; and B. where not incorporated, the reasons why.</li> <li>(vi) be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules;</li> <li>(vii) Once finalised, uploaded to the Project website or equivalent virtual information source.</li> <li>Any management plan developed in accordance with Condition 9 may:</li> <li>(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 noting that condition 10(a)(vi) applies in all cases (i.e., a new or amended OPW will also be required);</li> </ul>
	(b)	<ul> <li>management plan condition;</li> <li>(ii) be prepared by a Suitably Qualified Person(s);</li> <li>(iii) be developed in partnership with Mana Whenua. The Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua;</li> <li>(iv) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates;</li> <li>(v) 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> <li>A. been incorporated; and</li> <li>B. where not incorporated, the reasons why.</li> </ul> </li> <li>(vi) be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules;</li> <li>(vii) Once finalised, uploaded to the Project website or equivalent virtual information source.</li> </ul> Any management plan developed in accordance with Condition 9 may: <ul> <li>(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 noting that condition 10(a)(vi) applies in all cases (i.e., a new or amended OPW will also be required);</li> </ul>
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	(c) (d)	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 to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision; Any material changes to the SCEMP(s) are to be submitted to the Council for certification
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10.		<ul> <li>Any material changes to the SČEMP(s) are to be submitted to the Council for certification information.</li> <li>Whenua Kaitiaki Forum</li> <li>At least twelve (12) months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall invite Mana Whenua to establish a Mana Whenua Kaitiaki Forum. The objective of the Mana Whenua Kaitiaki Forum is to provide a forum for Mana Whenua to participate as partners in all phases of the Project. To achieve the objective, the Mana Whenua Kaitiaki Forum shall address (as a minimum) the following matters:</li> <li>(i) how Mana Whenua values and narrative are incorporated through the form of the Project and associated structures;</li> <li>B. how than Whenua values and narrative are incorporated through the form of the Project and associated structures;</li> <li>B. how the historic and cultural significance of the Puhinui Historic Gateway will be recognised; and</li> <li>C. how pou, art, sculptures, mahi toi or other any other features located on land within or adjoining the Project will be provided in a manner that represents the Māori history of the area and promotes a distinctiveness or sense of place.</li> <li>(ii) how Mana Whenua will be engaged in the preparation of management plans and future consenting processes;</li> <li>(iii) how mātauranga Māori and tikanga Māori will be recognised in all phases of the Project;</li> <li>(iv) where opportunities for Mana Whenua to support the physical, mental, social and economic wellbeing for iwi and the local community groups will be provided through Mana Whenua and community based nurseries;</li> <li>B. local schools being involved in planting; and</li> <li>C. scholarships, cadetships and job creation.</li> <li>(vi) the Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua and community based nurseries;</li> <li>B. local schools being involved in planting; and</li> <li>(vii) the frequency of meetings shall be agreed between the Requiring Aut</li></ul>
		<ul> <li>A. details of how Mana Whenua have participated as partners in the Project;</li> <li>B. details of how the matters set out in (a) will be incorporated into the Project;</li> <li>C. how the objective of the Mana Whenua Kaitiaki Forum has been and will continue to be met; and</li> <li>D. details of how comments from Mana Whenua have been</li> </ul>
		incorporated into the Project and where not incorporated, the reasons why.

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	(b) (c)	Mana Whenua shall be invited to identify and (if possible) nominate traditional names along the Project corridor such as Bus Rapid Transit Stations and bridge structures. Noting there may be formal statutory processes outside the project required in any decision-making. The Mana Whenua Kaitiaki Forum shall continue to meet for at least six months following the Completion of Construction or as agreed with Mana Whenua.
	Advi	ce note
	For f	the avoidance of doubt, Mana Whenua may wish to use another forum
		ne Mana Whenua Kaitiaki Forum.
11.		
11.		eholder Communication and Engagement Management Plan (SCEMP)
	(a)	A SCEMP shall be prepared in consultation with stakeholders, community
		groups and organisations prior to any Outline Plan being submitted the
		Start of Construction
	(b)	The objective of the SCEMP is are to: identify how the public and
		stakeholders (including directly affected and adjacent owners and
		occupiers of land) will be engaged with prior to and throughout
		Construction Works.
		(i) develop, maintain and build relationships with the wider public
		and diverse stakeholders (including directly affected and adjacent landowners e.g. Business, community organisations,
		householders and their tenants);
		(ii) provide opportunities for those new to the area to find out about
		and engage with the project;
		(iii) identify how the public and diverse stakeholders will be
		proactively engaged with prior to and throughout the
	(-)	Construction Works and the purpose of each engagement.
	(c)	To achieve the objective of the SCEMP:
		(i) at least <b>18</b> six (6) months prior to <b>any Outline Plan being</b>
		submitted detailed design for a Stage of Work, the Requiring
		Authority shall identify:
		<ul> <li>A. a list of the properties within the designation which the Requiring Authority does not own or have occupation</li> </ul>
		rights to whose owners will be engaged with;
		B. a list of key stakeholders, community groups, organisations
		and businesses who will be engaged with;
		C. methods and timing to engage with landowners and
		occupiers whose access is directly affected; and
		[relocated]
		D. <u>methods and timing to engage with key stakeholders,</u>
		community groups, organisations and businesses and
		owners of properties identified in (c)(i)A-B.
		E. assistance to be provided to stakeholders, individuals,
		•
		community groups, organisations and businesses to
		ensure they are able to engage effectively. This could
		include the provision of independent advisors, experts
		and translators; and
		(ii) <u>a record details of (c)(b)(i) shall be submitted with an Outline Plan</u>
		for the relevant Stage of Work included in the SCEMP.
		(iii) the SCEMP shall include:
		A. 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);

<ul> <li>B. 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;</li> </ul>	
	• ·
	<i>.</i>
C. details of opportunities to strengthen the relationship betw	leen
Mana Whenua, key stakeholders and the wider communi	
D. methods and timing to engage with landowners whos	
access is directly affected;	<u>c</u>
E. methods to communicate key project milestones and the	
proposed hours of construction activities including outside	of
normal working hours and on weekends and public holida	
the parties identified in (b)(i) above; and	y0, t0
F. linkages and cross-references to communication and	
engagement methods set out in other conditions and	
management plans where relevant.	
(d) Any SCEMP prepared for a Stage of Work shall be submitted to Count	oil for
certification information ten working days prior to the Start of	
Construction for a Stage of Work.	
I2. Urban and Landscape Design Management Plan (ULDMP)	
	ao
<ul> <li>(a) A ULDMP shall be prepared prior to the Start of Construction for a Sta Work.</li> </ul>	Je ol
(b) The objective of the ULDMP(s) is to:	
(i) enable integration of the Project's permanent works into the	
surrounding landscape and urban context;	
(ii) ensure that the Project manages potential adverse landscape a	nd
visual effects as far as practicable and contributes to a quality u	
environment; and	
(iii) acknowledge and recognise the whakapapa Mana Whenua hav	e to
the Project area.	
(c) Mana Whenua shall be invited to participate in the development of the	
ULDMP at least six (6) months prior to the start of detailed design for a	í
Stage of Work to provide input on cultural landscape and design matter	rs.
This shall include (but not be limited to) how desired outcomes for the	
management of potential effects on cultural sites, landscapes and value	es
identified and discussed in accordance with the Historic Heritage	
Management Plan (Condition 23) and the Ecological Management Pla	n
(Condition 25) may be reflected in the ULDMP.	
(d) Key stakeholders identified through Condition 11(c)(i)B shall be inv	
to participate in the development of the ULDMP at least six (6) months	prior
to the start of detailed design for a Stage of Work.	
(e) The ULDMP shall be prepared in general accordance with:	
(i) Auckland Transport's Urban Roads and Streets Design Guide;	or
<ul> <li>(ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) any subsequent updated version;</li> </ul>	01
(iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent	
updated version;	
(iv) Waka Kotahi P39 Standard Specification for Highway Landscap	P
Treatments (2013) or any subsequent updated version; and	-
(v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent	
updated version.	
(f) To achieve the objective, the ULDMP shall provide details of how the	
project:	
(i) is designed to integrate with the adjacent urban (or proposed ur	ban)
and landscape context, including the surrounding existing or	,
proposed topography, urban environment (i.e. centres and dens	ity of
built form), natural environment, landscape character and open	
zones;	-

	(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:
	A. Crime Prevention Through Environmental Design (CPTED)
	principles;
	<ul> <li>B. Safety in Design (SID) requirements; and</li> <li>C. Maintenance in Design (MID) requirements and anti-</li> </ul>
	C. Maintenance in Design (MID) requirements and anti- vandalism/anti-graffiti measures.
	(v) has responded to requests that could influence detailed design
	through the Land Use Integration Process (Condition 3)
	(vi) provides opportunities to incorporate Mana Whenua values and
	cultural narrative through the design. This shall include but not be
	limited to:
	<ul> <li>A. how to protect and enhance connections to the Māori cultural landscape;</li> </ul>
	B. how and where accurate historical signage can be provided
	along the corridor;
	C. how historical portage routes will be recognised;
	D. how opportunities for cultural expression through, for example
	mahi toi, art, sculptures or other public amenity features will be
	provided; E. how opportunities to utilise flora and fauna with a specific
	connection to the area are realised where possible by:
	a. preserving them in the design and maintenance of the Project; and
	b. restoring them in a manner that recognises their
	historical and cultural significance. For example, by
	clustering planting to represent a lost ngahere.
	F. how the historic and cultural significance of the Puhinui Historic
	Gateway is recognised; and
	G. how public access to coastal areas, waterways and open space is enhanced, where appropriate.
	(vii) provides for an integrated stormwater management approach which
	prioritises in the following order:
	A. opportunities for ki uta ki tai (a catchment scale approach);
	B. opportunities for net catchment benefit;
	C. green infrastructure and nature-based solutions; and
	D. opportunities for low maintenance design.
(g)	At the discretion of Mana Whenua, the matters listed in $(f)(v) - (vi)$ shall
,	either be incorporated into the ULDMP or prepared as a separate plan.
(h)	The ULDMP shall include:
	(i) a concept plan(s) – 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; <b>and</b>
	(iii) a connectivity and severance assessment of key destinations
	and desire lines for people walking and cycling across and along the Project; and
	(iv) landscape and urban design details – that cover the following:
	A. road design – elements such as <u>:</u>
	a. intersection form;
	b. carriageway gradient and associated earthworks
I	

			c. contouring, <b>including</b> cut and fill batters <b>and/or</b>
			retaining walls and their interface with adjacent land
			uses and existing roads (including slip lanes);
			d. benching;
			e. spoil disposal sites;
			f. median width and treatment; and
			g. roadside width and treatment;
		В.	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;
		Ε.	landscape treatment of permanent stormwater control wetlands
		-	and swales;
		F.	integration of passenger transport;
		G.	pedestrian and cycle facilities including paths, road crossings
		Н.	and dedicated pedestrian/ cycle bridges or underpasses; property access – including how access to the site and
		•••	adjacent sites is affected, what changes are proposed and
			what provision has been made to retain existing levels of
			amenity and functionality;
		Ι.	historic heritage places with reference to the HHMP (Condition
			23); and
		J.	re-instatement of construction and site compound areas,
			driveways, accessways and fences.
(i)			P shall also include the following planting details and
			e requirements:
	(i)		ing design details including:
		Α.	identification of existing trees and vegetation that will be
			retained. Where practicable, mature trees and native
		D	vegetation should be retained;
		В. С.	street trees, shrubs and ground cover suitable for berms; treatment of fill slopes to integrate with adjacent land use,
		С.	streams, Riparian margins and open space zones;
		D.	planting of stormwater wetlands;
		E.	identification of vegetation to be retained and any planting
			requirements under the Ecological Management Plan
			(Condition 25);
		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
	<i>/···</i>		areas as appropriate.
	(ii)		nting programme including the staging of planting in relation to
			onstruction programme which shall, as far as practicable,
			de provision for planting within each planting season following
	(iii)		bletion of works in each Stage of Work; and led specifications relating to the following:
	(111)	A.	weed control and clearance;
		д. В.	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.
Advi	ce not	e:	
			s for the purpose of construction, operation and maintenance of
			ort corridor and it is not for the specific purpose of "road

r						
	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.					
Specific	c Outline Plan requirements					
	Flood Hazard					
	For the purpose of Condition 13:					
	(a) ARI – means Average Recurrence Interval;					
	(b) Existing authorised community, commercial and industrial floor – means					
	the floor level of any community, commercial and industrial building which					
	is authorised and exists at the time the Outline Plan is submitted.					
	(c) Existing authorised habitable floor – means the floor level of any room					
	(floor) in a residential building which is authorised 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.					
	(d) Flood prone area – means <b>a</b> potential ponding area <b>s</b> that <b>may flood and</b>					
	commonly comprise of topographical depression areas relies on a					
	single culvert for drainage and does not have an overland flow path. The areas can occur naturally or as a result of constructed features.					
	(e) Maximum Probable Development – is the 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 AUP, the probable level of					
	development arising from zone changes;					
	(f) Pre-Project development – means existing site condition prior to the					
	Project (including existing buildings and roadways); and					
	(g) Post-Project development – means site condition after the Project has					
	been completed (including existing and new buildings and roadways).					
13.	Flood Hazard					
	(a) The Project shall be designed to achieve the following flood risk outcomes:					
	(i) no increase in flood levels in a 1% AEP event for existing authorised					
	habitable floors that are already subject to flooding or have a					
	freeboard less than 150mm;					
	<li>(ii) no more than a 10% reduction in freeboard in a 1% AEP event for</li>					
	existing authorised habitable floors <del>with</del> <u>to maintain</u> a <u>minimum</u>					
	freeboard of <del>over</del> -150mm;					
	(iii) no increase in flood levels in a 1% AEP event for existing authorised					
	community, commercial and industrial building floors that are already					
	subject to flooding; (iv) no more than a 10% reduction in freeboard in a 1% AEP event for					
	existing authorised community, commercial and industrial building					
	floors;					
	(v) no increase maximum of 50mm increase in flood level in a 1% AEP					
	event on land zoned for urban or future urban development					
	where there is no existing dwelling outside and adjacent to the					
	designation boundaries between the pre and post Project					
	<u>scenarios;</u>					
	(vi) no increase in 10% AEP flood levels for existing authorised					
	habitable floors that are at risk of flooding;					
	(vii) no new flood prone areas; and					
	(viii) no more than a 10% average increase of flood hazard for main					
	access to authorised habitable dwellings existing at the time the					
	Outline Plan is submitted. The assessment shall be undertaken					
	for the 1% AEP event. where depth is greater than 0.5m or					
1	velocity is greater than 2.0 m/s or the product of velocity and					

	(b) (c)	depth is greater than 0.5m²/s. For areas with lower flood hazard, no more than a 10% average increase in flood hazard for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. Where Flood Hazard is:A.velocity x depth is greater than or equal to (≥) 0.6; or 
14.	Existi (a) (b)	ing property access Where existing property vehicle access which exists at the time the Outline Plan is submitted is proposed to be altered by the project, the Requiring Authority shall consult with the directly affected landowner regarding the required changes. The Outline Plan shall demonstrate how safe access will be provided, unless otherwise agreed with the affected landowner. The Project shall not result in the removal of access to loading bays for commercial buildings or the restriction of internal access to loading bays.
Constru	uction	conditions
15.	Const	truction Environmental Management Plan (CEMP)
	(a) (b)	<ul> <li>A CEMP shall be prepared prior to the Start of Construction for a Stage of Work.</li> <li>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:</li> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) details of the proposed construction yards including temporary screening when adjacent to residential areas</li> <li>(v) details of the proposed locations of refuelling activities and construction lighting;</li> <li>(vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vii) methods for providing for the health and safety of the general public;</li> <li>(viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain;</li> <li>(ix) procedures for incident management;</li> <li>(x) <u>location and</u> procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses;</li> <li>(xi) 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;</li> </ul>

	(vii) propoduros for responding to complaints about Construction Works		
	<ul> <li>(xii) procedures for responding to complaints about Construction Works; and</li> </ul>		
	(xiii) methods for amending and updating the CEMP as required.		
16.	Complaints Register		
	<ul> <li>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:         <ul> <li>(i) the date, time and nature of the complaint;</li> <li>(ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</li> <li>(iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if</li> </ul> </li> </ul>		
	<ul> <li>deemed appropriate;</li> <li>(iv) the outcome of the investigation into the complaint; and</li> <li>(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.</li> </ul>		
	(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.		
17.	Cultural Monitoring Plan		
	a) A Cultural Monitoring Plan shall be prepared prior to the Start of		
	<ul> <li>Construction.</li> <li>At least six (6) months prior to the start of detailed design, a Suitably Qualified Person(s) identified in partnership with Mana Whenua shall</li> </ul>		
	<ul> <li>commence the preparation of the Cultural Monitoring Plan.</li> <li>The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural</li> </ul>		
	<ul> <li>effects during Construction works. <u>To achieve the objective</u>, the Cultural Monitoring Plan shall include: <ul> <li>(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;</li> <li>(ii) Requirements and protocols for cultural inductions for contractors and subcontractors;</li> <li>(iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and</li> <li>(v) Details of personnel to assist with management of any cultural effects</li> </ul> </li> </ul>		
	<ul> <li>identified during cultural monitoring, including implementation of the Accidental Discovery Protocol</li> <li>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.</li> </ul>		
	Advice note: 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.		
18.	Construction Traffic Management Plan (CTMP) (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.		

