
I hereby give notice that a hearing by commissioners will be held on:

Date: Monday 21 to Thursday 24 August 2023
Monday 28 to Thursday, 31 August 2023
Monday 4 to Thursday, 7 September 2023
Monday 11 to Thursday, 14 September 2023

Time: 9.30am

Venue: TBC

HEARING REPORT – VOLUME TWO

FIVE NOTICES OF REQUIREMENT

AIRPORT TO BOTANY BUS RAPID TRANSIT

CORRIDOR

THE SUPPORTING GROWTH ALLIANCE
(AUCKLAND TRANSPORT AND WAKA KOTAHI
NZ TRANSPORT AGENCY)

COMMISSIONERS

Chairperson David Wren
Commissioners Alan Pattle
Basil Morrison

Bevan Donovan
KAITOHUTOHU WHAKAWĀTANGA
HEARINGS ADVISOR

Telephone: 09 890 8056 or 021 325 837
Email: bevan.donovan@aucklandcouncil.govt.nz
Website: www.aucklandcouncil.govt.nz

Note: The reports contained within this document are for consideration and should not be construed as a decision of Council. Should commissioners require further information relating to any reports, please contact the hearings advisor.

WHAT HAPPENS AT A HEARING

Te Reo Māori and Sign Language Interpretation

Any party intending to give evidence in Māori or NZ sign language should advise the hearings advisor at least ten working days before the hearing so a qualified interpreter can be arranged.

Hearing Schedule

If you would like to appear at the hearing please return the appearance form to the hearings advisor by the date requested. A schedule will be prepared approximately one week before the hearing with speaking slots for those who have returned the appearance form. If changes need to be made to the schedule the hearings advisor will advise you of the changes.

Please note: during the course of the hearing changing circumstances may mean the proposed schedule may run ahead or behind time.

Cross Examination

No cross examination by the requiring authority or submitters is allowed at the hearing. Only the hearing commissioners are able to ask questions of the requiring authority or submitters. Attendees may suggest questions to the commissioners and they will decide whether or not to ask them.

The Hearing Procedure

The usual procedure for a hearing is:

- **the chairperson** will introduce the commissioners and will briefly outline the hearing procedure. The Chairperson may then call upon the parties present to introduce themselves. The Chairperson is addressed as Madam Chair or Mr Chairman.
- The Requiring Authority (the applicant) will be called upon to present their case. The Requiring Authority may be represented by legal counsel or consultants and may call witnesses in support of the application. After the Requiring Authority has presented their case, members of the hearing panel may ask questions to clarify the information presented.
- **Submitters** (for and against the application) are then called upon to speak. Submitters' active participation in the hearing process is completed after the presentation of their evidence so ensure you tell the hearing panel everything you want them to know during your presentation time. Submitters may be represented by legal counsel or consultants and may call witnesses on their behalf. The hearing panel may then question each speaker.
 - Late submissions: The council officer's report will identify submissions received outside of the submission period. At the hearing, late submitters may be asked to address the panel on why their submission should be accepted. Late submitters can speak only if the hearing panel accepts the late submission.
 - Should you wish to present written evidence in support of your submission please ensure you provide the number of copies indicated in the notification letter.
- **Council Officers** will then have the opportunity to clarify their position and provide any comments based on what they have heard at the hearing.
- The **requiring authority** or their representative then has the right to summarise the application and reply to matters raised. Hearing panel members may ask further questions. The requiring authority's reply may be provided in writing after the hearing has adjourned.
- **The chairperson** will outline the next steps in the process and adjourn or close the hearing.
- The hearing panel will make a recommendation to the Requiring Authority. The Requiring Authority then has 30 working days to make a decision and inform council of that decision. You will be informed in writing of the Requiring Authority's decision, the reasons for it and what your appeal rights are.

FIVE NOTIFIED NOTICES OF REQUIREMENT TO THE AUCKLAND COUNCIL UNITARY PLAN BY THE SUPPORTING GROWTH ALLIANCE (AUCKLAND TRANSPORT AND WAKA KOTAHI NZ TRANSPORT AGENCY)

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Trevor Mackie, Planner (consultant)

Reporting on proposed Notice of Requirements – see page 10 for full details.