	-		
	(b)	practi	objective of the CTMP is to avoid, remedy or mitigate, as far as icable, adverse construction traffic effects. To achieve this objective, TMP shall include:
		(i)	methods to manage the effects of temporary traffic management activities on traffic;
		(ii)	measures to ensure the safety of all transport users;
		(iií)	the estimated numbers, frequencies, routes and timing of traffic
		( )	movements, including any specific non-working or non-movement
			hours (for example on roads serving educational facilities during pick
			up and drop off times) to manage vehicular and pedestrian traffic
			near educational facilities or to manage traffic congestion. The CTMP
			must ensure that there is no Project heavy construction traffic
			using the roads serving educational facilities during pick up and
		<i></i> 、	drop off times applicable to each school;
		(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, pedestrians and
		(vi)	cyclists; methods to maintain access to and within property and/or private
		(VI)	roads where practicable, or to provide alternative access
			arrangements when it will not be. Engagement with landowners
			whose access is directly affected shall be undertaken in accordance
			with Condition 11(c) <del>(i)C</del> (b)(iii)D;
		(vii)	details of how access for the loading and unloading of goods will be
		<b>、</b> ,	provided for;
		(viii)	the management approach to loads on heavy vehicles, including
			covering loads of fine material, the use of wheel-wash facilities at site
			exit points and the timely removal of any material deposited or spilled
			on public roads;
		(ix)	methods that will be undertaken to communicate traffic management
			measures to affected road users (e.g. residents / public /
			stakeholders / emergency services);
		(x)	details of minimum network performance parameters to be achieved
			during the construction phase, including any measures to monitor
			compliance with the performance parameters. These could include
			maximum increases in journey time and traffic volumes along key routes; and
		(xi)	details of any Travel Demand Management (TDM) measures
		(74)	proposed to be implemented in the event of thresholds identified in
			(x) being exceeded.
		(xii)	methods to maintain key vehicle access routes within sites
		. ,	within the designation extent to ensure business operations on
			affected sites can continue in a viable manner during
			construction works.
<del>18B</del>		s Roa	
	<del>(a)</del>		oad access must be maintained between Puhinui Road / SH20B
			Prices Road until alternative road network connection is created een Prices Road and the Campana Road intersection with Puhinui
			I/SH20.
19.	Cons		on Noise Standards
	(a)	Cons	truction noise shall be measured and assessed in accordance with
	l ( )		5803:1999 Acoustics – Construction Noise and shall comply with the
			standards set out in the following table as far as practicable:
			Ŭ I

Day of week	Time period	L <sub>Aeq(15min)</sub>	L <sub>AFmax</sub>
Occupied activity s	ensitive to noise	K /	
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	0630h - 0730h	45 dB	75 dB
Holidays	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied bui			
All	0730h – 1800h	70 dB	
7 41	1800h – 0730h	75 dB	
(b) Where compli	iance with the noise	-	in Table 19-1 is r
• • •	ne methodology in C		
Construction Vibra			PP-J-
following table	and shall comply wi e as far as practicab	h the vibration sta e.	
	and shall comply wi e as far as practicab	h the vibration sta e.	
following table	and shall comply wi e as far as practicab	h the vibration sta e.	ndards set out in
following table Table 20-1 Construct	and shall comply wit e as far as practicab tion vibration standar Details	h the vibration sta e. <b>ds</b>	ndards set out in
following table Table 20-1 Construct Receiver	and shall comply wit a as far as practicab tion vibration standar Details ensitive to noise Night-time 2000h - 0630h	h the vibration sta e. <b>ds</b>	ndards set out ir
following table Table 20-1 Construct Receiver Occupied activity s Occupied activities	and shall comply wit e as far as practicab tion vibration standar Details ensitive to noise Night-time 2000h -	h the vibration sta e. rds Category A*	ndards set out ir
following table Table 20-1 Construct Receiver Occupied activity s Occupied activities	and shall comply wit a as far as practicab tion vibration standar Details ensitive to noise Night-time 2000h - 0630h Daytime 0630h -	th the vibration sta le. rds Category A* 0.3mm/s ppv	ndards set out in Category B* 2mm/s ppv
following table Table 20-1 Construct Receiver Occupied activities Sensitive to noise Other occupied	and shall comply wite as far as practicab tion vibration standar Details ensitive to noise Night-time 2000h - 0630h Daytime 0630h - 2000h Daytime 0630h -	th the vibration sta le. <b>ds</b> <b>Category A*</b> 0.3mm/s ppv 2mm/s ppv	Category B*         2mm/s ppv         5mm/s ppv         5mm/s ppv
following table Table 20-1 Construct Receiver Occupied activity s Occupied activities sensitive to noise Other occupied buildings All other buildings * Category A criteria a	and shall comply wite as far as practicab tion vibration standar Details ensitive to noise Night-time 2000h - 0630h Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times dopted from Rule E25	h the vibration sta e. <b>Category A*</b> 0.3mm/s ppv 2mm/s ppv 2mm/s ppv Tables 1 and 3 of 6.30.1 of the AUP	ndards set out in Category B* 2mm/s ppv 5mm/s ppv 5mm/s ppv 5mm/s ppv
following table Table 20-1 Construct Receiver Occupied activity s Occupied activities sensitive to noise Other occupied buildings All other buildings	and shall comply wite as far as practicab tion vibration standar Details ensitive to noise Night-time 2000h - 0630h Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times dopted from Rule E25	h the vibration sta e. <b>Category A*</b> 0.3mm/s ppv 2mm/s ppv 2mm/s ppv Tables 1 and 3 of 6.30.1 of the AUP	ndards set out in Category B <sup>a</sup> 2mm/s ppv 5mm/s ppv 5mm/s ppv 5mm/s ppv
following table Table 20-1 Construct Receiver Occupied activity s Occupied activities sensitive to noise Other occupied buildings All other buildings * Category A criteria a ** Category B criteria I (b) Where compli	and shall comply wite as far as practicab tion vibration standar Details ensitive to noise Night-time 2000h - 0630h Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times dopted from Rule E25	h the vibration sta e. ds Category A* 0.3mm/s ppv 2mm/s ppv 2mm/s ppv 2mm/s ppv 1ables 1 and 3 of 6.30.1 of the AUP 1999 building damag on standards set of	Category B*         2mm/s ppv         5mm/s ppv         5mm/s ppv         5mm/s ppv         000000000000000000000000000000000000
following table Table 20-1 Construct Receiver Occupied activity s Occupied activities sensitive to noise Other occupied buildings All other buildings * Category A criteria a ** Category B criteria B (b) Where compli practicable, th	and shall comply wite as far as practicab tion vibration standar Details ensitive to noise Night-time 2000h - 0630h Daytime 0630h - 2000h Daytime 0630h - 2000h At all other times dopted from Rule E25 based on DIN 4150-3: tiance with the vibration the methodology in C	h the vibration sta le. ds Category A* 0.3mm/s ppv 2mm/s ppv 2mm/s ppv 2mm/s ppv Tables 1 and 3 of 6.30.1 of the AUP 1999 building damag on standards set of ondition 22 shall a	Category B*         2mm/s ppv         5mm/s ppv         5mm/s ppv         5mm/s ppv         in Table 20-1         pply
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			ustics – Construction Noise' (NZS6803:1999) and shall as a minimum, ess the following:
		(i)	description of the works and anticipated equipment/processes;
		(i) (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
		(vi)	times, including Sundays and public holidays as far practicable; 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
		(viii)	management of noise and vibration complaints. 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)	procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise Condition 19 and/or vibration standards Condition 20 Category B will
			not be practicable;
		(xi)	identification of trigger levels for undertaking building condition
		<i>.</i>	surveys, which shall be Category B day time levels;
		(xii)	procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or
			structural damage has occurred as a result of construction vibration;
		(xiii)	methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules
			and the best practicable option for management of effects are being
			implemented; and
00	Oaka	(xiv)	requirements for review and update of the CNVMP.
22.			o a CNVMP
	(a)		hedule to the CNVMP (Schedule) shall be prepared prior to the start of onstruction to which it relates by a Suitably Qualified Person, in
			ultation with the owners and occupiers of sites subject to the Schedule,
		(i)	construction noise is either predicted or measured to exceed the
		.,	noise standards in Condition 19, except where the exceedance of the
			L <sub>Aeq</sub> criteria is no greater than 5 decibels and does not exceed:
			<ul> <li>A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or</li> </ul>
			<ul> <li>B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</li> </ul>
		(ii)	construction vibration is either predicted or measured to exceed the
		· /	Category B standard at the receivers in Condition 20.
	(b)	The c	objective of the Schedule is to set out the Best Practicable Option
			sures to manage noise and/or vibration effects of the construction
			ty beyond those measures set out in the CNVMP. <u><b>To achieve the</b></u>
			<b>ctive, T</b> the Schedule shall include details such as:
		(i) (ii)	construction activity location, start and finish dates; the nearest neighbours to the construction activity;
		(ii) (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) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why
		they cannot be practicably undertaken during the daytime;
		<ul> <li>(v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;</li> </ul>
		(vi) 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
		(vii) location, times and types of monitoring.
	(c)	The Schedule shall be submitted to the Manager 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.
	(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.
23.	Histo	oric Heritage Management Plan
	(a)	A HHMP shall be prepared in consultation with Council, HNZPT and Mana
	(b)	Whenua prior to the Start of Construction for a Stage of Work. The objective of the HHMP is to protect historic heritage and to remedy and
	(0)	mitigate any residual effects as far as practicable. To achieve the objective,
		the HHMP shall identify:
		<ul> <li>(i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and</li> </ul>
		<ul><li>measures;</li><li>(ii) methods for the identification and assessment of potential historic</li></ul>
		heritage places within the Designation to inform detailed design;
		(iii) known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be accurate a base granted.
		sought or has been granted; (iv) any unrecorded archaeological sites or post-1900 heritage sites
		within the Designation, which shall also be documented and recorded
		(such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural
		Heritage Inventory);
		(v) roles, responsibilities and contact details of Project personnel,
		Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological
		matters including surveys, monitoring of Construction Works,
		compliance with AUP accidental discovery rule, and monitoring of
		conditions; (vi) specific areas to be investigated, monitored and recorded to the
		extent these are directly affected by the Project;
		<ul> <li>(vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures)</li> </ul>
		that need to be destroyed, demolished or relocated, including details
		of their condition, measures to mitigate any adverse effects and
		timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1:
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	(viii) (ix) (x) (xi)	<ul> <li>Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;</li> <li>methods to acknowledge cultural values identified through the Mana Whenua Kaitiaki Forum (Condition 10) and Urban Landscape and Design Management Plan (Condition 12) where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:</li> <li>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;</li> <li>measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation,</li> </ul>
	inve mor	subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1) The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 17). ctronic copies of all historic heritage reports relating to historic heritage estigations (evaluation, excavation, building and standing structures and hitoring), shall be submitted to the Manager within 12 months of npletion.
	The requir E11.6.1 of	al Discoveries rements for accidental discoveries of heritage items are set out in Rule f the AUP and shall apply when an archaeological authority under the
		s not otherwise in place.
24.	(a) At the con National National Area	<b>truction Ecological Survey</b> he start of detailed design for a Stage of Work, an updated ecological vey shall be undertaken by a Suitably Qualified Person. The purpose of survey is to inform <b>the detailed design of</b> ecological management by firming whether the indigenous flora and fauna (including Regionally or ionally At-Risk or Threatened species) within the Identified Biodiversity as recorded in Schedule 3 are still present.
	(c) If th (inc) acc Plar	ha Whenua shall be invited as partners to observe how the ecological vey in (a) will be undertaken. e ecological survey confirms the presence of indigenous flora and fauna luding Regionally or Nationally At-Risk or Threatened species) in ordance with Condition 24(a) then an Ecological Management Plan (or ns) shall be prepared in accordance with Condition 25 for these areas nfirmed Biodiversity Areas).
25.	Ecologica	al Management Plan (EMP)
	(a) An l thro (b) The eco prac	EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed bugh Condition 24) prior to the Start of Construction for a Stage of Work. a objective of the EMP is to minimise effects of the Project on the logical features of value of Confirmed Biodiversity Areas as far as cticable. <u>To achieve the objective</u> , <u>t</u> The EMP shall set out <del>the</del> methods the will be used to achieve the objective which may include:

· · ·		
	(i)	if an EMP is required in accordance with Condition 24(c) for the
		presence of long-tailed bats:
		A. measures to minimise disturbance from construction activities
		within the vicinity of any active roosts that are discovered until
		such roosts are confirmed to be vacant of bats;
		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 tailed
		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) will be provided and maintained;
		and
		E. where mitigation isn't practicable, details of any offsetting
		proposed.
	(ii)	If an EMP is required in accordance with Condition 24(c) for the
	()	presence of Threatened or At-Risk birds (excluding Wetland Birds):
		A. how the timing of any Construction Works shall be undertaken
		outside of the bird breeding season (September to February)
		where practicable;
		B. where Pipit are identified as being present, how the timing of
		any Construction Works shall be undertaken outside of the
		Pipit bird breeding season (August to February) where
		practicable;
		C. where works are required within the Confirmed Biodiversity
		Area during the bird breeding season (including Pipits),
		methods to minimise adverse effects on Threatened or At-Risk
		birds; and
		D. details of grass maintenance if Pipit are present.
	(iii)	If an EMP is required in accordance with Condition 24(c) for the
	· /	presence of Threatened or At-Risk wetland birds:
		A. how the timing of any Construction Works shall be undertaken
		outside of the bird breeding season (September to February)
		where practicable;
		B. where works are required within the Confirmed Biodiversity
		Area during the bird breeding season, methods to minimise
		adverse effects on Threatened or At-Risk wetland birds
		C. undertaking a nesting bird survey of Threatened or At-Risk
		wetland birds prior to any Construction Works taking place
		within a 50m radius of any identified Wetlands (including
		establishment of construction areas adjacent to Wetlands).
		Surveys should be repeated at the beginning of each wetland
		bird breeding season and following periods of construction
		inactivity;
		D. what protection and buffer measures will be provided where
		nesting Threatened or At-Risk wetland birds are identified
		within 50m of any construction area (including laydown areas).
		Measures could include:
		a. a 20m buffer area around the nest location and retaining
		vegetation. The buffer areas should be demarcated
		where necessary to protect birds from encroachment.
		This might include the use of marker poles, tape and
		signage;

	be under consents (d) Where a	of wetlands and construction areas (along the edge of the stockpile/laydown area); and
	Advice note:	
		he potential effects of the Project, the regional consents for the lude the following monitoring and management plans:
	(i) Stream	and/or wetland restoration plans;
		tion restoration plans; an management plans (eg avifauna, herpetofauna).
26.		/ Management Plan (NUMP)
20.	-	shall be prepared prior to the Start of Construction for a Stage of
	Work.	
		ctive of the NUMP is to set out a framework for protecting, g and working in proximity to existing network utilities. The NUMP
	shall incl	ude methods to:
		ovide access for maintenance at all reasonable times, or nergency works at all times during construction activities;
		anage the effects of dust and any other material potentially
	res	sulting from construction activities and able to cause material
		mage, beyond normal wear and tear to overhead transmission es in the Project area;
	(iii) de	monstrate compliance with relevant standards and Codes of
		actice including, where relevant, the NZECP 34:2001 New Zealand
		ectrical Code of Practice for Electrical Safe Distances 2001; S/NZS 4853:2012 Electrical hazards on Metallic Pipelines; <b>and</b>
	<u>AS</u>	S/NZS 2885 Pipelines – Gas and Liquid Petroleum.
		/IP shall be prepared in consultation with the relevant Network perator(s) (including Auckland International Airport Limited) who
		sting assets that are directly affected by the Project.
	(d) The deve	elopment of the NUMP shall consider opportunities to coordinate
		ork programmes with other Network Utility Operator(s) (including I International Airport Limited) during detailed design where
	practicab	le.
		IP shall describe how any comments from the Network Utility
		(including Auckland International Airport Limited) in relation to its ave been addressed.
		ments received from the Network Utility Operator (including
		International Airport Limited) shall be considered when finalising

	(g) Any amendments to the NUMP related to the assets of a Network Utility Operator (including Auckland International Airport Limited) shall be prepared in consultation with that asset owner.			
Operati	rational conditions			
27.	Low Noise Road Surface			
	(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be			
	implemented within 12 months of Completion of Construction of the project.			
	(b) Any future resurfacing works of the Project shall be undertaken in			
	accordance with the Auckland Transport Reseal Guidelines, Asset			
	Management and Systems 2013 and asphaltic concrete surfacing (or			
	equivalent low noise road surface) shall be implemented where: (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.			
	(c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition			
	$\frac{27(b)(i)}{27(b)(i)}$ – (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.			
28.	Future Resurfacing Work			
	(a) <u>Any future resurfacing works of the Project shall be undertaken in</u>			
	accordance with the Auckland Transport Reseal Guidelines, Asset			
	Management and Systems 2013 and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:			
	(i) <u>the volume of traffic exceeds 10,000 vehicles per day; or</u>			
	(ii) the road is subject to high wear and tear (such as cul de sac			
	heads, roundabouts and main road intersections); or			
	(iii) <u>it is in an industrial or commercial area where there is a high</u>			
	<u>concentration of truck traffic; or</u> (iv) it is subject to high usage by pedestrians, such as town centres,			
	(iv) <u>it is subject to high usage by pedestrians, such as town centres,</u> hospitals, shopping centres and schools.			
	(b) Prior to commencing any future resurfacing works, the Requiring			
	Authority shall advise the Manager if any of the triggers in Condition			
	27(a)(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.			
	Traffic Noise			
	For the purposes of Conditions 29 to 40:			
	<ul> <li>(a) Building-Modification Mitigation – has the same meaning as in NZS 6806;</li> </ul>			
	<ul> <li>(b) Design year has the same meaning as in NZS 6806;</li> </ul>			
	(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			
	<ul> <li>PPF identified in Schedule 2 Identified PPFs Noise Criteria Categories;</li> <li>(f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-</li> </ul>			
	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 –			
	<ul> <li>Road-traffic noise – New and altered roads;</li> <li>(i) Protected Premises and Facilities (PPFs) – means only the premises and</li> </ul>			
	(i) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 2: Identified PPFs Noise Criteria Categories;			
	(j) Selected Mitigation Options – means the preferred mitigation option			
	resulting from a Best Practicable Option assessment undertaken in			
	accordance with NZS 6806 taking into account any low noise road surface			
	to be implemented in accordance with Condition 27; and			
	(k) Structural Mitigation – has the same meaning as in NZS 6806.			
	Notwithstanding the above applying to PPFs in Schedule 2 existing as at			
	2022, conditions 32 to 43 shall be read as also including a requirement for			
	the future BPO assessment to determine the BPO for the environment that is present prior to construction starting provided that the Requiring Authority			
	is not responsible for acoustically treating dwellings that are constructed			
	following the lodgement of the NoR.			
29.	The Noise Criteria Categories identified in Schedule 2: Identified PPFs Noise			
20.	Criteria Categories at each of the PPFs shall be achieved where practicable and			
	subject to Conditions 29 to 40 (all traffic noise conditions).			
	The Noise Criteria Categories do not need to be complied with at a PPF where:			
	<ul> <li>(a) The PPF no longer exists; or</li> <li>(b) Agreement of the landowner has been obtained confirming that the Noise</li> </ul>			
	(b) Agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met.			
	Chiena Calegory does not need to be met.			
	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.			
30.	As part of the detailed design of the Project, a Suitably Qualified Person shall			
•••	determine the Selected Mitigation Options for the PPFs identified on Schedule 2:			
	Identified PPFs Noise Criteria Categories.			
	For the avoidance of doubt, the low noise road surface implemented in			
	accordance with Condition 27 may be (or be part of) the Selected Mitigation			
	Option(s). Barriers may also be (or be part of) the Selected Mitigation Options(s).			
31.	Prior to construction of the Project, a Suitably Qualified Person shall develop the			
51.	Detailed Mitigation Options for the PPFs identified in Schedule 2: Identified PPFs			
	Noise Criteria Categories, taking into account the Selected Mitigation Options.			
32.	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.			
33.	The Detailed Mitigation Options shall be implemented prior to Completion of			
55.	Construction of the Project, with the exception of any low-noise road surfaces,			
	which shall be implemented within twelve months of Completion of Construction.			
34.	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 <sub>LAeq(24h)</sub> inside Habitable Spaces ('Category C			
	Buildings'). This does not include those dwellings constructed after the			
25	Prior to the Start of Construction in the vicinity of each Category C Building, the			
35.	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.		
36.	For each Category C Building identified, the Requiring Authority is deemed to		
30.	have complied with Condition 35 above if:		
	(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 months of the date of		
	the Requiring Authority's letter sent in accordance with Condition 35 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.		
	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. Subject to Condition 36 above, within six months of the assessment undertaken in		
37.	accordance with Condition 36, the Requiring Authority shall write to the owner of		
	each Category C Building advising:		
	(a) If Building-Modification Mitigation is required to achieve $40_{dB LAeq(24h)}$ 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.		
38.	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 party authorisations required, in a reasonable		
	and practical timeframe agreed between the Requiring Authority and the owner.		
39.	Subject to Condition 37, where Building-Modification Mitigation is required, the		
39.	Requiring Authority is deemed to have complied with Condition 38 if:		
	(a) The Requiring Authority has completed Building Modification Mitigation to		
	the building; or		
	(b) An alternative agreement for mitigation is reached between the Requiring		
	Authority and the building owner; or		
	(c) The building owner did not accept the Requiring Authority's offer to		
	implement Building-Modification Mitigation within three months of the date		
	of the Requiring Authority's letter sent in accordance with Condition 37		
	(including where the owner did not respond within that period); or		
	(d) The building owner cannot, after reasonable enquiry, be found prior to		
40	Completion of Construction of the Project. The Detailed Mitigation Options shall be maintained so they retain their noise		
40.	reduction performance as far as practicable		
41.	Designation Boundary		
41.			
	The Requiring Authority must review the designation boundary on the south side of SH20B between SH 20 and Prices Road and reduce the width of the		
	designation if practicable within 6 months of the designation being		
	confirmed.		