REQUIRING AUTHORITY: THE SUPPORTING GROWTH ALLIANCE (AUCKLAND TRANSPORT AND WAKA KOTAHI NZ TRANSPORT AGENCY)

VOLUME THREE **1135 - 1146**

SUBMITTERS - NOR 1 - BUS RAPID TRANSIT - BOTANY TO RONGOMAI PARK (AUCKLAND TRANSPORT):	
Page 1147	Xu Yajun
Page 1149	Kawaljeet Singh
Page 1151	Litao Chen
Page 1153	Eddie Cheok
Page 1155	Balwinder Singh
Page 1156	Ugan Naidoo
Page 1157	Roger Dundang
Page 1158	P Thambirajah & T Paskaranandavadivel
Page 1160	Kamlesh Rana & 33 Signatories

Page 1199	BPG Developments Limited
Page 1205	Mr Aisea Sasalu
Page 1207	Theresa Tusa
Page 1209	Vanessa Phillips
Page 1263	Huaxiu Wang
Page 1265	Tanaz and Rustom Turel
Page 1270	Kathleen Waller
Page 1272	Danny Charanjit Singh
Page 1276	Rajnish Kalsi
Page 1278	Kindercare Learning Centres Limited
Page 1311	Mr Modher Adnan Abdulrazak Barakat and Mrs Yessar Ahmed Ali Barakat
Page 1319	National Mini Storage Limited
Page 1324	Anil Rodrigues
Page 1326	Business East Tamaki
Page 1330	Samir Chalabi
Page 1333	Taruna and Saurabh Tiwary
Page 1335	Heather Haylock
Page 1385	TIM Nominees Limited and The Saint Johns College Trust Board
Page 1409	Phisan Charoenmongkhonwilai
Page 1411	Samantha Searle
Page 1413	Paul Reyneke
Page 1467	Matthew Cheeseman
Page 1521	Maureen Irwin
Page 1575	Laura Unasa
Page 1629	Emerson Cheeseman
Page 1683	Tasman Accounting trustee Ltd
Page 1687	Jamie Khang Nguyen
Page 1691	Heritage New Zealand Pouhere Taonga
Page 1694	Mohammad Meraj
Page 1696	Kim Bloom
Page 1698	Telecommunications Submitters
Page 1705	Kāinga Ora Homes And Communities
Page 1730	Watercare Services Limited
Page 1734	Ministry of Education - Te Tāhuhu o te Mātauranga
Page 1738	Selemena Afamasaga
Page 1739	Paul Street, on behalf of Street Properties Limited.
Page 1741	Te Akitai Waiohua Waka Taua Trust

LATE SUBMITTERS NOR 1 - BUS RAPID TRANSIT - BOTANY TO RONGOMAI PARK (AUCKLAND TRANSPORT):

Page 1743	East Tamaki Investments Limited
Page 1752	Beale Partnership
Page 1759	Howard Property Limited
Page 1768	Ormiston Centre Ltd

VOLUME FOUR

1773 - 1784

SUBMITTERS - NOR 2 - NOTICE OF REQUIREMENT: RONGOMAI PARK TO PUHINUI STATION (IN THE VICINITY OF PLUNKET AVENUE) (AUCKLAND TRANSPORT):

Page 1785	Josh Tiro
Page 1787	Pengxiang Huang
Page 1789	Neha Singh
Page 1791	Ram Chandar
Page 1792	Manjinder Singh Birk
Page 1793	Rawandeep Kaur
Page 1794	Lokesh Gera
Page 1795	Monish Anish Prasad
Page 1797	SPG Manukau Limited
Page 1825	Jude Manoharan
Page 1827	Maki Joseph-Tereroa and Makea-Rupe Tereroa
Page 1829	Lynette Henderson
Page 1831	Duncan and Sandra Loudon
Page 1837	Simran Krishna
Page 1839	Aneeta Krishna
Page 1841	Ashok Krishna
Page 1843	Murdoch Newell Management Limited
Page 1854	The Legends Property Limited
Page 1859	Kamlesh Rana & 33 Signatories
Page 1898	Ormiston Centre Ltd
Page 1901	Renaissance Apartments Body Corporate 316863
Page 1906	Auckland University of Technology
Page 1914	Minister of Education
Page 1921	BPG Developments Limited
Page 1926	Ben Schollitt
Page 1928	Savitri Devendra
Page 1930	Aaron Chand