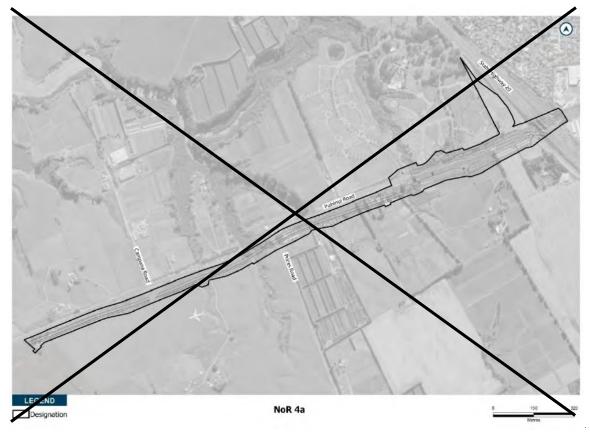
# **Attachments**

#### Schedule 1: General accordance plan and information

The proposed work is for the construction, operation and maintenance of an extension to Puhinui Road between the SH20/20B Interchange and Orrs Road for a BRT corridor, walking and cycling facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) An extension of Puhinui Road to accommodate BRT lanes (centre-running to Manukau Memorial Gardens, then south running to Orrs Road), general traffic lanes and walking and cycling facilities;
- (b) Associated works including but not limited to intersections, bridges, embankments, retaining walls, 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 areas and the re-grading of driveways.

#### Concept plan:





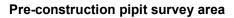
# Schedule 2: Identified PPFs noise criteria categories

Address	New or Altered Road	Noise Criteria Category
485 Puhinui Road	Altered	Category A
485 Puhinui Road	Altered	Category C
485 Puhinui Road	Altered	Category C
16 Sabi Place	Altered	Category A
17 Sabi Place	Altered	Category A

Schedule 3: Identified Biodiversity Areas [Schedule updated – refer to clean set]



Pre-construction wetland bird survey area





Appendix E – Auckland Transport's Modifications to NoR 4a conditions (clean)



## Designation XXXX – SH20/20B Interchange to Orrs Road

Designation Number	XXXX
Requiring Authority	Auckland Transport
Location	SH20/20B Interchange to Orrs Road
Lapse Date	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.

# Purpose

Construction, operation and maintenance of an extension to Puhinui Road between the SH20/20B Interchange and Orrs Road for a BRT corridor, walking and cycling facilities and associated infrastructure.

## **Conditions**

### **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
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 of material changes to management plans and CNVMP Schedules	<ul> <li>Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates.</li> <li>A material change to a management plan or CNVMP Schedule shall be deemed certified: <ul> <li>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified;</li> <li>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received; or</li> <li>(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.</li> </ul> </li> </ul>
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 24

Construction Works	Activities undertaken to construct the Project excluding Enabling Works
Council	Auckland Council
СТМР	Construction Traffic Management Plan
Developer	Any legal entity that intends to master plan or develop land adjacent to the designation
Development Agency	Public entities involved in development projects
Educational facility	Facility used for education to secondary level. Includes:
	<ul> <li>(a) schools and outdoor education facilities; and</li> <li>(b) accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above.</li> </ul>
	Excludes:
	<ul><li>(a) care centres; and</li><li>(b) tertiary education facilities.</li></ul>
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:
5	<ul> <li>(a) geotechnical investigations (including trial embankments);</li> <li>(b) archaeological site investigations;</li> <li>(c) formation of access for geotechnical investigations;</li> </ul>
	(d) establishment of site yards, site entrances and fencing;
	(e) constructing and sealing site access roads;
	(f) demolition or removal of buildings and structures;
	<ul> <li>(g) relocation of services; and</li> <li>(h) establishment of mitigation measures (such as erosion and</li> </ul>
	(h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds
	and planting).
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features 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
LIP	Land use Integration Process
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	<ul> <li>Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Airport to Botany Bus Rapid Transit Project:</li> <li>(a) Te Ākitai Waiohua;</li> <li>(b) Ngāi Tai ki Tamaki;</li> <li>(c) Ngāti Te Ata Waiohua;</li> <li>(d) Ngāti Whanaunga;</li> <li>(e) Ngāti Tamaoho;</li> </ul>
	<ul> <li>(f) Ngāti Paoa Trust Board;</li> <li>(g) Te Ahiwaru;</li> <li>(h) Ngāti Tamaterā; and</li> </ul>

	(i) Ngāti Maru.
	Note: other iwi not identified above may have an interest in the Project
	and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
NZAA	New Zealand Archaeological Association
OSMP	Open Space Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
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	Protected Premises and Facilities as defined in New Zealand Standard
Facilities (PPF)	NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads
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) who can provide sufficient evidence to
	demonstrate their suitability, experience and competence in the relevant
	field of expertise
ULDMP	Urban and Landscape Design Management Plan

No.	Condition							
General	conditions							
1.	Activity in General Accordance with Plans and Information(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 Project description and concept plan in Schedule 1.							
	<ul> <li>(b) Where there is inconsistency between:</li> <li>(i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; or</li> </ul>							
	<ul> <li>the 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.</li> </ul>							
2.	Project Information							
	(a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six (6) months of the inclusion of this designation is included in the AUP.							
	<ul> <li>(b) All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable 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:         <ul> <li>(i) the status of the Project;</li> </ul> </li> </ul>							
	<ul> <li>(ii) anticipated construction timeframes;</li> <li>(iii) contact details for enquiries;</li> <li>(iv) the implications of the designation for landowners, occupiers and</li> </ul>							
	<ul> <li>business owners and operators within the designation and where they can receive additional advice;</li> <li>(v) a subscription service to enable receipt of Project updates by email;</li> </ul>							
	and (vi) how to apply for consent for works in the designation under							
	<ul> <li>section 176(1)(b) of the RMA.</li> <li>(c) 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.</li> </ul>							
3.	Land use Integration Process							
	<ul> <li>(a) The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose:</li> <li>(i) the Requiring Authority shall include the contact details of a nominated contact on the Project website (or equivalent information source) required to be established by Condition 2(b)(iii); and</li> <li>(ii) the nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master</li> </ul>							
	<ul> <li>(b) At any time prior to the Start of Construction, the nominated contact will be available to engage with a Developer or Development Agency for the purpose of:</li> </ul>							
	<ul> <li>responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and</li> </ul>							

r							
		(ii) receiving information from a Developer or Development Agency					
		regarding master planning or land development details that could assist with land use integration.					
	(c)	Information requested or provided under Condition 3(b) above may include					
	(0)	but not be limited to the following matters:					
		(i) design details including but not limited to:					
		A. boundary treatment (e.g. the use of retaining walls or batter					
		slopes);					
		B. the horizontal and vertical alignment of the road (levels);					
		C. potential locations for mid-block crossings;					
		D. integration of stormwater infrastructure;					
		E. outputs from any flood modelling; and					
		F. traffic noise modelling contours.					
		(ii) potential modifications to the extent of the designation in response to					
		information received through Condition 3(b)(ii);					
		(iii) a process for the Requiring Authority to undertake a technical review					
		of or provide comments on any master planning or development					
		proposal advanced by the Developer or Development Agency as it					
		relates to integration with the Project; and					
		(iv) details of how to apply for written consent from the Requiring					
		Authority for any development proposal that relates to land is within					
	( 1)	the designation under section 176(1)(b) of the RMA.					
	(d)	Where information is requested from the Requiring Authority and is					
		available, the nominated contact shall provide the information unless there					
	(e)	are reasonable grounds for not providing it. The nominated contact shall maintain a record of the engagement between					
	(6)	the Requiring Authority and Developers and Development Agencies for the					
		period following the date in which this designation is included in the AUP					
		through to the Start of Construction for a Stage of Work. The record shall					
		include:					
		(i) a list of all Developers and Development Agencies who have					
		indicated through the Notice of Requirement process that they intend					
		to master plan or develop sites along the Project alignment that may					
		require specific integration with the designation;					
		(ii) details of any requests made to the Requiring Authority that could					
		influence detailed design, the results of any engagement and, where					
		such requests that could influence detailed design are declined, the					
		reasons why the Requiring Authority has declined the requests; and					
		(iii) details of any requests to co-ordinate the forward work programme,					
		where appropriate, with Development Agencies and Network Utility					
	<b>(f</b> )	Operators.					
	(f)	The record shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.					
4.	Doci	ignation Review					
		5					
	(a)	The Requiring Authority shall within six (6) months of Completion of Construction or as soon as otherwise practicable:					
		(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.					
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5.	Lapse				
	(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.			
6.		kitai Waiohua – Southwest Gateway Programme			
	(a)	The Requiring Authority acknowledges Te Ākitai Waiohua as Mana Whenua			
		and a principal partner to the Southwest Gateway Programme, to which this project forms a part. The operation of this designation must in all respects			
		reflect these matters, including through meeting the conditions and			
		meaningful engagement at both a governance and kaitiaki level.			
7.	Netw	ork Utility Operators and Auckland Council Parks (Section 176			
		roval)			
	(a)	Prior to the start of Construction Works, Network Utility Operators (including			
		Auckland International Airport Limited) with existing infrastructure and			
		Auckland Council in relation to parks located within the designation will not			
		require written consent under section 176 of the RMA for the following activities:			
		(i) operation, maintenance and repair works;			
		(ii) minor renewal works to existing network utilities or parks necessary			
		for the on-going provision or security of supply of network utility or			
		parks operations;			
		(iii) minor works such as new service connections; and			
		(iv) the upgrade and replacement of existing network utilities or parks in			
		the same location with the same or similar effects as the existing			
	(b)	utility or parks. To the extent that a record of written approval is required for the activities			
	(5)	listed above, this condition shall constitute written approval.			
Pre-con	struct	tion conditions			
8.	Outli	ine Plan			
	(a)	An Outline Plan (or Plans) shall be prepared in accordance with section			
	. ,	176A of the RMA.			
	(b)				
		of an Outline Plan (or Plans).			
	(c)	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.			
	(d)	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:			
		(i) Construction Environmental Management Plan;			
		<ul> <li>(ii) Construction Traffic Management Plan;</li> <li>(iii) Construction Noise and Vibration Management Plan;</li> </ul>			
		<ul> <li>(iii) Construction Noise and Vibration Management Plan;</li> <li>(iv) Urban and Landscape Design Management Plan;</li> </ul>			
		(v) Historic Heritage Management Plan;			
		(vi) Ecological Management Plan; and			
		(vii) Network Utilities Management Plan.			
9.	Mana	agement Plans			
	(a)	Any management plan shall:			
		(i) be prepared and implemented in accordance with the relevant			
		management plan condition;			
		(ii) be prepared by a Suitably Qualified Person(s);			

	1	(iii) he developed in partners big with Mana MU and The Develo						
		(iii) be developed in partnership with Mana Whenua. The Requiring						
		Authority shall provide reasonable resourcing, technical and						
		administrative support for Mana Whenua;						
		<ul><li>(iv) include sufficient detail relating to the management of effects</li></ul>						
		associated with the relevant activities and/or Stage of Work to which						
		it relates;						
		(v) summarise comments received from Mana Whenua and stakeholders						
		as required by the relevant management plan condition, along with a						
		summary of where comments have:						
		A. been incorporated; and						
		B. where not incorporated, the reasons why.						
		(vi) be submitted as part of an Outline Plan pursuant to section 176A of						
		the RMA, with the exception of SCEMPs and CNVMP Schedules;						
		and						
		(vii) Once finalised, uploaded to the Project website or equivalent virtual						
		information source.						
	(b)	Any management plan developed in accordance with Condition 9 may:						
		(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; and						
		(ii) except for material changes, be amended to reflect any changes in						
		design, construction methods or management of effects without						
		further process.						
	(c)	there is a material change required to a management plan which has						
		een submitted with an Outline Plan, the revised part of the plan shall be						
		submitted to the Council as an update to the Outline Plan or for Certification						
		s soon as practicable following identification of the need for a revision.						
	(d)	Any material changes to the SCEMP(s) are to be submitted to the Council						
40		for information.						
10.		Whenua Kaitiaki Forum						
	(a)	At least twelve (12) months prior to the start of detailed design for a Stage						
		of Work, the Requiring Authority shall invite Mana Whenua to establish a						
		Mana Whenua Kaitiaki Forum. The objective of the Mana Whenua Kaitiaki						
		Forum is to provide a forum for Mana Whenua to participate as partners in						
		all phases of the Project. To achieve the objective, the Mana Whenua						
		Kaitiaki Forum shall address (as a minimum) the following matters: (i) how Mana Whenua will provide input into the design of the Project.						
		<ul> <li>(i) how Mana Whenua will provide input into the design of the Project. For example:</li> </ul>						
		A. how Mana Whenua values and narrative are incorporated						
		through the form of the Project and associated structures;						
		B. how the historic and cultural significance of the Puhinui Historic						
		Gateway will be recognised; and						
		C. how pou, art, sculptures, mahi toi or other any other features						
		located on land within or adjoining the Project will be provided						
		in a manner that represents the Maori history of the area and						
		promotes a distinctiveness or sense of place.						
		(ii) how Mana Whenua will be engaged in the preparation of						
1								
		management plans and future consenting processes;						
		<ul> <li>(iii) how mātauranga Māori and tikanga Māori will be recognised in all</li> </ul>						
		<ul> <li>(iii) how mātauranga Māori and tikanga Māori will be recognised in all phases of the Project;</li> <li>(iv) where opportunities for Mana Whenua to participate in engagement</li> </ul>						
		<ul> <li>(iii) how mātauranga Māori and tikanga Māori will be recognised in all phases of the Project;</li> </ul>						

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	tradi Stati	<ul> <li>where opportunities for Mana Whenua to support the physical, mental, social and economic wellbeing for iwi and the local community will be provided through the Project. This could include:</li> <li>A. planting supplied through Mana Whenua and community based nurseries;</li> <li>B. local schools being involved in planting; and</li> <li>C. scholarships, cadetships and job creation.</li> <li>the Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua including organising meetings at a local venue and the taking and dissemination of meeting minutes;</li> <li>the frequency of meetings shall be agreed between the Requiring Authority and Mana Whenua; and prior to the Start of Construction, the Requiring Authority shall produce a record of the Mana Whenua Kaitiaki Forum. The record of the Mana Whenua Kaitiaki Forum shall be provided to Mana Whenua and shall include (but not be limited to);</li> <li>A. details of how Mana Whenua have participated as partners in the Project;</li> <li>B. details of how the matters set out in (a) will be incorporated into the Project;</li> <li>C. how the objective of the Mana Whenua Kaitiaki Forum has been and will continue to be met; and</li> <li>D. details of how comments from Mana Whenua have been incorporated into the Project and where not incorporated, the reasons why.</li> <li>a Whenua shall be invited to identify and (if possible) nominate ional names along the Project corridor such as Bus Rapid Transit ons and bridge structures. Noting there may be formal statutory pesses outside the project required in any decision-making.</li> </ul>	
	mon Whe	ths following the Completion of Construction or as agreed with Mana	
	VVIIC		
	Advice no		
		bidance of doubt, Mana Whenua may wish to use another forum as the nua Kaitiaki Forum.	
11.		er Communication and Engagement Management Plan (SCEMP)	
		CEMP shall be prepared in consultation with stakeholders, community ps and organisations prior to the Start of Construction.	
	(b) The (inclube e	objective of the SCEMP is to identify how the public and stakeholders uding directly affected and adjacent owners and occupiers of land) will ngaged with prior to and throughout Construction Works. To achieve objective of the SCEMP: at least six (6) months prior to detailed design for a Stage of Work, the Requiring Authority shall identify: A. a list of properties within the designation which the Requiring	
		<ul> <li>Authority does not own or have occupation rights to;</li> <li>B. a list of key stakeholders, community groups, organisations and businesses who will be engaged with;</li> <li>C. methods and timing to engage with key stakeholders, community groups, organisations and businesses and owners of properties identified in (b)(i)A-B.</li> </ul>	

		(ii) a record of (b)(i) shall be submitted with an Outline Plan for the					
		relevant Stage of Work.					
		(iii) the SCEMP shall include:					
		A. 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);					
		B. 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;					
		C. details of opportunities to strengthen the relationship between					
		Mana Whenua, key stakeholders and the wider community; D. methods and timing to engage with landowners whose access					
		<li>D. methods and timing to engage with landowners whose access is directly affected;</li>					
		E. 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 (b)(i) above; and					
		F. linkages and cross-references to communication and					
		engagement methods set out in other conditions and					
		management plans where relevant.					
	(c)	Any SCEMP prepared for a Stage of Work shall be submitted to Council for					
	(0)	information ten working days prior to the Start of Construction for a Stage of					
		Work.					
12.	Urba	an and Landscape Design Management Plan (ULDMP)					
12.	(a)	A ULDMP shall be prepared prior to the Start of Construction for a Stage of					
	(a)	Work.					
	(b)	The objective of the ULDMP(s) is to:					
	(8)	(i) enable integration of the Project's permanent works into the					
		surrounding landscape and urban context;					
		(ii) ensure that the Project manages potential adverse landscape and					
		visual effects as far as practicable and contributes to a quality urban					
		environment; and					
		(iii) acknowledge and recognise the whakapapa Mana Whenua have to					
		the Project area.					
	(c)	Mana Whenua shall be invited to participate in the development of the					
		ULDMP at least six (6) months prior to the start of detailed design for a					
		Stage of Work to provide input on cultural landscape and design matters.					
		This shall include (but not be limited to) how desired outcomes for the					
		management of potential effects on cultural sites, landscapes and values					
		identified and discussed in accordance with the Historic Heritage					
		Management Plan (Condition 23) and the Ecological Management Plan					
	(_)	(Condition 25) may be reflected in the ULDMP.					
	(d)	Key stakeholders shall be invited to participate in the development of the					
		ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work					
	$(\sim)$	Stage of Work.					
	(e)	The ULDMP shall be prepared in general accordance with: (i) Auckland Transport's Urban Roads and Streets Design Guide;					
		<ul> <li>(ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or</li> </ul>					
		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					

			Auckland's Urban Ngahere (Forest) Strategy or any subsequent
	(5)		updated version.
	(f)	To ach Project	ieve the objective, the ULDMP shall provide details of how the
			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;
		(ii) p	provides appropriate walking and cycling connectivity to, and
		i	interfaces with, existing or proposed adjacent land uses, public
			transport infrastructure and walking and cycling connections;
			promotes inclusive access (where appropriate); and
			promotes a sense of personal safety by aligning with best practice
			guidelines, such as:
		1	<ul> <li>A. Crime Prevention Through Environmental Design (CPTED) principles;</li> </ul>
			B. Safety in Design (SID) requirements; and
		(	C. Maintenance in Design (MID) requirements and anti-
			vandalism/anti-graffiti measures.
			has responded to requests that could influence detailed design
			through the Land Use Integration Process (Condition 3);
			provides opportunities to incorporate Mana Whenua values and cultural narrative through the design. This shall include but not be
			limited to:
			A. how to protect and enhance connections to the Māori cultural
			landscape;
		E	B. how and where accurate historical signage can be provided
			along the corridor;
			C. how historical portage routes will be recognised;
		l	D. how opportunities for cultural expression through, for example
			mahi toi, art, sculptures or other public amenity features will be provided;
		F	E. how opportunities to utilise flora and fauna with a specific
		•	connection to the area are realised where possible by:
			a. preserving them in the design and maintenance of the
			Project; and
			b. restoring them in a manner that recognises their
			historical and cultural significance. For example, by
			clustering planting to represent a lost ngahere.
		ŀ	F. how the historic and cultural significance of the Puhinui Historic
			Gateway is recognised; and
		(	G. how public access to coastal areas, waterways and open space is enhanced, where appropriate.
		(vii) p	provides for an integrated stormwater management approach which
			prioritises in the following order:
		•	A. opportunities for ki uta ki tai (a catchment scale approach);
			B. opportunities for net catchment benefit;
			C. green infrastructure and nature-based solutions; and
			D. opportunities for low maintenance design.
	(g)		discretion of Mana Whenua, the matters listed in $(f)(v) - (vi)$ shall
			be incorporated into the ULDMP or prepared as a separate plan.
	(h)		_DMP shall include:
			a concept plan(s) – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and
			urban design proposals;
L	1	l	นเมลา นองหา ทางทองสอ,

	(ii)	deve	loped design concepts, including principles for walking and
			ng facilities and public transport; and
	(iii)	lands	cape and urban design details – that cover the following:
	. ,	Α.	road design – elements such as:
			a. intersection form;
			b. carriageway gradient and associated earthworks;
			c. contouring, cut and fill batters and/or retaining walls and
			their interface with adjacent land uses and existing roads
			(including slip lanes);
			d. benching;
			e. spoil disposal sites;
			f. median width and treatment; and
		D	<ul> <li>g. roadside width and treatment;</li> <li>roadside elements – such as lighting, fencing, wayfinding and</li> </ul>
		В.	
		C	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;
		Н.	historic heritage places with reference to the HHMP (Condition
			23); and
		Ι.	re-instatement of construction and site compound areas,
<i>(</i> )			driveways, accessways and fences.
(i)			ails and maintenance requirements:
	(i)	·.	ing design details including:
		Α.	identification of existing trees and vegetation that will be
			retained. 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 the Ecological Management Plan
			(Condition 25);
		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)		nting programme including the staging of planting in relation to
			onstruction programme which shall, as far as practicable,
		inclu	de provision for planting within each planting season following
		comp	eletion of works in each Stage of Work; and
	(iii)	detai	ed specifications relating to the following:
		Α.	weed control and clearance;
		В.	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:							
	This designation is for the purpose of construction, operation and maintenance of an arterial 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.							
Specifi	c Outline Plan requirements							
	Flood Hazard							
	For the purpose of Condition 13:							
	<ul> <li>(a) ARI – means Average Recurrence Interval;</li> <li>(b) Existing authorised community, commercial and industrial floor – means the floor level of any community, commercial and industrial building which is authorised and exists at the time the Outline Plan is submitted;</li> <li>(c) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised 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;</li> <li>(d) Flood prone area – means potential ponding areas that may flood and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features;</li> <li>(e) Maximum Probable Development – is the 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 AUP, the probable level of development arising from zone changes;</li> </ul>							
	<ul> <li>(f) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways); and</li> <li>(g) Post-Project development – means site condition after the Project has</li> </ul>							
	been completed (including existing and new buildings and roadways).							
13.	Flood Hazard							
	<ul> <li>(a) The Project shall be designed to achieve the following flood risk outcomes:</li> <li>(i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;</li> </ul>							
	<ul> <li>(ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors to maintain a minimum freeboard of 150mm;</li> </ul>							
	<ul> <li>(iii) no increase in flood levels in a 1% AEP event for existing authorised community, commercial and industrial building floors that are already subject to flooding;</li> </ul>							
	<ul> <li>(iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors;</li> </ul>							
	<ul> <li>(v) maximum of 50mm increase in flood level in a 1% AEP event outside and adjacent to the designation boundaries between the pre and post Project scenarios;</li> <li>(vi) no now flood proper organ; and</li> </ul>							
	<ul> <li>(vi) no new flood prone areas; and</li> <li>(vii) no increase of flood hazard for main access to authorised habitable dwellings existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP event. Where Flood Hazard is:</li> <li>A. velocity x depth is greater than or equal to (≥) 0.6; or</li> </ul>							

		B. depth is greater than (>) 0.5m; or
		<ul><li>B. depth is greater than (&gt;) 0.5m; or</li><li>C. velocity is greater than (&gt;) 2m/s.</li></ul>
	(b)	Compliance with this condition shall be demonstrated in the Outline Plan,
	(~)	which shall include flood modelling of the pre-Project and post-Project 1%
		AEP flood levels (for Maximum Probable Development land use and
		including climate change).
	(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.
14.	Exist	ting property access
	(a)	Where existing property vehicle access which exists at the time the Outline
		Plan is submitted is proposed to be altered by the project, the Requiring
		Authority shall consult with the directly affected landowner regarding the
		required changes. The Outline Plan shall demonstrate how safe access will
		be provided, unless otherwise agreed with the affected landowner.
	1	conditions
15.		struction Environmental Management Plan (CEMP)
	(a)	A CEMP shall be prepared prior to the Start of Construction for a Stage of
	(b)	Work. The objective of the CEMP is to set out the management procedures and
	(0)	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:
		(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);
		<ul> <li>the Construction Works programmes and the staging approach, and the proposed hours of work;</li> </ul>
		(iv) details of the proposed construction yards including temporary
		screening when adjacent to residential areas;
		<ul><li>(v) details of the proposed construction lighting;</li></ul>
		(vi) methods for controlling dust and the removal of debris and demolition
		of construction materials from public roads or places;
		<ul><li>(vii) methods for providing for the health and safety of the general public;</li><li>(viii) measures to mitigate flood hazard effects such as siting stockpiles</li></ul>
		out of floodplains, minimising obstruction to flood flows, actions to
		respond to warnings of heavy rain;
		(ix) procedures for incident management;
		(x) location and procedures for the refuelling and maintenance of plant
		and equipment to avoid discharges of fuels or lubricants to
		watercourses; (xi) measures to address the storage of fuels, lubricants, bazardous
		<ul> <li>(xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to</li> </ul>
		address emergency spill response(s) and clean up;
		(xii) procedures for responding to complaints about Construction Works;
		and
		(xiii) methods for amending and updating the CEMP as required.
16.		plaints Register
	(a)	At all times during Construction Works, a record of any complaints received
		about the Construction Works shall be maintained. The record shall include:
L	L	(i) the date, time and nature of the complaint;

1		
	(ii) the name, phone number and address of the complainant (unles	ss the
	complainant wishes to remain anonymous);	
	<ul> <li>(iii) measures taken to respond to the complaint (including a record response provided to the complainant) or confirmation of no act</li> </ul>	
	deemed appropriate;	
	(iv) the outcome of the investigation into the complaint; and	
	(v) any other activities in the area, unrelated to the Project that may	/ have
	contributed to the complaint, such as non-project construction, f	
	traffic accidents or unusually dusty conditions generally.	n 00,
	(b) A copy of the Complaints Register required by this condition shall be n	nade
	available to the Manager upon request as soon as practicable after the	
	request is made.	
17.	Cultural Monitoring Plan	
	(a) A Cultural Monitoring Plan shall be prepared prior to the Start of	
	Construction.	
	(b) At least six (6) months prior to the start of detailed design, a Suitably	
	Qualified Person(s) identified in partnership with Mana Whenua shall	
	commence the preparation of the Cultural Monitoring Plan.	ſ
	(c) The objective of the Cultural Monitoring Plan is to identify methods for	ſ
	undertaking cultural monitoring to assist with management of any cultural	ural
	effects during Construction works. To achieve the objective, the Cultur	ral
	Monitoring Plan shall include:	
	(i) requirements for formal dedication or cultural interpretation to be	
	undertaken prior to start of Construction Works in areas identifie	ed as
	having significance to Mana Whenua;	
	(ii) requirements and protocols for cultural inductions for contractor	s and
	subcontractors;	ring io
	<ul> <li>(iii) identification of activities, sites and areas where cultural monitor required during particular Construction Works;</li> </ul>	ing is
	(iv) identification of personnel to undertake cultural monitoring, inclu	Idina
	any geographic definition of their responsibilities; and	ung
	(v) details of personnel to assist with management of any cultural e	effects
	identified during cultural monitoring, including implementation of	
	Accidental Discovery Protocol.	
	(d) If Enabling Works involving soil disturbance are undertaken prior to the	e start
	of Construction Works, an Enabling Works Cultural Monitoring Plan sh	
	prepared by a Suitably Qualified Person identified in collaboration with	า
	Mana Whenua. This plan may be prepared as a standalone Enabling	
	Works Cultural Monitoring Plan or be included in the main Constructio	
	Works Cultural Monitoring Plan.	
	Ŭ	
	Advice note:	
	Where appropriate, the Cultural Monitoring Plan shall align with the requirem	ents
	of other conditions of the designation and resource consents for the Project	
	require monitoring during Construction Works.	
18.	Construction Traffic Management Plan (CTMP)	
	(a) A CTMP shall be prepared prior to the Start of Construction for a Stag	e of
	Work.	
	(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as	
	practicable, adverse construction traffic effects. To achieve this object	ive,
	the CTMP shall include:	
	(i) methods to manage the effects of temporary traffic management	it
	activities on traffic;	
	<li>(ii) measures to ensure the safety of all transport users;</li>	

	•					
	(iii) (iv) (v) (vi) (vii) (viii) (ix) (x)	movem hours (i up and near ec site acc location vehicles identific manage cyclists method roads w arrange whose with Co details provide the man coverin exit poi on publ method measur stakeho details	ents, including any for example on road drop off times) to n lucational facilities of eass routes and acc of parking areas for s of workers and vis- cation of detour rout ement and mainten ; s to maintain access /here practicable, of ements when it will access is directly a ondition 11(b)(iii)D; of how access for the d for; nagement approach g loads of fine mate nts and the timely r ic roads; is that will be under res to affected road olders / emergency of minimum networ the construction pha	specific non-wor ds serving educat hanage vehicular or to manage traf- cess points for he or plant, construc- sitors; tes and other met ance of traffic flow as to and within p r to provide altern not be. Engagem ffected shall be u he loading and ur he loading and ur he loads on hea- erial, the use of w emoval of any ma- taken to commur- users (e.g. resid- services); k performance pa- ase, including any	avy vehicles, the size ar tion vehicles and the chods to ensure the safe ws, pedestrians and roperty and/or private native access ent with landowners ndertaken in accordance nloading of goods will be vy vehicles, including heel-wash facilities at si aterial deposited or spille icate traffic managemer ents / public / arameters to be achieved y measures to monitor	e e te ed
		complia	ance with the perfor	mance paramete	rs. These could include ffic volumes along key	
	(xi)	routes;		-		
		propose			thresholds identified in	
19.	Construction	on Noise	e Standards			
	• •				ed in accordance with	
					nd shall comply with the	
	noise	e standar	ds set out in the fol	lowing table as fa	r as practicable:	
	Table 19-1 C	Construct	ion Noise Standards	5		
	Day of wee	ek 👘	Time period	L <sub>Aeq</sub> (15min)	LAFmax	
	Occupied a	activity s	ensitive 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	0630h - 0730h	45 dB	75 dB
	Holidays	0730h - 1800h	45 dB 55 dB	85 dB
		1800h - 2000h	45 dB	75 dB
		2000h - 0630h	45 dB	75 dB
	Other occupied bui		40 00	75 00
	All	0730h – 1800h	70 dB	
		1800h – 0730h	75 dB	
	(b) Where compl	iance with the noise s		Table 10-1 is not
	• •	ne methodology in Co		
20.	Construction Vibra			y.
20.				
	( )	vibration shall be mea echanical vibration ar		
		the measurement of		
		and shall comply with		
		e as far as practicable		
	TOTIOWING Labie	as lai as placticable	5.	
	Table 20-1 Construct	ion vibration standard	ds	
	Receiver	Details	Category A*	Category B**
	Occupied activity s	ensitive to noise		
	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		N4150-3:1999
		dopted from Rule E25.6		
		based on DIN 4150-3:1		-
	• • •	iance with the vibratio		
		ne methodology in Co		
21.		e and Vibration Man		•
	(a) A CNVMP sh Work.	all be prepared prior	to the Start of Constr	uction for Stage of
	(b) A CNVMP sh relates.	all be implemented d	uring the Stage of W	ork to which it
		of the CNVMP is to p		
		tation of the Best Pra		
		noise and vibration ef		
		standards set out in (		
		o achieve the objectiv vith Annex E2 of the N		
		Construction Noise' (		
	address the fo			
		tion of the works and	anticipated equipme	ent/processes;
		of operation, including		
		es would occur;		
		struction noise and v		
		ation of receivers wh		
		rchy of management		
		ments to limit night w		
•	times, i	ncluding Sundays an	d public holidays as	iar practicable;

	T		
		(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)	procedures and requirements for the preparation of a Schedule to the
			CNVMP (Schedule) for those areas where compliance with the noise
			Condition 19 and/or vibration standards Condition 20 Category B will
			not be practicable;
		(xi)	identification of trigger levels for undertaking building condition
		/	surveys, which shall be Category B day time levels;
		(xii)	procedures and trigger levels for undertaking building condition
			surveys before and after works to determine whether any cosmetic or
		(,,:::)	structural damage has occurred as a result of construction vibration;
		(xiii)	methodology and programme of desktop and field audits and
			inspections to be undertaken to ensure that the CNVMP, Schedules and the best practicable option for management of effects are being
			implemented; and
		(xiv)	
22.	Scho		o a CNVMP
22.			
	(a)		nedule to the CNVMP (Schedule) shall be prepared prior to the start of
			onstruction to which it relates by a Suitably Qualified Person, in ultation with the owners and occupiers of sites subject to the Schedule,
		when	
		(i)	construction noise is either predicted or measured to exceed the
		(1)	noise standards in Condition 19, except where the exceedance of the
			L <sub>Aeq</sub> criteria is no greater than 5 decibels and does not exceed:
			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 20.
	(b)		bjective of the Schedule is to set out the Best Practicable Option
			sures to manage noise and/or vibration effects of the construction
			ty beyond those measures set out in the CNVMP. To achieve the
		-	tive, the schedule shall include details such as:
		(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
		(iv.)	and predicted duration of the exceedance;
		(iv)	for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why
			they cannot be practicably undertaken during the daytime;
		(v)	the proposed mitigation options that have been selected, and the
		(*)	
			ontions that have been discounted as being impracticable and the
			options that have been discounted as being impracticable and the reasons why;

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22	(c) (d)	<ul> <li>(vi) 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</li> <li>(vii) location, times and types of monitoring.</li> <li>The Schedule shall be submitted to the Manager 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.</li> <li>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.</li> </ul>
23.		pric Heritage Management Plan
	(a)	A HHMP shall be prepared in consultation with Council, HNZPT and Mana
	(b)	Whenua prior to the Start of Construction for a Stage of Work. The objective of the HHMP is to protect historic heritage and to remedy and
	(0)	mitigate any residual effects as far as practicable. To achieve the objective,
		the HHMP shall identify:
		(i) any adverse direct and indirect effects on historic heritage sites and
		measures to appropriately avoid, remedy or mitigate any such
		effects, including a tabulated summary of these effects and measures;
		(ii) methods for the identification and assessment of potential historic
		heritage places within the Designation to inform detailed design;
		<ul> <li>known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;</li> </ul>
		<ul> <li>(iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory);</li> </ul>
		<ul> <li>(v) roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;</li> </ul>
		<ul> <li>(vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</li> </ul>
		<ul> <li>(vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;</li> </ul>
		<ul> <li>(viii) methods to acknowledge cultural values identified through the Mana Whenua Kaitiaki Forum (Condition 10) and Urban Landscape and Design Management Plan (Condition 12) where archaeological sites</li> </ul>