Page 1932	Dannie Ha
Page 1934	Australasia Branch Office of Jehovah's Witnesses
Page 1935	Reena Rani
Page 1937	Risha Kumar
Page 1939	Ramon Lopez
Page 1940	Alice Anne Lopez
Page 1941	John Isaac Subhashni Devi Sadd
Page 1942	Simran Krishna
Page 1944	Minakshi Mohanlal
Page 1946	Avisha Mohanlal
Page 1948	Business Manukau
Page 1959	Kmart NZ Holdings Limited
Page 1962	Van Den Brink 652 Limited
Page 1968	A.M. Self Limited
Page 1974	Sandeep Kumar
Page 1976	McAlvin Sembrano
Page 1978	Scentre (New Zealand) Limited
Page 1980	Z Energy Limited
Page 1987	Bunnings Limited
Page 1990	Chalmers Properties Ltd
Page 1993	Fa'ana Campbell
Page 1998	PSPIB/CPPIB Waiheke Inc
Page 2001	Auckland Body Corporate Limited
Page 2005	General Distributors Limited
Page 2008	JOLT Charge (New Zealand) Limited
Page 2011	Heather Haylock
Page 2061	Harvey Norman Properties NZ Ltd and Harvey Norman Stores Pty NZ Ltd
Page 2073	Kotare Trust
Page 2074	Mitre 10 Holdings Limited
Page 2080	Phisan Charoenmongkhonwilai
Page 2081	Mr Martyn Chalmers and Mrs Nurhayati Chalmers
Page 2090	Centuria Capital (NZ) Limited
Page 2097	Joo Han Song
Page 2099	Su Me Lee
Page 2101	Vaine Tutai Richard
Page 2103	Christian Lewis Sims
Page 2105	Danny Charanjit Singh
Page 2114	Mr Shane Robert Haylock

Page 2119	Heritage New Zealand Pouhere Taonga
Page 2122	Puhinui School
Page 2125	Abhisekh Mohanlal
Page 2127	Avisha Mohanlal
Page 2131	Roy Sembrano
Page 2137	Andrea Mead & Dr Stephanie Mead
Page 2142	Eke Panuku Development Auckland
Page 2153	Quadrant Properties Ltd
Page 2156	Arena Williams MP
Page 2171	Telecommunications Submitters - Chris Horne
Page 2178	Kāinga Ora Homes And Communities
Page 2203	Watercare Services Limited
Page 2207	Ministry of Education - Te Tāhuhu o te Mātauranga
Page 2211	Firdosh and Kashmira Siganporia
Page 2212	Selemena Afamasaga
Page 2213	Gordon Barthow
Page 2214	Te Akitai Waiohua Waka Taua Trust

VOLUME FIVE

2218 - 2229

SUBMITTERS - NOR 3 - NOTICE OF REQUIREMENT: BUS RAPID TRANSIT – PUHINUI STATION (IN THE VICINITY OF PLUNKET AVENUE) TO SH20/20B INTERCHANGE (AUCKLAND TRANSPORT):

Page 2230	Varinder
Page 2231	Karishma Pinter
Page 2233	Colin Brent Robinson
Page 2235	Parvinder singh
Page 2237	Ronil Prasad
Page 2239	Ganpat Patel
Page 2241	Bhaveshbhai Ramanbhai Patel
Page 2243	Hsin Mila Cheung Tsai
Page 2251	Adelante Holdings
Page 2252	John Hansford
Page 2257	Kamlesh Rana & 33 Signatories
Page 2296	Birgitta Sherley Prom
Page 2298	Wiri Business Association Inc
Page 2308	Manukau Auto & Tyre Centre
Page 2309	Jasvinder Singh and Harmeet Kaur Sokhi