	<ul> <li>also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</li> <li>(ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:</li> <li>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;</li> <li>(x) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage places within the Designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1) The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 17).</li> <li>(c) Electronic copies of all historic heritage reports relating to historic heritage</li> </ul>
	investigations (evaluation, excavation, building and standing structures and monitoring), shall be submitted to the Manager within 12 months of completion.
	Advice note:
	Accidental Discoveries
	The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and shall apply when an archaeological authority under the HNZPTA is not otherwise in place.
24.	Pre-Construction Ecological Survey
	(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 ecological management by confirming whether the indigenous flora and fauna (including Regionally or Nationally At-Risk or Threatened species) within the Identified Biodiversity Areas recorded in Schedule 3 are still present.
	(b) Mana Whenua shall be invited as partners to observe how the ecological
	<ul> <li>survey in (a) will be undertaken.</li> <li>(c) If the ecological survey confirms the presence of indigenous flora and fauna (including Regionally or Nationally At-Risk or Threatened species) in accordance with Condition 24(a) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 25 for these areas (Confirmed Biodiversity Areas).</li> </ul>
25.	Ecological Management Plan (EMP)
	<ul> <li>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 24) prior to the Start of Construction for a Stage of Work.</li> <li>(b) 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. To achieve the objective, the EMP shall set out the methods which may include: <ul> <li>(i) if an EMP is required in accordance with Condition 24(c) for the presence of long-tailed bats:</li> </ul> </li> </ul>

		· · · · · · · · · · · · · · · · · · ·
		measures to minimise disturbance from construction activities
		within the vicinity of any active roosts that are discovered until
		such roosts are confirmed to be vacant of bats;
		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 tailed
		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) will be provided and maintained;
		and
	E.	where mitigation is not practicable, details of any offsetting
		proposed.
(ii)		MP is required in accordance with Condition 24(c) for the
		nce of Threatened or At-Risk birds (excluding Wetland Birds):
		how the timing of any Construction Works shall be undertaken
		outside of the bird breeding season (September to February)
		where practicable;
		where Pipit are identified as being present, how the timing of
		any Construction Works shall be undertaken outside of the
		Pipit bird breeding season (August to February) where
		practicable;
		where works are required within the Confirmed Biodiversity
		Area during the bird breeding season (including Pipits),
		methods to minimise adverse effects on Threatened or At-Risk
		birds; and
		details of grass maintenance if Pipit are present.
(iii)		MP is required in accordance with Condition 24(c) for the
( )		nce of Threatened or At-Risk wetland birds:
	•	how the timing of any Construction Works shall be undertaken
		outside of the bird breeding season (September to February)
		where practicable;
		where works are required within the Confirmed Biodiversity
		Area during the bird breeding season, methods to minimise
		adverse effects on Threatened or At-Risk wetland birds;
		undertaking a nesting bird survey of Threatened or At-Risk
		wetland birds prior to any Construction Works taking place
		within a 50m radius of any identified Wetlands (including
		establishment of construction areas adjacent to Wetlands).
		Surveys should be repeated at the beginning of each wetland
		bird breeding season and following periods of construction
		inactivity;
		what protection and buffer measures will be provided where
		nesting Threatened or At-Risk wetland birds are identified
		within 50m of any construction area (including laydown areas).
		Measures could include:
		a. a 20m buffer area around the nest location and retaining
		vegetation. The buffer areas should be demarcated
		where necessary to protect birds from encroachment.
		This might include the use of marker poles, tape and
		signage;
		b. monitoring of the nesting Threatened or At-Risk wetland
		birds by a Suitably Qualified Person. Construction Works
		sinds by a callably Qaalinou'r croon. Conolladion Wolks

	<ul> <li>within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person; and</li> <li>c. minimising the disturbance from the works if Construction Works are required within 50m of a nest, as advised by a Suitably Qualified Person.</li> <li>E. adopting a 10m setback where practicable, between the edge of wetlands and construction areas (along the edge of the stockpile/laydown area); and</li> <li>F. minimising light spill from construction areas into wetlands.</li> <li>c) 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.</li> <li>d) Where appropriate, and in partnership with Mana Whenua, flora and fauna values identified in the ULDMP are reflected and included within this EMP.</li> </ul>
A	Advice note:
D	Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans: (i) Stream and/or wetland restoration plans; (ii) Vegetation restoration plans; and (iii) Fauna management plans (e.g. avifauna, herpetofauna).
26. N	Network Utility Management Plan (NUMP)
	a) A NUMP shall be prepared prior to the Start of Construction for a Stage of
(0	Work.
(c (c	<ul> <li>b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. To achieve the objective, the NUMP shall include methods to: <ul> <li>(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</li> <li>(ii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; and</li> <li>(iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</li> </ul> </li> <li>c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) (including Auckland International Airport Limited) who have existing assets that are directly affected by the Project.</li> <li>d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) (including Auckland International Airport Limited) whore practicable.</li> <li>e) The NUMP shall describe how any comments from the Network Utility Operator (including Auckland International Airport Limited) in relation to its assets have been addressed.</li> <li>f) Any comments received from the Network Utility Operator (including Auckland International Airport Limited) in relation to its assets have been addressed.</li> </ul>

	(g) Any amendments to the NUMP related to the assets of a Network Utility			
	Operator (including Auckland International Airport Limited) shall be			
	prepared in consultation with that asset owner.			
Operati	onal conditions			
27.	Low Noise Road Surface			
	(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be			
	implemented within 12 months of Completion of Construction of the Project.			
28.	Future Resurfacing Work			
	<ul> <li>(a) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where: <ul> <li>(i) the volume of traffic exceeds 10,000 vehicles per day; or</li> <li>(ii) the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</li> <li>(iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or</li> <li>(iv) it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</li> </ul> </li> <li>(b) Prior to commencing any future resurfacing works, the Requiring Authority</li> </ul>			
	shall advise the Manager if any of the triggers in Condition $27(a)(i) - (iv)$ 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.			
	Traffic Noise			
	For the purposes of Conditions 29 to 40:			
	<ul> <li>Building-Modification Mitigation – has the same meaning as in NZS 6806;</li> <li>Design up on hear the same meaning as in NZS 6800;</li> </ul>			
	<ul> <li>(b) Design year has the same meaning as in NZS 6806;</li> <li>(c) Detailed Mitigation Options – means the fully detailed design of the</li> </ul>			
	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 Schedule 2 Identified PPFs Noise Criteria Categories;			
	<ul> <li>(f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road- traffic noise – New and altered roads;</li> </ul>			
	<ul> <li>(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);</li> </ul>			
	<ul> <li>(h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;</li> </ul>			
	<ul> <li>Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 2: Identified PPFs Noise Criteria Categories;</li> </ul>			
	<ul> <li>Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806 taking into account any low noise road surface to be implemented in accordance with Condition 27; and</li> </ul>			
29.	<ul> <li>(k) Structural Mitigation – has the same meaning as in NZS 6806.</li> <li>The Noise Criteria Categories identified in Schedule 2: Identified PPFs Noise</li> </ul>			
<b>∠</b> J.	Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 29 to 40 (all traffic noise conditions).			
	The Noise Criteria Categories do not need to be complied with at a PPF where: (a) The PPF no longer exists; or			

	(b) Agreement of the landowner has been obtained confirming that the Noise
	Criteria Category does not need to be met.
	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.
30.	As part of the detailed design of the Project, a Suitably Qualified Person shall
	determine the Selected Mitigation Options for the PPFs identified on Schedule 2:
	Identified PPFs Noise Criteria Categories.
	For the avoidance of doubt, the low noise road surface implemented in
	accordance with Condition 27 may be (or be part of) the Selected Mitigation
	Option(s).
31.	Prior to construction of the Project, a Suitably Qualified Person shall develop the
	Detailed Mitigation Options for the PPFs identified in Schedule 2: Identified PPFs
	Noise Criteria Categories, taking into account the Selected Mitigation Options.
32.	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.
33.	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.
34.	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 <sub>LAeq(24h)</sub> inside Habitable Spaces ('Category C
	Buildings').
35.	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.
36.	For each Category C Building identified, the Requiring Authority is deemed to
	have complied with Condition 35 above if:
	(a) The Requiring Authority's Suitably Qualified Person has visited the building
	<ul> <li>and assessed the noise reduction performance of the building envelope; or</li> <li>(b) The building owner agreed to entry, but the Requiring Authority could not</li> </ul>
	(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 months of the date of the Requiring Authority's letter sent in accordance with Condition 35 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.
	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.
37.	Subject to Condition 36 above, within six months of the assessment undertaken in
57.	accordance with Condition 36, the Requiring Authority shall write to the owner of
	each Category C Building advising:
	(a) If Building-Modification Mitigation is required to achieve 40 <sub>dB LAeq(24h)</sub> inside
	habitable spaces; and
L	

	(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.
38.	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 party authorisations required, in a reasonable
	and practical timeframe agreed between the Requiring Authority and the owner.
39.	Subject to Condition 37, where Building-Modification Mitigation is required, the
	Requiring Authority is deemed to have complied with Condition 38 if:
	(a) The Requiring Authority has completed Building Modification Mitigation to
	the building; or
	(b) An alternative agreement for mitigation is reached between the Requiring
	Authority and the building owner; or
	(c) The building owner did not accept the Requiring Authority's offer to
	implement Building-Modification Mitigation within three months of the date
	of the Requiring Authority's letter sent in accordance with Condition 37
	(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.
40.	The Detailed Mitigation Options shall be maintained so they retain their noise
	reduction performance as far as practicable.

## **Attachments**

#### Schedule 1: General accordance plan and information

The proposed work is for the construction, operation and maintenance of an extension to Puhinui Road between the SH20/20B Interchange and Orrs Road for a BRT corridor, walking and cycling facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) An extension of Puhinui Road to accommodate BRT lanes (centre-running to Manukau Memorial Gardens, then south running to Orrs Road), general traffic lanes and walking and cycling facilities;
- (b) Associated works including but not limited to intersections, bridges, embankments, retaining walls, 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 areas and the re-grading of driveways.

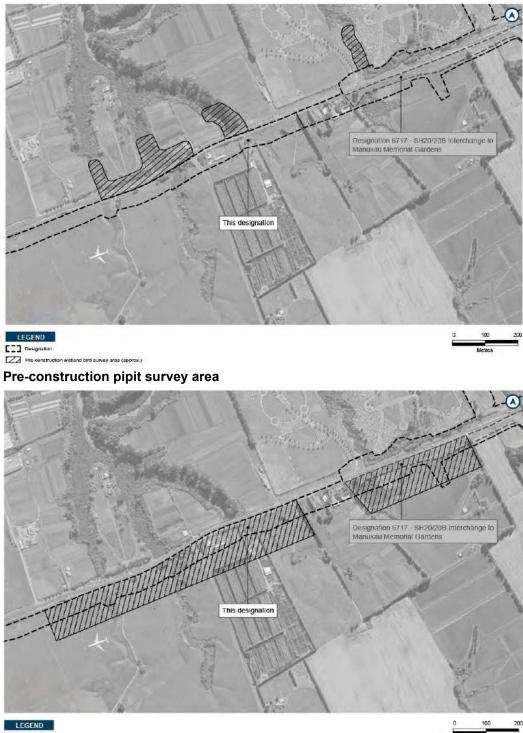
#### Concept plan:



## Schedule 2: Identified PPFs noise criteria categories

Address	New or Altered Road	Noise Criteria Category
485 Puhinui Road	Altered	Category A
485 Puhinui Road	Altered	Category C
485 Puhinui Road	Altered	Category C
16 Sabi Place	Altered	Category A
17 Sabi Place	Altered	Category A

### **Schedule 3: Identified Biodiversity Areas**



## Pre-construction wetland bird survey area

LEGEND CCD Designation CCD Pre-construction Pipit survey area (approx.) Attachment B – Clause 20a



# Memo

Date 05/11/2024

To: Celia Davison – Central/South Planning Manager

From: David Wong – Senior Policy Planner

# Subject:Plan Modification: Clause 20A error correction to Auckland Unitary Plan (Operative in<br/>Part 2016) or Hauraki Gulf Islands District Plan (Operative 2018)

I seek your approval to correct an error pursuant to clause 20A, schedule 1, Resource Management Act 1991:

A local authority may amend, without using the process in this schedule, an operative policy statement or plan to correct any minor errors.

You have delegated authority, as a tier four manager, to make a decision to correct an error under clause 20A. Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register authorises all powers, functions, and duties under RMA's first schedule (except clause 17 which cannot be delegated) to tier four positions.

Provision in AUP or HGI	Chapter K – Designations
District Plan	Auckland Transport
	1842 - Airport to Botany Bus Rapid Transit – Puhinui Station to SH20/20B
	Interchange
Subject site and legal	Not applicable.
description (if	
applicable)	
Nature of error	One minor change is required to correct a error in the text of Chapter K: 1842 - Airport to Botany Bus Rapid Transit – Puhinui Station to SH20/20B Interchange
Effect of change	I consider that the nature of the change is minor. No person would benefit or be prejudiced by the change. Mistake is corrected. No additional benefits or potential are imparted. No rights or benefits are removed. No policy issues are raised.
Changes required to be made (text and/or in- text diagrams)	Amend 1842 - Airport to Botany Bus Rapid Transit – Puhinui Station to SH20/20B as follows:
	Designation 1842 – Airport to Botany Bus Rapid Transit – Puhinui Station to SH20/20B Interchange
Changes required to be made (AUP or HGI maps)	Not applicable.
Attachments	Not applicable.



Maps prepared by:	Text Entered by:
Not applicable	Sophia Coulter
	Planning Technician
Signature:	Signature:
	Houlter
Prepared by:	Reviewed by:
David Wong	Marc Dendale
Planner	Team Leader
Signature:	Signature:
David Wong	Madda
Decision:	
I agree to correct the error under clause 20A,	
schedule 1, RMA 1991 using my delegated authority	
Celia Davisom	
Manager Planning – Central/South	
Date: 06/11/2024	
Signature:	
C. Q. Janson	

Attachment C – New Designation 1842 - Transit Puhinui Station to SH20/20B Interchange (Clean Text)

### 1842 – Airport to Botany Bus Rapid Transit – Puhinui Station to SH20/20B Interchange

Designation Number	1842	
Requiring Authority	Auckland Transport	
Location	Puhinui Station (in the vicinity of Plunket Avenue) to SH20/20B Interchange	
Lapse Date	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.	

## **Purpose**

Construction, operation and maintenance of an upgrade to Puhinui Road between Plunket Avenue and the SH20/20B Interchange for a BRT corridor, walking and cycling facilities and associated infrastructure.

## Conditions

### **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
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 of material changes to management plans and CNVMP Schedules	<ul> <li>Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates.</li> <li>A material change to a management plan or CNVMP Schedule shall be deemed certified: <ul> <li>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified;</li> <li>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received; or</li> <li>(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received</li> </ul> </li> </ul>
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		
Construction Works	Activities undertaken to construct the Project excluding Enabling Works		
Council	Auckland Council		
СТМР	Construction Traffic Management Plan		
Developer	Any legal entity that intends to master plan or develop land adjacent to the designation		
Development Agency	Public entities involved in development projects		
DRMP	Development Response Management Plan		
Educational facility	Facility used for education to secondary level. Includes:		
	<ul> <li>(a) schools and outdoor education facilities; and</li> <li>(b) accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above.</li> <li>Excludes: <ul> <li>(a) care centres; and</li> <li>(b) tertiary education facilities.</li> </ul> </li> </ul>		
Enabling works	<ul> <li>Includes, but is not limited to, the following and similar activities:</li> <li>(a) geotechnical investigations (including trial embankments);</li> <li>(b) archaeological site investigations;</li> <li>(c) formation of access for geotechnical investigations;</li> <li>(d) establishment of site yards, site entrances and fencing;</li> <li>(e) constructing and sealing site access roads;</li> <li>(f) demolition or removal of buildings and structures;</li> <li>(g) relocation of services; and</li> <li>(h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).</li> </ul>		
ННМР	Historic Heritage Management Plan		
HNZPT	Heritage New Zealand Pouhere Taonga		
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014		
LIP	Land use Integration Process		
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate		
Mana Whenua	<ul> <li>Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Airport to Botany Bus Rapid Transit Project:</li> <li>(a) Te Ākitai Waiohua;</li> <li>(b) Ngāi Tai ki Tamaki;</li> <li>(c) Ngāti Te Ata Waiohua;</li> <li>(d) Ngāti Whanaunga;</li> <li>(e) Ngāti Tamaoho;</li> <li>(f) Ngāti Paoa Trust Board;</li> <li>(g) Te Ahiwaru;</li> <li>(h) Ngāti Tamaterā; and</li> <li>(i) Ngāti Maru.</li> <li>Note: other iwi not identified above may have an interest in the Project and should be consulted</li> </ul>		

Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
NZAA	New Zealand Archaeological Association
OSMP	Open Space Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
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: Acoustics – Road-traffic noise – New and altered roads
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) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan

No.	Condition	
General	conditions	
1.	Activit	ty in General Accordance with Plans and Information
	(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 Project description and concept plan in Schedule 1.
		Where there is inconsistency between:
	. ,	<ul> <li>the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; or</li> </ul>
		(ii) the 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.	Projec	t Information
	(a)	A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six (6) months of the inclusion of this designation is included in the AUP.
		<ul> <li>All directly affected owners and occupiers shall be notified in writing as soon as reasonably practicable 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:</li> <li>(i) the status of the Project;</li> <li>(ii) anticipated construction timeframes;</li> </ul>
		<ul> <li>(iii) contact details for enquiries;</li> <li>(iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice;</li> </ul>
		<ul> <li>(v) a subscription service to enable receipt of Project updates by email; and</li> </ul>
	(c)	<ul> <li>(vi) how to apply for consent for works in the designation under section 176(1)(b) of the RMA.</li> <li>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</li> </ul>
		likely date for Start of Construction, and any staging of works.
3.	(a)	<ul> <li>use Integration Process</li> <li>The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose:</li> <li>(i) the Requiring Authority shall include the contact details of a nominated contact on the Project website (or equivalent information</li> </ul>
	(b)	<ul> <li>source) required to be established by Condition 2(b)(iii); and</li> <li>(ii) the nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation.</li> <li>At any time prior to the Start of Construction, the nominated contact will be available to engage with a Developer or Development Agency for the</li> </ul>
		purpose of:
		<ul> <li>responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and</li> </ul>

	<ul> <li>(ii) receiving information from a Developer or Development Agency regarding master planning or land development details that could assist with land use integration.</li> </ul>
(c)	Information requested or provided under Condition 3(b) above may include
(-)	but not be limited to the following matters:
	(i) design details including but not limited to:
	A. boundary treatment (e.g. the use of retaining walls or batter
	slopes); B. the horizontal and vertical alignment of the road (levels);
	C. potential locations for mid-block crossings;
	D. integration of stormwater infrastructure;
	E. outputs from any flood modelling; and
	F. traffic noise modelling contours.
	(ii) potential modifications to the extent of the designation in response to
	information received through Condition 3(b)(ii);
	(iii) a process for the Requiring Authority to undertake a technical review
	of or provide comments on any master planning or development
	proposal advanced by the Developer or Development Agency as it
	relates to integration with the Project; and
	(iv) details of how to apply for written consent from the Requiring
	Authority for any development proposal that relates to land is within
<i>(</i> 1)	the designation under section 176(1)(b) of the RMA.
(d)	Where information is requested from the Requiring Authority and is
	available, the nominated contact shall provide the information unless there are reasonable grounds for not providing it.
(e)	The nominated contact shall maintain a record of the engagement between
(6)	the Requiring Authority and Developers and Development Agencies for the
	period following the date in which this designation is included in the AUP
	through to the Start of Construction for a Stage of Work. The record shall
	include:
	(i) a list of all Developers and Development Agencies who have
	indicated through the Notice of Requirement process that they intend
	to master plan or develop sites along the Project alignment that may
	require specific integration with the designation;
	(ii) details of any requests made to the Requiring Authority that could
	influence detailed design, the results of any engagement and, where
	such requests that could influence detailed design are declined, the
	reasons why the Requiring Authority has declined the requests; and
	(iii) details of any requests to co-ordinate the forward work programme,
	where appropriate, with Development Agencies and Network Utility
(	Operators.
(f)	The record shall be submitted to Council for information ten working days
	prior to the Start of Construction for a Stage of Work.