Page 2311	Lee mee THEN
Page 2312	Jehovah's Witnesses – Manukau Kingdom Hall Trust
Page 2313	Reena Rani
Page 2315	Michelle Joy Te Hira
Page 2320	KiwiRail Holdings Limited
Page 2322	Avisha Mohanlal
Page 2324	Minakshi Mohanlal
Page 2326	Anwar Ali Family Trust
Page 2329	Alex Herkes
Page 2330	Anahera Edmonds
Page 2333	Heather Haylock
Page 2389	Shane Robert Haylock
Page 2394	Puhinui School
Page 2397	Mr Rajesh Kumar Sachdeva & Sunita Sachdeva & Ripul Sachdeva
Page 2405	Abhisekh Mohanlal
Page 2407	Heritage New Zealand Pouhere Taonga
Page 2414	Quadrant Properties Ltd
Page 2417	Arena Williams MP
Page 2425	Telecommunications Submitters - Chris Horne
Page 2432	Kāinga Ora Homes And Communities
Page 2457	Watercare Services Limited
Page 2461	Ministry of Education - Te Tāhuhu o te Mātauranga
Page 2465	Te Akitai Waiohua Waka Taua Trust
Page 2466	Satnam Bhatt

LATE SUBMITTERS NOR 3 - NOTICE OF REQUIREMENT: BUS RAPID TRANSIT – PUHINUI STATION (IN THE VICINITY OF PLUNKET AVENUE) TO SH20/20B INTERCHANGE (AUCKLAND TRANSPORT):

Page 2470	Anita Singh & Ramandeep Singh
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SUBMITTERS - NOR 4A - NOTICE OF REQUIREMENT: BUS RAPID TRANSIT - SH20/20B INTERCHANGE TO ORRS ROAD (AUCKLAND TRANSPORT):

Page 2472	Tunicin Investments Limited and Airface Limited
Page 2478	Kamlesh Rana & 33 Signatories
Page 2517	Alan James Steele
Page 2520	Altrend Properties Limited
Page 2525	Avisha Mohanlal

Page 2531	Minakshi Mohanlal
Page 2533	New Zealand Storage Holdings Limited
Page 2539	Wiri Oil Services Limited (WOSL)
Page 2545	Heather Haylock
Page 2586	Phisan Charoenmongkhonwilai
Page 2587	Heritage New Zealand Pouhere Taonga
Page 2590	Abhisekh Mohanlal
Page 2592	Telecommunications Submitters - Chris Horne
Page 2599	Fernbrook Property Ltd
Page 2602	Kāinga Ora Homes And Communities
Page 2627	Watercare Services Limited
Page 2631	Ministry of Education - Te Tāhuhu o te Mātauranga
Page 2635	Auckland International Airport Limited
Page 2639	Te Akitai Waiohua Waka Taua Trust

SUBMITTERS - NOR 4B - NOTICE OF REQUIREMENT: ALTERATION TO DESIGNATION 6717 STATE HIGHWAY 20B – STATE HIGHWAY 20 TO AUCKLAND INTERNATIONAL AIRPORT (WAKA KOTAHI NZ TRANSPORT AGENCY):

Page 2642	Wendy Jane Rodger
Page 2644	Kamlesh Rana & 33 Signatories
Page 2683	Maya Krishna Goundar
Page 2684	Heather Haylock
Page 2725	Heritage New Zealand Pouhere Taonga
Page 2728	Telecommunications Submitters - Chris Horne
Page 2735	Fernbrook Property Ltd
Page 2738	Watercare Services Limited
Page 2742	Ministry of Education - Te Tāhuhu o te Mātauranga
Page 2746	Auckland International Airport Limited
Page 2750	Te Akitai Waiohua Waka Taua Trust

LATE SUBMITTERS NOR 4B - NOTICE OF REQUIREMENT: ALTERATION TO DESIGNATION 6717 STATE HIGHWAY 20B – STATE HIGHWAY 20 TO AUCKLAND INTERNATIONAL AIRPORT (WAKA KOTAHI NZ TRANSPORT AGENCY):

Page 2752	Altrend Properties Limited
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LOCAL BOARD COMMENTS ON ALL NOR'S	
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Page 2758	Howick Local Board
Page 2760	Otara Papatoetoe Local Board
Page 2766	Māngere-Ōtāhuhu Local Board

NoR 1 - Bus Rapid Transit - Botany to Rongomai Park (Auckland Transport)

NoR lodged by Auckland Transport for a new designation to widen Te Irirangi Drive between Botany and Rongomai Park to provide for a Bus Rapid Transit corridor and walking and cycling facilities.

Key features of the proposal include:

- a dedicated Bus Rapid Transit corridor, centre-running along Te Irirangi Drive
- Bus Rapid Transit stations at Smales Road, Accent Drive, and Ormiston Road – Botany Junction Shopping Centre
- walking and cycling facilities on both sides of the corridor
- swales and wetlands
- areas for construction related activities including yards, site compounds, and bridge and structure works.

NoR 2 - Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

NoR lodged by Auckland Transport for a new designation to widen a number of existing roads to provide for a Bus Rapid Transit corridor and walking and cycling facilities.

Key features of the proposal include:

- a dedicated Bus Rapid Transit corridor, centre-running for the majority of the corridor along Te Irirangi Drive, Great South Road, Ronwood Avenue, Manukau Station Road, Lambie Drive, and Puhinui Road. West-running on Davies Avenue along the edge of Hayman Park
- Bus Rapid Transit stations at Dawson Road, Diorella Drive, Ronwood Avenue, Manukau Station, and the corner of Lambie Drive and Puhinui Road Station.
- walking and cycling facilities on both sides of the corridor
- priority access for fire engine movements across the Bus Rapid Transit corridor at Papatoetoe Fire Station
- new signalised intersections at Mitre 10 and Bunnings Warehouse, Lambie Drive and Ronwood Avenue, and Puhinui Road and Plunket Avenue
- swales and wetlands
- areas for construction related activities including yards, site compounds, and bridge and structure works.

NoR 3 - Notice of Requirement: Bus Rapid Transit – Puhinui Station (in the vicinity of Plunket Avenue) to SH20/20B Interchange (Auckland Transport)

NoR lodged by Auckland Transport for a new designation to widen the existing Puhinui Road between Plunket Avenue and east of the SH20/SH20B Interchange to provide for a Bus Rapid Transit corridor and walking and cycling facilities.

Key features of the proposal include:

- a dedicated Bus Rapid Transit corridor, centre-running along Puhinui Road connecting to the Puhinui Station concourse via a new Bus Rapid Transit bridge structure
- a Bus Rapid Transit station at Puhinui Station
- walking and cycling facilities on both sides of the corridor
- walking and cycling facilities will be provided along Cambridge Terrace, Bridge Street and Kenderdine Road
- wetland

- areas for construction related activities including yards, site compounds, and bridge and structure works.

NoR 4a - Notice of Requirement: Bus Rapid Transit - SH20/20B Interchange to Orrs Road (Auckland Transport)

NoR lodged by Auckland Transport for a new designation to widen Puhinui Road between the SH20/SH20B Interchange and Orrs Road to provide for a Bus Rapid Transit corridor and walking and cycling facilities.

Key features of the proposal include:

- a dedicated Bus Rapid Transit corridor, centre-running on Puhinui Road through to the Manukau Memorial Gardens intersection (approximately 600m west of SH20/SH20B Interchange); and south running to Orrs Road
- walking and cycling facilities on southern side of the corridor
- swales
- area for construction related activities including yards, site compounds, and bridge and structure works.