4.	Designation Review		
	(a)	<ul> <li>The Requiring Authority shall within six (6) months of Completion of Construction or as soon as otherwise practicable:</li> <li>(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</li> <li>(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.</li> </ul>	
5.	Lapse		
	(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.	
6.	Te Āk	kitai Waiohua – Southwest Gateway Programme	
	(a)	The Requiring Authority acknowledges Te Ākitai Waiohua as Mana Whenua and a principal partner to the Southwest Gateway Programme, to which this project forms a part. The operation of this designation must in all respects reflect these matters, including through meeting the conditions and meaningful engagement at both a governance and kaitiaki level.	
7.		ork Utility Operators and Auckland Council Parks (Section 176	
	Appro		
	(a)	<ul> <li>Prior to the start of Construction Works, Network Utility Operators (including Auckland International Airport Limited) with existing infrastructure and Auckland Council in relation to parks located within the designation will not require written consent under section 176 of the RMA for the following activities:</li> <li>(i) operation, maintenance and repair works;</li> </ul>	
		<ul> <li>(ii) minor renewal works to existing network utilities or parks necessary for the on-going provision or security of supply of network utility or parks operations;</li> <li>(iii) minor works such as new service connections; and</li> <li>(iv) the upgrade and replacement of existing network utilities or parks in the same location with the same or similar effects as the existing utility or parks.</li> </ul>	
	(b)	To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.	
8.	Prope	erty Management	
	(a)	The Requiring Authority shall undertake its best endeavours to ensure that properties acquired for the Project are appropriately managed in a manner that does not adversely affect the surrounding area.	
Pre-con	structi	ion conditions	
9.		ne Plan	
	(a)	An Outline Plan (or Plans) shall be prepared in accordance with section	
	(1-)	176A of the RMA.	
	(b)	Mana Whenua shall be invited as partners to participate in the preparation of an Outline Plan (or Plans).	
	(c)	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.	
	(d)	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: (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) Historic Heritage Management Plan;
		(vi) Tree Management Plan;
		(vii) Network Utilities Management Plan; and
		(viii) Development Response Management Plan.
10.	Mana	agement Plans
	(a)	Any management plan shall:
	. ,	(i) be prepared and implemented in accordance with the relevant
		management plan condition;
		(ii) be prepared by a Suitably Qualified Person(s);
		(iii) be developed in partnership with Mana Whenua. The Requiring
		Authority shall provide reasonable resourcing, technical and
		administrative support for Mana Whenua;
		(iv) include sufficient detail relating to the management of effects
		associated with the relevant activities and/or Stage of Work to which
		•
		it relates;
		(v) summarise comments received from Mana Whenua and stakeholders
		as required by the relevant management plan condition, along with a
		summary of where comments have:
		A. been incorporated; and
		B. where not incorporated, the reasons why.
		(vi) be submitted as part of an Outline Plan pursuant to s176A of the
		RMA, with the exception of SCEMPs and CNVMP Schedules;
		<ul> <li>(vii) Once finalised, uploaded to the Project website or equivalent virtual information source.</li> </ul>
	(h)	
	(b)	<ul><li>Any management plan developed in accordance with Condition 10 may:</li><li>(i) be submitted in parts or in stages to address particular activities (e.g.</li></ul>
		<ul> <li>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</li> </ul>
		address specific activities authorised by the designation; and
		(ii) except for material changes, be amended to reflect any changes in
		design, construction methods or management of effects without
		further process.
	(c)	if there is a material change required to a management plan which has
	(0)	been submitted with an Outline Plan, the revised part of the plan shall be
		submitted to the Council as an update to the Outline Plan or for Certification
		as soon as practicable following identification of the need for a revision.
	(d)	Any material changes to the SCEMP(s) are to be submitted to the Council
	(4)	for information.
11.	Mana Whenua Kaitiaki Forum	
•••	(a)	At least twelve (12) months prior to the start of detailed design for a Stage
	(a)	of Work, the Requiring Authority shall invite Mana Whenua to establish a
		Mana Whenua Kaitiaki Forum. The objective of the Mana Whenua Kaitiaki
		Forum is to provide a forum for Mana Whenua to participate as partners in
		all phases of the Project. To achieve the objective, the Mana Whenua
		Kaitiaki Forum shall address (as a minimum) the following matters:
		(i) how Mana Whenua will provide input into the design of the Project.
		For example:
		A. how Mana Whenua values and narrative are incorporated
		through the form of the Project and associated structures;
		Gateway will be recognised; and

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			C. how pou, art, sculptures, mahi toi or other any other features
			located on land within or adjoining the Project will be provided
			in a manner that represents the Māori history of the area and promotes a distinctiveness or sense of place.
		(ii)	how Mana Whenua will be engaged in the preparation of
		(")	management plans and future consenting processes;
		(iii)	how mātauranga Māori and tikanga Māori will be recognised in all
		( )	phases of the Project;
		(iv)	where opportunities for Mana Whenua to participate in engagement
			with local communities, business associations, social institutions and
			community groups will be provided;
		(v)	where opportunities for Mana Whenua to support the physical,
			mental, social and economic wellbeing for iwi and the local
			community will be provided through the Project. This could include:
			<ul> <li>Planting supplied through Mana Whenua and community based nurseries;</li> </ul>
			B. local schools being involved in planting; and
			C. scholarships, cadetships and job creation.
		(vi)	the Requiring Authority shall provide reasonable resourcing, technical
		( )	and administrative support for Mana Whenua including organising
			meetings at a local venue and the taking and dissemination of
			meeting minutes;
		(vii)	the frequency of meetings shall be agreed between the Requiring
		(	Authority and Mana Whenua; and
		(viii)	prior to the Start of Construction, the Requiring Authority shall
			produce a record of the Mana Whenua Kaitiaki Forum. The record of the Mana Whenua Kaitiaki Forum shall be provided to Mana Whenua
			and shall include (but not be limited to);
			A. details of how Mana Whenua have participated as partners in
			the Project;
			B. details of how the matters set out in (a) will be incorporated
			into the Project;
			C. how the objective of the Mana Whenua Kaitiaki Forum has
			been and will continue to be met; and
			D. details of how comments from Mana Whenua have been
			incorporated into the Project and where not incorporated, the
	(h)	Mone	reasons why.
	(b)		a Whenua shall be invited to identify and (if possible) nominate ional names along the Project corridor such as Bus Rapid Transit
			ons and bridge structures. Noting there may be formal statutory
			esses outside the project required in any decision-making.
	(c)		Mana Whenua Kaitiaki Forum shall continue to meet for at least six
		mont	hs following the Completion of Construction or as agreed with Mana
		Wher	nua.
		ce not	
			idance of doubt, Mana Whenua may wish to use another forum as the
			nua Kaitiaki Forum.
12.			er Communication and Engagement Management Plan (SCEMP)
	(a)		EMP shall be prepared in consultation with stakeholders, community
	/1.>		os and organisations prior to the Start of Construction.
	(b)		objective of the SCEMP is to identify how the public and stakeholders
			Iding directly affected and adjacent owners and occupiers of land) will ngaged with prior to and throughout Construction Works. To achieve
			bjective of the SCEMP:
L	I		

(i) At least six (6) months prior to detailed design for a Stage of	
	Work,
the Requiring Authority shall identify:	
A. a list of properties within the designation which the Re-	quiring
Authority does not own or have occupation rights to;	tiono
B. a list of key stakeholders, community groups, organisa and businesses who will be engaged with;	uons
C. methods and timing to engage with key stakeholders,	
community groups, organisations and businesses and	owners
of properties identified in (b)(i)A-B.	owners
(ii) a record of (b)(i) shall be submitted with an Outline Plan for the	ne
relevant Stage of Work.	
(iii) The SCEMP shall include:	
A. the contact details for the Project Liaison Person. The	e details
shall be on the Project website, or equivalent virtual	
information source, and prominently displayed at the n	nain
entrance(s) to the site(s);	
B. the procedures for ensuring that there is a contact pers	
available for the duration of Construction Works, for pu	
enquiries or complaints about the Construction Works;	
C. details of opportunities to strengthen the relationship b Mana Whenua, key stakeholders and the wider comm	
D. methods and timing to engage with landowners whose	
is directly affected;	000033
E. methods to communicate key project milestones and t	ne
proposed hours of construction activities including outs	
normal working hours and on weekends and public ho	
the parties identified in (b)(i) above; and	
F. linkages and cross-references to communication and	
engagement methods set out in other conditions and	
management plans where relevant.	
(c) Any SCEMP prepared for a Stage of Work shall be submitted to Co	uncil for
information ten working days prior to the Start of Construction for a	Stage of
Work.	
13. Development Response Management Plan	
(a) A DRMP shall be prepared prior to the Start of Construction for a S	age of
Work.	
(b) The objective of the DRMP is to provide a framework to assist busin	
affected by the Project to manage the impacts of construction and t	D
maximise the opportunities the Project presents.	0.1
(c) Business Associations representing businesses within the relevant	Stage of
Work shall be invited no later than 18 months prior to the Start of	6.11
Construction for a Stage of Work, to participate in the development	of the
DRMP.	
(d) To achieve the objective, the DRMP shall include:	
(i) a list of businesses likely to be impacted by the Project;	incocco
<ul> <li>(ii) recommended measures to mitigate impacts on identified but associated with construction effects such as the potential loss</li> </ul>	
visibility of businesses from public spaces, reduction of acces	
and severance. Such mitigation measures may include busin	
support, temporary placemaking and place activation measures	
temporary wayfinding and signage;	
(iii) a summary of any proactive assistance to be provided to imp	acted
businesses;	

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		(iv)	identification of opportunities to co-ordinate the forward work programme, where appropriate with infrastructure providers and development agencies; and
		(v)	linkages and cross-references to communication and engagement methods set out in other conditions and management plans (e.g. the SCEMP) where relevant.
14.	Urba	an and	Landscape Design Management Plan (ULDMP)
	(a)		DMP shall be prepared prior to the Start of Construction for a Stage of
	(b)		objective of the ULDMP(s) is to:
		(i)	enable integration of the Project's permanent works into the surrounding landscape and urban context;
		(ii)	ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment; and
		(iii)	acknowledge and recognise the whakapapa Mana Whenua have to the Project area.
	(c)	Mana	a Whenua shall be invited to participate in the development of the
			MP at least six (6) months prior to the start of detailed design for a
		This	e of Work to provide input on cultural landscape and design matters. shall include (but not be limited to) how desired outcomes for the agement of potential effects on cultural sites, landscapes and values
		identi	ified and discussed in accordance with the Historic Heritage agement Plan (Condition 26) may be reflected in the ULDMP.
	(d)		stakeholders shall be invited to participate in the development of the
	(-)	ULD	MP at least six (6) months prior to the start of detailed design for a e of Work.
	(e)		ULDMP shall be prepared in general accordance with:
		(i) (ii)	Auckland Transport's Urban Roads and Streets Design Guide; 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 Ngahere (Forest) Strategy or any subsequent updated version.
	(f)	proje	
		(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;
		(ii)	provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public
		(iii)	transport infrastructure and walking and cycling connections; promotes inclusive access (where appropriate); and promotes a capac of percent optication with best provide
		(iv)	promotes a sense of personal safety by aligning with best practice guidelines, such as: A. Crime Prevention Through Environmental Design (CPTED)
			principles; B. Safety in Design (SID) requirements; and
			<ul> <li>Maintenance in Design (MID) requirements and anti- vandalism/anti-graffiti measures.</li> </ul>

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	(v		esponded to requests that could influence detailed design ghowing the Land Use Integration Process (Condition 3);
	(v		des opportunities to incorporate Mana Whenua values and
	(v	, ,	al narrative through the design. This shall include but not be
		limite	
		A.	how to protect and enhance connections to the Māori cultural
		7.	landscape;
		В.	how and where accurate historical signage can be provided
			along the corridor;
		C.	how historical portage routes will be recognised;
		D.	how opportunities for cultural expression through, for example
			mahi toi, art, sculptures or other public amenity features will be
			provided;
		E.	how opportunities to utilise flora and fauna with a specific
			connection to the area are realised where possible by:
			a. preserving them in the design and maintenance of the Project; and
			b. restoring them in a manner that recognises their
			historical and cultural significance. For example, by
		_	clustering planting to represent a lost ngahere.
		F.	how the historic and cultural significance of the Puhinui Historic
		<u> </u>	Gateway is recognised; and
		G.	how public access to coastal areas, waterways and open space is enhanced, where appropriate.
	(v	ii) provid	des for an integrated stormwater management approach which
	(•		ises in the following order:
		A.	opportunities for ki uta ki tai (a catchment scale approach);
		В.	opportunities for net catchment benefit;
		C.	green infrastructure and nature-based solutions; and
		D.	opportunities for low maintenance design.
			etion of Mana Whenua, the matters listed in $(f)(v) - (vi)$ shall
			corporated into the ULDMP or prepared as a separate plan.
	( )		o shall include: cept plan(s) – which depicts the overall landscape and urban
	(i)		n concept, and explain the rationale for the landscape and
			design proposals;
	(ii		oped design concepts, including principles for walking and
	(		g facilities and public transport; and
	(ii		cape and urban design details – that cover the following:
	,	́А.	road design – elements such as:
			a. intersection form;
			b. carriageway gradient and associated earthworks
			c. contouring, cut and fill batters and/or retaining walls and
			their interface with adjacent land uses and existing roads (including slip lanes);
			d. benching;
			e. spoil disposal sites;
			f. median width and treatment; and
			g. roadside width and treatment;
		В.	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;
			and swales,

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		F. integration of passenger transport;
		G. pedestrian and cycle facilities including paths, road crossings
		and dedicated pedestrian/ cycle bridges or underpasses;
		H. historic heritage places with reference to the HHMP (Condition
		26); and
		I. re-instatement of construction and site compound areas,
	(1)	driveways, accessways and fences.
	• • •	ng details and maintenance requirements:
	(i)	planting design details including:
		A. identification of existing trees and vegetation that will be
		retained with reference to the Tree Management Plan
		(Condition 27). Where practicable, mature trees and native
		vegetation should be retained;
		<ul><li>B. street trees, shrubs and ground cover suitable for berms;</li><li>C. treatment of fill slopes to integrate with adjacent land use,</li></ul>
		streams, Riparian margins and open space zones; D. planting of stormwater wetlands;
		<ul><li>D. planting of stormwater wetlands;</li><li>E. identification of vegetation to be retained and any planting</li></ul>
		requirements under the Tree Management Plan (Condition 27);
		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
	(11)	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:
	(111)	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.
		grassing, and use of eco-sourced species.
	Advice note	
		ation is for the purpose of construction, operation and maintenance of
		ansport corridor and it is not for the specific purpose of "road
		herefore, it is not intended that the front yard definition in the
		nitary Plan which applies a set back from a designation for road
		rposes applies to this designation. A set back is not required to
		cts between the designation boundary and any proposed adjacent
0	sites or lots.	
Specific	c Outline Plai	n requirements
	Flood Haza	rd
	For the purp	ose of Condition 15:
	(a) ARI	– means Average Recurrence Interval;
		ting authorised community, commercial and industrial floor – means
		loor level of any community, commercial and industrial building which
		thorised and exists at the time the Outline Plan is submitted;
		ting authorised habitable floor – means the floor level of any room
		r) in a residential building which is authorised and exists at the time
		Outline Plan is submitted, excluding a laundry, bathroom, toilet or any
		n used solely as an entrance hall, passageway or garage;
		, , , , , , , , , , , , , , , , , , , ,