NoR 4b - Notice of Requirement: Alteration to Designation 6717 State Highway 20B – State Highway 20 to Auckland International Airport (Waka Kotahi NZ Transport Agency)

NoR lodged by Waka Kotahi NZ Transport Agency to alter Designation 6717 State Highway 20B - State Highway 20 to Auckland International Airport. The alteration is from the SH20/SH20B Interchange to Manukau Memorial Gardens.

Key features of the proposal include:

- to provide westbound lanes to Auckland Airport
- walking and cycling facilities
- a ramp from SH20B onto SH20 for southbound traffic while enabling a Bus Rapid Transit corridor.

APPENDIX TWO

SECTION 92 REQUESTS AND RESPONSES

31 January 2023

Auckland Transport and Waka Kotahi
c/- Te Tupu Ngātahi
Level 5, 203 Queen Street
Auckland 1010

Attention: Adam Jellie
By email: Adam.Jellie@supportinggrowth.nz

Waka Kotahi New Zealand Transport Agency
Level 5 AMP Tower
29 Customs Street West
Auckland
Private Bag 106602
Auckland City
Auckland 1143

Attention: Evan Keating
By email: evan.keating@nzta.govt.nz

Dear Mr Jellie and Mr Keating

Request for further information in accordance with section 92 of the Resource Management Act 1991

Notices of requirement: Auckland Transport Airport to Botany Rapid Transit NoR1, NoR2, NoR3, NoR4a and Waka Kotahi NZ Transport Agency NoR4b – Alteration to Designation 6717 – State Highway 20B Road purposes.

I am writing with respect to the notices of requirement described above.

After completing a preliminary assessment of the notice of requirement documents, it is considered that further information is required to enable an adequate analysis of the proposal, its effects on the environment and the way in which any adverse effects on the environment may be mitigated. This is to allow the Council specialists to review the NoRs without having to undertake extensive additional assessments. The further information does not need to be provided prior to notification of the NoRs.

Under section 92 of the Resource Management Act 1991, I request further information as set out in Attachment 1 to this letter. The information requested will enable the council to undertake a full and proper assessment of the notices of requirement and provide recommendations on them.

The table in Attachment 1 of this letter sets out the nature of the further information required and reasons for its request.

You must provide this information within 15 working days (before 23 February 2023). If you are unable to provide the information within 15 working days, then please contact me so that an alternative timeframe can be mutually agreed.

If you do not respond within 15 working days, refuse to provide the information or do not meet an agreed alternative timeframe between the council and yourself, this application must be publicly notified as required by section 95C of the Resource Management Act 1991. It is noted that the Requiring Authorities have requested public notification of the Notices of Requirement.

In accordance with the Resource Management Act 1991, processing of your notices of requirement will remain on hold until the indicated date, pending your response to this request.

If you have any queries regarding the above, please contact Trevor Mackie on Ph 027 601 5725 or by email mackiet@xtra.co.nz

Yours sincerely,

A handwritten signature in black ink, appearing to read 'T Mackie', with a stylized, cursive script.

Trevor Mackie
Consultant Planner
Planning Central/South
PLANS AND PLACES

Auckland Transport Airport to Botany Rapid Transit NoR1, NoR2, NoR3, NoR4a and Waka Kotahi NZ Transport Agency NoR4b – Alteration to Designation 6717 – State Highway 20B Road purposes - s.92 Further Information Request

Request for further information

	Planning	
	Information request	Rationale
	No Further information Request on Planning	
	Arboriculture	
	Information request	Rationale
A1	Please provide an assessment of the tree carbon sequestration that will need to be provided in mitigation of the proposed tree removals, within a more detailed calculation of the ecosystem services that will need to be replaced. This will assist in determining the tree species and numbers of replacement trees required, although ecosystem services are not the only mitigation function to be provided by the new trees.	This will assist in determining the tree species and numbers of replacement trees required, although ecosystem services are not the only mitigation function to be provided by the new trees.
	Urban Forest Arborist	
	Information request	Rationale
UFA 1	Please provide more description of mitigation planting that will be provided by the ULDMP. As it will be mitigation, the typical plant (tree) species and distribution and intensity of planting need to be provided as objectives of the ULDMP, so that certification of that final design management plan is not a further consent.	As it will be mitigation, the typical plant (tree) species and distribution and intensity of planting need to be provided as objectives of the ULDMP, so that certification of that final design management plan is not a further consent.