	<ul> <li>(d) Flood prone area – means potential ponding areas that may flood and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features;</li> <li>(e) Maximum Probable Development – is the 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 AUP, the probable level of development arising from zone changes;</li> <li>(f) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways); and</li> <li>(g) Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).</li> </ul>
15.	Flood Hazard
	<ul> <li>(a) The Project shall be designed to achieve the following flood risk outcomes: <ul> <li>(i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;</li> <li>(ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors to maintain a minimum freeboard of 150mm;</li> <li>(iii) no increase in flood levels in a 1% AEP event for existing authorised habitable floors to maintain a minimum freeboard of 150mm;</li> <li>(iii) no increase in flood levels in a 1% AEP event for existing authorised community, commercial and industrial building floors that are already subject to flooding;</li> <li>(iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors;</li> <li>(v) maximum of 50mm increase in flood level in a 1% AEP event outside and adjacent to the designation boundaries between the pre and post Project scenarios;</li> <li>(vi) no new flood prone areas; and</li> <li>(vii) no increase of flood hazard for main access to authorised habitable dwellings existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP event. Where Flood Hazard is:         <ul> <li>A. velocity x depth is greater than or equal to (≥) 0.6; or</li> <li>B. depth is greater than (&gt;) 0.5m; or</li> <li>C. velocity is greater than (&gt;) 0.5m; or</li> <li>C. velocity is greater than (&gt;) 2m/s.</li> </ul> </li> <li>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 1% AEP flood levels (for Maximum Probable Development land use and including climate change).</li> <li>(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 va</li></ul></li></ul>
40	approvals have been obtained for that work or alternative outcome.
16.	<ul> <li>Existing property access</li> <li>(a) Where existing property vehicle access which exists at the time the Outline Plan is submitted is proposed to be altered by the project, the Requiring Authority shall consult with the directly affected landowner regarding the required changes. The Outline Plan shall demonstrate how safe access will be provided, unless otherwise agreed with the affected landowner.</li> </ul>

Constru	uction	conditions
17.	Cons	truction Environmental Management Plan (CEMP)
	(a)	A CEMP shall be prepared prior to the Start of Construction for a Stage of
		Work.
	(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: (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;
		<ul> <li>(v) details of the proposed construction lighting;</li> <li>(vi) methods for controlling dust and the removal of debris and demolition</li> </ul>
		<ul> <li>(vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> </ul>
		(vii) methods for providing for the health and safety of the general public;
		(viii) measures to mitigate flood hazard effects such as siting stockpiles
		out of floodplains, minimising obstruction to flood flows, actions to
		respond to warnings of heavy rain;
		(ix) procedures for incident management;
		(x) location and procedures for the refuelling and maintenance of plant
		and equipment to avoid discharges of fuels or lubricants to watercourses;
		(xi) 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;
		(xii) procedures for responding to complaints about Construction Works;
		and
		(xiii) methods for amending and updating the CEMP as required.
18.	-	plaints Register
	(a)	At all times during Construction Works, a record of any complaints received
		<ul><li>about the Construction Works shall be maintained. The record shall include:</li><li>(i) the date, time and nature of the complaint;</li></ul>
		<ul> <li>(i) the date, time and nature of the complaint;</li> <li>(ii) the name, phone number and address of the complainant (unless the</li> </ul>
		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; and
		<ul> <li>(v) any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires,</li> </ul>
		traffic accidents or unusually dusty conditions generally.
	(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.
19.	Cultu	ıral Monitoring Plan
	(a)	A Cultural Monitoring Plan shall be prepared prior to the Start of
		Construction.
	(b)	At least six (6) months prior to the start of detailed design, a Suitably
		Qualified Person(s) identified in partnership with Mana Whenua shall
		commence the preparation of the Cultural Monitoring Plan.

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unde effec Mon (i) (ii) (iii) (iv) (v) (v) (d) If En of Co prep Man Worl	objective of the Cultural Monitoring Plan is to identify methods for ertaking cultural monitoring to assist with management of any cultural cts during Construction works. To achieve the objective, the Cultural itoring Plan shall include: 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; requirements and protocols for cultural inductions for contractors and subcontractors; identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol nabling Works involving soil disturbance are undertaken prior to the start onstruction Works, an Enabling Works Cultural Monitoring Plan shall be ared by a Suitably Qualified Person identified in collaboration with a Whenua. This plan may be prepared as a standalone Enabling ks Cultural Monitoring Plan or be included in the main Construction ks Cultural Monitoring Plan.
VVOI	ks Cultural Monitoring Plan.
Advice no	te:
of other co	propriate, the Cultural Monitoring Plan shall align with the requirements nditions of the designation and resource consents for the Project which nitoring during Construction Works.
	ion Traffic Management Plan (CTMP)
	TMP shall be prepared prior to the Start of Construction for a Stage of
prac	objective of the CTMP is to avoid, remedy or mitigate, as far as ticable, adverse construction traffic effects. To achieve the objective, CTMP shall include: methods to manage the effects of temporary traffic management activities on traffic; measures to ensure the safety of all transport users; the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours (for example on roads serving educational facilities during pick up and drop off times) to manage vehicular and pedestrian traffic
(iv)	near educational facilities or to manage traffic congestion; 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; identification of detour routes and other methods to ensure the safe
(iv) (v) (vi) (vii)	site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the

				····
	(viii)	the management approace covering loads of fine ma exit points and the timely on public roads;	terial, the use of whee	I-wash facilities at site
	(ix)	methods that will be under measures to affected roa		
	(x)	stakeholders / emergency details of minimum netwo during the construction pl compliance with the perfor maximum increases in jo	ork performance paran nase, including any mo ormance parameters.	easures to monitor These could include
	(xi)	routes; and details of any Travel Dem proposed to be implemen (x) being exceeded.		
21.	Open Spa	ce Management Plan (OS	MP)	
		SMP shall be prepared pri	•	truction for a Stage of
	(i) (i) (c) Aucl parti the s (d) Any infor	objective of the OSMP is to objective of the OSMP is to struction. To achieve the ob- how the ongoing operation access (including walking construction will be maint Traffic Management Plan opportunities to coordinat practicable, with the forw for parks and reserves di kland Council Parks and Co- cipate in the development of start of detailed design for a OSMP prepared for a Stag mation ten working days pr	y of parks and reserve jective, the OSMP sha on (including but not lin g and cycling) to parks ained in accordance w (Condition 20); the the construction of t ard work programme ( rectly affected by the F ommunity Facilities sha of the OSMP at least s Stage of Work. e of Work shall be sub	es resulting from Il include details of: nited to events) of and and reserves during vith the Construction he Project, as far as including any events) Project; all be invited to ix (6) months prior to mitted to Council for
	Wor	К.		
22.	Construct	ion Noise Standards		
	NZS	struction noise shall be mea 6803:1999 Acoustics – Cor e standards set out in the fo	nstruction Noise and s	hall comply with the
	Table 22-1	Construction Noise Standard	ds	
	Day of we	ek Time period	LAeq(15min)	LAFmax
		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
1		2000h - 0630h	45 dB	75 dB

	Over days and Dudylin			
	Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	Tiolidays	0730h - 1800h 1800h - 2000h	55 dB 45 dB	85 dB
		2000h - 2000h	45 dB	75 dB 75 dB
	Other occupied bui		45 dB	75 dB
	All	0730h – 1800h	70 dB	1
		1800h – 0730h	70 dB 75 dB	
				Fable 00 4 is mat
	. ,	ance with the noise s		
	•	e methodology in Co	naliion 25 shall appr	у.
23.	Construction Vibra			
	<b>\</b> /	vibration shall be mea		
		echanical vibration ar		
		the measurement of		
		and shall comply with		ards set out in the
	following table	e as far as practicable	9.	
	<b>T</b> 1 1 00 4 0		•	
	Table 23-1 Construct	ion vibration standard	IS	
	Receiver	Details	Category A*	Category B**
	Occupied activity s	ensitive to noise	·	
	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		N4150-3:1999
	* Category A criteria a	lopted from Rule E25.6.30.1 of the AUP		
	** Category B criteria b	ased on DIN 4150-3:1999 building damage criteria for daytime ance with the vibration standards set out in Table 23-1 is not		
	practicable, th	ne methodology in Co	ndition 25 shall apply	у
24.	Construction Noise	e and Vibration Man	agement Plan (CNN	/IVP)
	(a) A CNVMP sha Work.	all be prepared prior t	to the Start of Constr	uction for Stage of
	(b) A CNVMP sha relates.	all be implemented d	uring the Stage of W	ork to which it
		of the CNVMP is to p		
		ntation of the Best Pra		
		oise and vibration ef		
		standards set out in (		
		o achieve the objectiv		
		rith Annex E2 of the N Construction Noise' (N		
	address the fo		200003.1999) and 3	
		tion of the works and	anticipated equipme	ent/processes:
		of operation, including		
		es would occur;	,	
		struction noise and v	ibration standards fo	r the Project;
	(iv) identific	ation of receivers wh	ere noise and vibrati	on standards apply;
	(v) a hierai	rchy of management	and mitigation optior	ns, including any
		ments to limit night w		
	times, i	ncluding Sundays an	d public holidays as	far practicable;

-			
		(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)	procedures and requirements for the preparation of a Schedule to the
			CNVMP (Schedule) for those areas where compliance with the noise
			Condition 22 and/or vibration standards Condition 23 Category B will
			not be practicable;
		(xi)	identification of trigger levels for undertaking building condition
		()	surveys, which shall be Category B day time levels;
		(xii)	procedures and trigger levels for undertaking building condition
			surveys before and after works to determine whether any cosmetic or
		(viii)	structural damage has occurred as a result of construction vibration;
		(xiii)	methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules
			and the best practicable option for management of effects are being
			implemented; and
		(xiv)	
25.	Scho	· /	o a CNVMP
25.			
	(a)		nedule to the CNVMP (Schedule) shall be prepared prior to the start of onstruction to which it relates by a Suitably Qualified Person, in
			ultation with the owners and occupiers of sites subject to the Schedule,
		when	
		(i)	construction noise is either predicted or measured to exceed the
		(.)	noise standards in Condition 22, except where the exceedance of the
			L <sub>Aeq</sub> criteria is no greater than 5 decibels and does not exceed:
			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 23.
	(b)		objective of the Schedule is to set out the Best Practicable Option
			sures to manage noise and/or vibration effects of the construction
			ty beyond those measures set out in the CNVMP. To achieve the
			tive, the Schedule shall include details such as:
		(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)	for works proposed between 2000h and 0630h, the reasons why the
		(14)	proposed works must be undertaken during these hours and why
			they cannot be practicably undertaken during the daytime;
		(v)	the proposed mitigation options that have been selected, and the
		(•)	options that have been discounted as being impracticable and the
			reasons why;
	1		

	1	
20	(c) (d)	<ul> <li>(vi) 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</li> <li>(vii) location, times and types of monitoring.</li> <li>The Schedule shall be submitted to the Manager 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.</li> <li>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.</li> </ul>
26.		pric Heritage Management Plan
	(a)	A HHMP shall be prepared in consultation with Council, HNZPT and Mana
	(b)	Whenua prior to the Start of Construction for a Stage of Work. The objective of the HHMP is to protect historic heritage and to remedy and
	(0)	mitigate any residual effects as far as practicable. To achieve the objective,
		the HHMP shall identify:
		(i) any adverse direct and indirect effects on historic heritage sites and
		measures to appropriately avoid, remedy or mitigate any such
		effects, including a tabulated summary of these effects and
		<ul><li>measures;</li><li>(ii) methods for the identification and assessment of potential historic</li></ul>
		heritage places within the Designation to inform detailed design;
		<ul> <li>(iii) known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites</li> </ul>
		for which an Archaeological Authority under the HNZPTA will be sought or has been granted;
		<ul> <li>(iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory);</li> </ul>
		(v) roles, responsibilities and contact details of Project personnel,
		Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;
		<ul> <li>(vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</li> </ul>
		(vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures
		<ul> <li>(November 2018), or any subsequent version;</li> <li>(viii) methods to acknowledge cultural values identified through the Mana Whenua Kaitiaki Forum (Condition 11) and Urban Landscape and Design Management Plan (Condition 14) where archaeological sites</li> </ul>

r	I	
		<ul> <li>also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</li> <li>(ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:</li> <li>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;</li> </ul>
	(c)	<ul> <li>(x) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and</li> <li>(xi) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1) The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 19).</li> <li>Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation, building and standing structures and monitoring), shall be submitted to the Manager within 12 months of completion.</li> </ul>
		e note:
		lental Discoveries
	E11.6.	equirements for accidental discoveries of heritage items are set out in Rule .1 of the AUP and shall apply when an archaeological authority under the TA is not otherwise in place.
27.		Management Plan
		Prior to the Start of Construction for a Stage of Work, a Tree Management
		Plan shall be prepared.
		The objective of the Tree Management Plan is to avoid, remedy or mitigate
		effects of construction activities on trees identified in Schedule 3. To
		<ul><li>achieve the objective, the Tree Management Plan shall:</li><li>(i) confirm that the trees listed in Schedule 3 still exist; and</li></ul>
		<ul> <li>demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree listed in Schedule 4. This may include:</li> </ul>
		A. any opportunities identified through Condition 14(i)(i)A to
		<ul> <li>relocate mature trees and native trees where practicable;</li> <li>B. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 14);</li> </ul>
		<ul> <li>C. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and</li> </ul>
		D. methods for work within the rootzone of trees that are to be
		<ul> <li>retained in line with accepted arboricultural standards.</li> <li>(iii) demonstrate how the tree management measures (outlined in A – D above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.</li> </ul>

28.	Network Utility Management Plan (NUMP)		
	<ul> <li>A NUMP shall be prepared prior to the Start of Construction for a Work.</li> </ul>	Stage of	
	<ul> <li>(b) The objective of the NUMP is to set out a framework for protecting relocating and working in proximity to existing network utilities. The objective, the NUMP shall include methods to: <ul> <li>(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities</li> <li>(ii) manage the effects of dust and any other material potentiar resulting from construction activities and able to cause ma damage, beyond normal wear and tear to overhead transmines in the Project area; and</li> <li>(iii) demonstrate compliance with relevant standards and Code Practice including, where relevant, the NZECP 34:2001 Ne Electrical Code of Practice for Electrical Safe Distances 20 AS/NZS 4853:2012 Electrical hazards on Metallic Pipeline</li> </ul> </li> </ul>	o achieve ; ; terial nission es of ew Zealand 001;	
	<ul> <li>AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</li> <li>(c) The NUMP shall be prepared in consultation with the relevant Ne Utility Operator(s) (including Auckland International Airport Limite</li> </ul>		
	<ul> <li>have existing assets that are directly affected by the Project.</li> <li>(d) The development of the NUMP shall consider opportunities to co future work programmes with other Network Utility Operator(s) (in Auckland International Airport Limited) during detailed design wh practicable.</li> </ul>	ncluding	
	<ul> <li>(e) The NUMP shall describe how any comments from the Network Operator (including Auckland International Airport Limited) in rela assets have been addressed.</li> </ul>		
	(f) Any comments received from the Network Utility Operator (incluc Auckland International Airport Limited) shall be considered when the NUMP.		
	(g) Any amendments to the NUMP related to the assets of a Networ Operator (including Auckland International Airport Limited) shall I prepared in consultation with that asset owner.		
Operati	nal conditions		
29.	Low Noise Road Surface		
	(a) Asphaltic concrete surfacing (or equivalent low noise road surfac implemented within 12 months of Completion of Construction of 1		
30.	Future Resurfacing Work		
	<ul> <li>(a) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Ass Management and Systems 2013 and asphaltic concrete surfacin equivalent low noise road surface) shall be implemented where:         <ul> <li>(i) the volume of traffic exceeds 10,000 vehicles per day; or</li> <li>(ii) the road is subject to high wear and tear (such as cul de saroundabouts and main road intersections); or</li> <li>(iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or</li> </ul> </li> </ul>	et g (or ac heads,	
	<ul> <li>(iv) it is subject to high usage by pedestrians, such as town ce hospitals, shopping centres and schools.</li> <li>(b) Prior to commencing any future resurfacing works, the Requiring</li> </ul>		
	shall advise the Manager if any of the triggers in Condition 29(a) not met by the road or a section of it and therefore where the app asphaltic concrete surfacing (or equivalent low noise road surfac	(i) – (iv) are plication of	

r	
	longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.
	Traffic Noise
	For the purposes of Conditions 31 to 42:
	<ul> <li>For the purposes of Conditions 31 to 42:</li> <li>(a) Building-Modification Mitigation – has the same meaning as in NZS 6806;</li> <li>(c) Design year has the same meaning as in NZS 6806;</li> <li>(d) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed;</li> <li>(e) Habitable Space – has the same meaning as in NZS 6806;</li> <li>(f) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 2 Identified PPFs Noise Criteria Categories;</li> <li>(g) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;</li> <li>(h) 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);</li> <li>(i) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;</li> <li>(j) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 2: Identified PPFs Noise Criteria Categories;</li> <li>(k) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in</li> </ul>
	<ul> <li>accordance with NZS 6806 taking into account any low noise road surface to be implemented in accordance with Condition 29; and</li> <li>(I) Structural Mitigation – has the same meaning as in NZS 6806.</li> </ul>
31.	<ul> <li>The Noise Criteria Categories identified in Schedule 2: Identified PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 31 to 42 (all traffic noise conditions).</li> <li>The Noise Criteria Categories do not need to be complied with at a PPF where: <ul> <li>(a) The PPF no longer exists; or</li> <li>(b) Agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met.</li> </ul> </li> </ul>
	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.
32.	As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 2: Identified PPFs Noise Criteria Categories. For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 29 may be (or be part of) the Selected Mitigation Option(s).
33.	Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 2: Identified PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
34.	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.
35.	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.

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36.	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 <sub>LAeq(24h)</sub> inside Habitable Spaces ('Category C
07	Buildings'). Prior to the Start of Construction in the vicinity of each Category C Building, the
37.	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.
38.	For each Category C Building identified, the Requiring Authority is deemed to
	have complied with Condition 37 above if:
	(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
	<ul><li>gain entry for some reason (such as entry denied by a tenant); or</li><li>(c) The building owner did not agree to entry within three months of the date of</li></ul>
	(c) The building owner did not agree to entry within three months of the date of the Requiring Authority's letter sent in accordance with Condition 37 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.
	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.
39.	Subject to Condition 38 above, within six months of the assessment undertaken in
	accordance with Condition 38, the Requiring Authority shall write to the owner of
	each Category C Building advising:
	(a) If Building-Modification Mitigation is required to achieve 40 dB <sub>LAeq(24h)</sub> inside
	<ul><li>habitable spaces; and</li><li>(b) The options available for Building-Modification Mitigation to the building, if</li></ul>
	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.
40.	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 party authorisations required, in a reasonable
	and practical timeframe agreed between the Requiring Authority and the owner.
41.	Subject to Condition 39, where Building-Modification Mitigation is required, the
	Requiring Authority is deemed to have complied with Condition 40 if: (a) The Requiring Authority has completed Building Modification Mitigation to
	<ul> <li>(a) The Requiring Authority has completed Building Modification Mitigation to the building; or</li> </ul>
	(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 39
	(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.
42.	The Detailed Mitigation Options shall be maintained so they retain their noise
1	reduction performance as far as practicable.