UFA 2	Please provide further information about how to ensure retained council trees would tolerate the anticipated level of disturbance associated with the proposed works.	This could possibly be achieved by offering a condition requiring a Tree Protection Management Plan.
UFA 3	Please provide further information about increasing the replacement planting ratio.	Planting of approximately 2000 trees will not sufficiently mitigate the removal of 1,150 trees identified as warranting mitigation. Given that most trees have reached maturity, and to replace canopy cover more swiftly, a target for replacement planting for the mature trees that are proposed to be removed should be at a 4:1 ratio, rather than the 2:1 originally proposed. Council has an Urban Ngahere Strategy 2019 and responsibilities under the Climate Change Response Act
	Stormwater and Flooding	
	Information request	Rationale
SF1	<p>Please provide further information on why Condition 10 should not be amended to achieve better stormwater management and flooding outcomes. Healthy Waters is recommending Condition 10 as follows (additions <u>underlined</u>, deletions strike-through):</p> <p>(a) The Project shall be designed to achieve the following flood risk outcomes:</p> <p>(i) no increase in <u>1% AEP</u> flood levels for existing authorised habitable floors that are already subject to flooding <u>or with a freeboard of less than 150mm</u>;</p> <p>(ii) no more than a 10% reduction in freeboard <u>in 1% AEP event</u> for existing authorised habitable floors <u>with a freeboard of over 150mm</u>;</p> <p>(iii) no increase of more than 50mm in <u>1% AEP</u> flood level on land zoned for urban or future urban development where there is no existing dwelling;</p> <p>(iv) <u>no increase in 10% AEP flood levels for existing authorised habitable floors that are at risk of flooding</u>;</p> <p>(v) no new flood prone areas;</p>	No justification has been provided for why a lesser standard of stormwater and flooding management should apply to these NoRs

	<p>(vi) <u>no increase in flood hazard (defined as flow depth times velocity) for main access to existing authorised habitable dwellings that are already classified as significant hazard; and</u></p> <p>(vii) <u>for areas with other hazard classifications</u>, no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted.</p> <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project <u>10 year & 100 year ARI</u> flood levels (for Maximum Probable Development land use and including climate change).</p> <p>(c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.</p>	
	Urban Design	
	Information request	Rationale
UD 1	What is the time frame for preparation of an Urban and Landscape Design Management Plan?	Lisa Mein (Council – Urban Design) notes preparation of an ULDMP for all NoRs is recommended within the Urban Design Evaluation and reiterated in the AEE, and supports this. However, there is no detail on likely timeframe. In the absence of a timeframe, could we have a condition of consent requiring this and including the urban design outcomes and opportunities outlined within the UDE?

UD 2	Why no station at Memorial Drive? (NoRs 4A and 4B)	Lisa Mein (Council – Urban Design) had previously recommended consideration be given to additional stations at Rongomai Park and Manukau Memorial Gardens. She accepts that Rongomai can be served by the stations at Ormiston Town Centre and Dawson Road as it is located between these. She notes the UDE identifies an opportunity for a future station location at Memorial Gardens and supports this, however would like to see rationale for why no station at Memorial Gardens at this stage, particularly in light of the proposed alignments of NoRs 4a and 4b at SH20B and array of likely future land uses in the surrounding locality.
UD 3	Please provide more detail on the properties highlighted in blue/red on the General Arrangement Plans.	It is assumed from the legend that these properties will be acquired/purchased for raingardens/stormwater ponds, but would appreciate further clarity as these will have impacts on the surrounding built environment.
UD 4	Will there be pre-conditions for Universal Access and CPTED audits?	We note safety is one of the principles (2.5) and universal access is highlighted within the UDE in addition to CPTED. It would be good to understand whether there are proposed conditions requiring these outcomes and if not, why not?
UD 5	There does not appear to have been any response to earlier Urban Design feedback about opportunities to support a sense of place – firstly for mana whenua, but also acknowledging other communities that have lived in South Auckland for several generations.	Ms Mein (Council – Urban Design) thoroughly supports Mana Whenua being actively involved in every stage of the project, and opportunities to bring their cultural narratives to the fore. However, there are other ethnicities who have well-established communities in South Auckland and should also recognise themselves in aspects of the corridor (as opposed to only Maori and European built environment). Where in the material are the opportunities for Pacific Island communities and South Asian communities (for example) to shape the environment around the corridor and see their “faces” in these places?