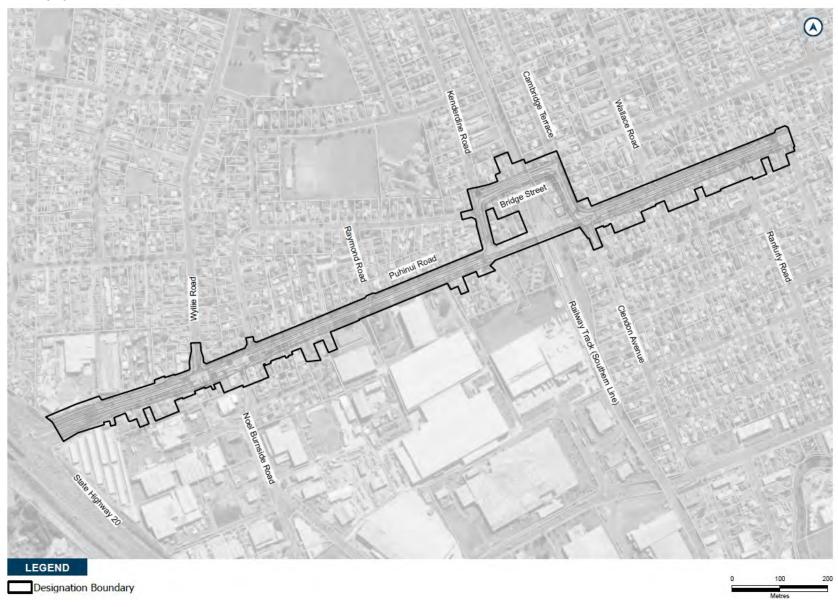
## **Attachments**

## Schedule 1: General accordance plan and information

The proposed work is for the construction, operation and maintenance of an upgrade to Puhinui Road between Plunket Avenue and the SH20/20B Interchange for a BRT corridor, walking and cycling facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) An upgrade of Puhinui Road to accommodate centre-running BRT lanes, general traffic lanes and walking and cycling facilities;
- (b) An upgrade of Cambridge Terrace, Bridge Street and Kenderdine Road to provide for walking and cycling facilities;
- (c) Associated works including but not limited to intersections, bridges, embankments, retaining walls, culverts and stormwater management systems;
- (d) A bridge crossing the North Island Main Trunk line to connect the BRT to Puhinui Station;
- (e) Changes to local roads, where the proposed work intersects with local roads; and
- (f) Construction activities, including vegetation removal, construction areas and the re-grading of driveways.

## Concept plan:



## Schedule 2: Identified PPFs noise criteria categories

Address	New or Altered Road	Noise Criteria Category
2 Bledisloe Street	Altered	Category B
6 Bledisloe Street	Altered	Category A
6A Bledisloe Street	Altered	Category A
8A Bledisloe Street	Altered	Category A
4 Bridge Street	Altered	Category B
6A Bridge Street	Altered	Category A
1 Burrell Avenue	Altered	Category A
4 Burrell Avenue	Altered	Category A
4 Burrell Avenue	Altered	Category A
6 Burrell Avenue	Altered	Category A
8 Burrell Avenue	Altered	Category A
8 Burrell Avenue	Altered	Category A
10 Burrell Avenue	Altered	Category A
12 Burrell Avenue	Altered	Category A
12 Burrell Avenue	Altered	Category A
12 Burrell Avenue	Altered	Category A
12 Burrell Avenue	Altered	Category A
12 Burrell Avenue	Altered	Category A
12 Burrell Avenue	Altered	Category A
2A Burrell Avenue	Altered	Category A
3A Burrell Avenue	Altered	Category A
9 Cambridge Terrace	Altered	Category A
17 Cambridge Terrace	Altered	Category B
19 Cambridge Terrace	Altered	Category B
21 Cambridge Terrace	Altered	Category B
21 Cambridge Terrace	Altered	Category A
23 Cambridge Terrace	Altered	Category B
25 Cambridge Terrace	Altered	Category A
27 Cambridge Terrace	Altered	Category A
28 Cambridge Terrace	Altered	Category A
29 Cambridge Terrace	Altered	Category A
30 Cambridge Terrace	Altered	Category A
32 Cambridge Terrace	Altered	Category A
33 Cambridge Terrace	Altered	Category A
34 Cambridge Terrace	Altered	Category A
1/30 Cambridge Terrace	Altered	Category A
1/31 Cambridge Terrace	Altered	Category A
2/34 Cambridge Terrace	Altered	Category A
2/19 Cambridge Terrace	Altered	Category A
17A Cambridge Terrace	Altered	Category A

23A Cambridge Terrace	Altered	Category A
25B Cambridge Terrace	Altered	Category A
27A Cambridge Terrace	Altered	Category A
31B Cambridge Terrace	Altered	Category A
32A Cambridge Terrace	Altered	Category A
33A Cambridge Terrace	Altered	Category A
9A Cambridge Terrace	Altered	Category A
4 Clendon Avenue	Altered	Category A
5 Clendon Avenue	Altered	Category A
7 Clendon Avenue	Altered	Category A
8 Clendon Avenue	Altered	Category A
9 Clendon Avenue	Altered	Category A
9 Clendon Avenue	Altered	Category A
11 Clendon Avenue	Altered	Category A
11A Clendon Avenue	Altered	Category A
8A Clendon Avenue	Altered	Category A
1 Fitzroy Street	Altered	Category A
7 Fitzroy Street	Altered	Category A
7 Fitzroy Street	Altered	Category A
7 Fitzroy Street	Altered	Category A
7 Fitzroy Street	Altered	Category A
7 Fitzroy Street	Altered	Category A
7 Fitzroy Street	Altered	Category A
9 Fitzroy Street	Altered	Category A
9 Fitzroy Street	Altered	Category A
9 Fitzroy Street	Altered	Category A
9 Fitzroy Street	Altered	Category A
9 Fitzroy Street	Altered	Category A
13 Fitzroy Street	Altered	Category A
13 Fitzroy Street	Altered	Category A
15 Fitzroy Street	Altered	Category A
17 Fitzroy Street	Altered	Category A
19 Fitzroy Street	Altered	Category A
21 Fitzroy Street	Altered	Category A
23 Fitzroy Street	Altered	Category A
25 Fitzroy Street	Altered	Category A
27 Fitzroy Street	Altered	Category A
29 Fitzroy Street	Altered	Category A
31 Fitzroy Street	Altered	Category A
33 Fitzroy Street	Altered	Category A
35 Fitzroy Street	Altered	Category A
37 Fitzroy Street	Altered	Category A
2/19 Fitzroy Street	Altered	Category A

1/21 Fitzroy Street	Altered	Category A
15A Fitzroy Street	Altered	Category A
17A Fitzroy Street	Altered	Category A
1A Fitzroy Street	Altered	Category A
23A Fitzroy Street	Altered	Category A
29A Fitzroy Street	Altered	Category A
31A Fitzroy Street	Altered	Category A
33A Fitzroy Street	Altered	Category A
35A Fitzroy Street	Altered	Category A
37A Fitzroy Street	Altered	Category A
4 Freyberg Avenue	Altered	Category A
6 Freyberg Avenue	Altered	Category A
8 Freyberg Avenue	Altered	Category A
10 Freyberg Avenue	Altered	Category A
12 Freyberg Avenue	Altered	Category A
14 Freyberg Avenue	Altered	Category A
18 Freyberg Avenue	Altered	Category A
20 Freyberg Avenue	Altered	Category A
22 Freyberg Avenue	Altered	Category A
24 Freyberg Avenue	Altered	Category A
26 Freyberg Avenue	Altered	Category A
26 Freyberg Avenue	Altered	Category A
28 Freyberg Avenue	Altered	Category A
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16A Freyberg Avenue	Altered	Category A
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32A Freyberg Avenue	Altered	Category A
6A Freyberg Avenue	Altered	Category A
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90 Kenderdine Road	Altered	Category A
90 Kenderdine Road	Altered	Category A
90 Kenderdine Road	Altered	Category A

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92 Kenderdine Road	Altered	Category A
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2/93 Kenderdine Road	Altered	Category B
1/98 Kenderdine Road	Altered	Category A
2/98 Kenderdine Road	Altered	Category A
1/109 Kenderdine Road	Altered	Category A
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83A Kenderdine Road	Altered	Category A
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4 Milan Road	Altered	Category A
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6 Milan Road	Altered	Category A
7 Milan Road	Altered	Category A
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51 Milan Road	Altered	Category A
53 Milan Road	Altered	Category A
55 Milan Road	Altered	Category A
57 Milan Road	Altered	Category A
59 Milan Road	Altered	Category A
59 Milan Road	Altered	Category A
60 Milan Road	Altered	Category A
61 Milan Road	Altered	Category A
62 Milan Road	Altered	Category A
62 Milan Road	Altered	Category A
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1/2 Milan Road	Altered	Category A
2A Milan Road	Altered	Category A

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58A Milan Road	Altered	Category A
58A Milan Road	Altered	Category A
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2 Puhinui Road	Altered	Category A
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135 Puhinui Road	Altered	Category A
137 Puhinui Road	Altered	Category B
139 Puhinui Road	Altered	Category B
141 Puhinui Road	Altered	Category B
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185 Puhinui Road	Altered	Category A

191 Puhinui Road	Altered	Category A
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283 Puhinui Road	Altered	Category B
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314 Puhinui Road	Altered	Category C
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276A Puhinui Road	Altered	Category A
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290B Puhinui Road	Altered	Category C
292B Puhinui Road	Altered	Category C
294A Puhinui Road	Altered	Category C
3/150 Puhinui Road	Altered	Category A
3/150 Puhinui Road	Altered	Category A
3/251 Puhinui Road	Altered	Category A
3/298 Puhinui Road	Altered	Category C
300A Puhinui Road	Altered	Category B
312A Puhinui Road	Altered	Category A
314A Puhinui Road	Altered	Category A
4/298 Puhinui Road	Altered	Category A
5/298 Puhinui Road	Altered	Category A
7 Ranfurly Road	Altered	Category A
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1/10 Ranfurly Road	Altered	Category A
2/10 Ranfurly Road	Altered	Category A
3/10 Ranfurly Road	Altered	Category A
12A Ranfurly Road	Altered	Category A
3 Raymond Road	Altered	Category A
4 Raymond Road	Altered	Category A
5 Raymond Road	Altered	Category A
6 Raymond Road	Altered	Category A
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8 Raymond Road	Altered	Category A
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5A Raymond Road	Altered	Category A
6A Raymond Road	Altered	Category A

7A Raymond Road	Altered	Category A
16 Sabi Place	Altered	Category A
17 Sabi Place	Altered	Category A
113 Wallace Road	Altered	Category A
118 Wallace Road	Altered	Category A
121 Wallace Road	Altered	Category A
135 Wallace Road	Altered	Category A
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1/116 Wallace Road	Altered	Category A
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1/119 Wallace Road	Altered	Category A
1/129 Wallace Road	Altered	Category A
121A Wallace Road	Altered	Category A
121B Wallace Road	Altered	Category A
130A Wallace Road	Altered	Category A
130B Wallace Road	Altered	Category A
2/119 Wallace Road	Altered	Category A
2/129 Wallace Road	Altered	Category A
3/119 Wallace Road	Altered	Category A
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4/119 Wallace Road	Altered	Category A
6/127 Wallace Road	Altered	Category A
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145 Wyllie Road	Altered	Category A
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152 Wyllie Road	Altered	Category A
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1/147 Wyllie Road	Altered	Category A
146A Wyllie Road	Altered	Category A
148A Wyllie Road	Altered	Category A



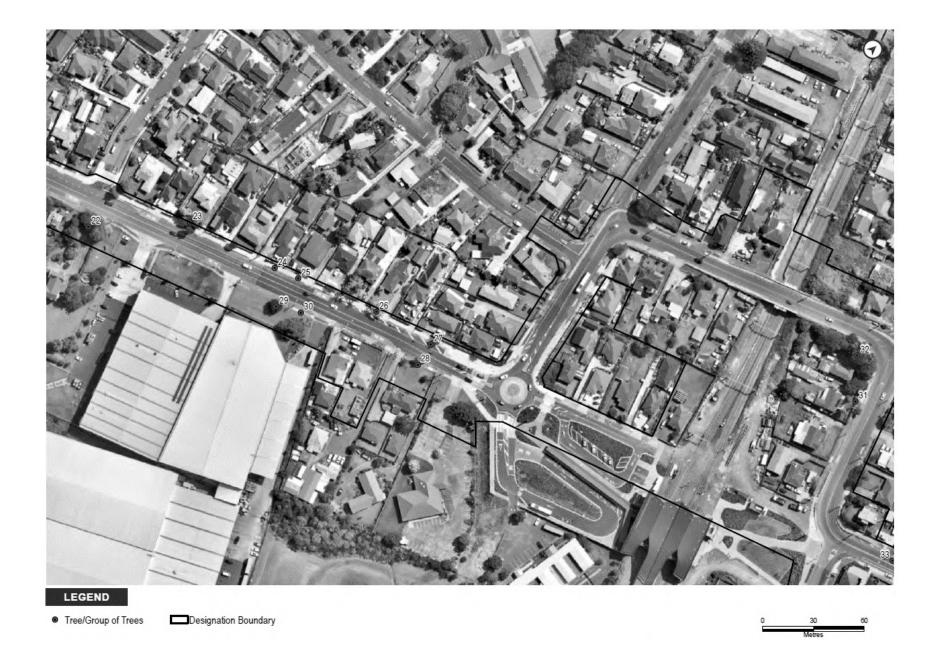
Schedule 3: Trees to be included in the Tree Management Plan



Tree/Group of Trees

Designation Boundary









Tree/Group of Trees

Designation Boundary





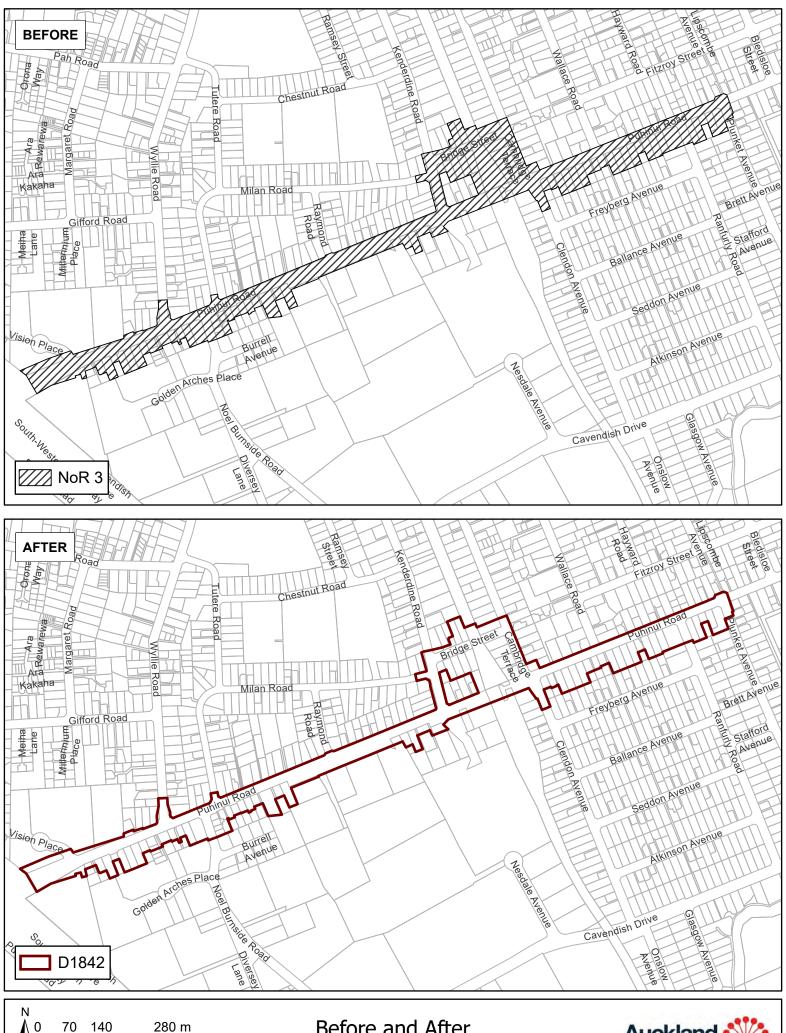
Tree/Group of Trees

Designation Boundary

60

Tree No.	Vegetation Type	Protection	Species	Age
1	Single tree	Road Reserve	Notable Tree – Gum	
11	Single tree	Road Reserve	Pohutukawa	Semi - Mature
12	Single tree	Road Reserve	Pohutukawa	Semi - Mature
13	Single tree	Road Reserve	Pohutukawa	Semi - Mature
14	Single tree	Road Reserve	Ficus	Semi - Mature
15	Single tree	Road Reserve	Jacaranda	Semi - Mature
16	Single tree	Road Reserve	Jacaranda	Semi - Mature
17	Single tree	Road Reserve	Pohutukawa	Semi - Mature
18	Single tree	Road Reserve	Pohutukawa	Semi - Mature
19	Single tree	Road Reserve	Pohutukawa	Semi - Mature
20	Single tree	Road Reserve	Pohutukawa	Semi - Mature
21	Single tree	Road Reserve	Pohutukawa	Semi - Mature
22	Group of Trees	Road Reserve	Group of Notable Trees – Magnolia, Totara, Ti Kouka (Cabbage Tree), Miro Group of trees – Gingko, Totora, Camelia,	Mature
			Magnolia	
23	Single tree	Road Reserve	Pohutukawa	Semi - Mature
24	Single tree	Road Reserve	Pohutukawa	Semi - Mature
25	Single tree	Road Reserve	Pohutukawa	Semi - Mature
26	Single tree	Road Reserve	Pohutukawa	Semi - Mature
27	Single tree	Road Reserve	Pohutukawa	Semi - Mature
28	Single tree	Road Reserve	Pohutukawa	Semi - Mature
29	Single tree	Road Reserve	Pohutukawa	Semi - Mature
30	Single tree	Road Reserve	Pohutukawa	Semi - Mature
32	Group of Trees	Road Reserve	Mixed Group (Kauri, Totara, Privet)	Semi - Mature
1205	Group of Trees	Open Space	London Plane x 12	Mature
1206	Group of Trees	Open Space	Pine / Eucalyptus x25	Mature
1207	Group of Trees	Open Space	Pine x 30	Mature

Attachment D – Updated GIS Viewer



Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information. Before and After SG Airport to Botany - NoR 3