UD 6	Please provide more detail on the impact of the Puhinui Road bridging up to Puhinui Station concourse on the residential dwellings adjoining the corridor.	Detail on this is sparse, in particular why the NoR designation boundary misses out some of the properties between Puhinui Road and Bridge Street that will be adversely affected.
UD 7	Please provide more detail on the future access for those properties within the “integrated lane”.	The access of these properties will be affected during construction, but also potentially after. More detail and offered conditions of consent for mitigation would be helpful.
UD 8	What is the proposed edge condition for properties adjoining cut or fill batters?	This will affect residential properties in particular. More detail and offered conditions of consent for mitigation would be helpful.
	Landscape and Visual Effects	
	Information request	Rationale
	No further information request on Landscape and Visual Effects.	
	Parks	
	Information request	Rationale
P1	Please provide a mitigation, enhancement and compensation assessment against the loss of open space or existing assets as a primary recreation function.	Under section 6.1, p34 of the AEE the RA explains the purpose of the designation and that final re-alignment will be determined through appropriate reinstatement of walkways, driveways and landscaping where necessary. This is supported by their urban design report and landscaping assessment. While the applicant has offered an urban design assessment and landscaping assessment and consequential management plans, the applicant has not provided a mitigation, enhancement and compensation assessment against the loss of open space or existing assets as a primary recreation function where permanent land take is proposed. There is no other assessment provided as to why they are proposing to take permanent land take other than protecting the function and maintenance of the proposed NoR.

P2	<p>Please provide an open space assessment against the ongoing purpose, function and importance open spaces will have within the future receiving environments around the parks and reserves.</p>	<p>Under section 9, p88 of the AEE the applicant refers: The land required for the Project is shown in the general arrangement layout plans included with the NoR (refer to Volume 3). Land required for the permanent work will be acquired prior to construction. Following the Completion of Construction, the designation boundary will be reviewed and any land that is not required for the permanent work or for the on-going operation, maintenance or mitigation of effects of the Project will be reinstated in coordination with directly affected landowners or occupiers. This will include:</p> <ul style="list-style-type: none"> • Reinstatement of construction areas and reintegrating with the surrounding landform; • Reinstatement of driveways, accessways, fences and gardens; and • Integration of batters and cut/fill slopes with the landscape. <p>These matters will be discussed prior to or during construction with directly affected landowners and will follow the provisions under the Public Works Act 1981 which is a process separate from the requirements of the RMA. Based on their assessment, there is a strategic need for the Project corridor to address the existing and future demand for public transport in the southern and eastern areas of Auckland. Where impacts on properties and businesses cannot be avoided, the potential effects are discussed in this section and detailed in Section 9.5 and the Airport to Botany –Social Impact Assessment Appendix C, Volume 4.</p> <p>The applicant has clearly demonstrated in their AEE under Section 9. And 9 .7, p83 -88 that the measures to avoid, mitigate and remedy effects on properties is to offset the effects created by the NoR. There is a concern for the loss of open space specifically relates to Puhinui Domain, Hayman’s Park, Manukau Sports Bowl and Velodrome, Manukau Memorial Gardens, Sancta Maria Ponds and Medvale Reserve. In the AEE, the applicant provides an assessment against the future receiving environment anticipating an increase in intensification and density, the applicant has not provided an open space assessment against the ongoing purpose, function and importance open spaces will have within these same future receiving environments. While the applicant has said they have consulted with various parks and community facilities members, all the various SME’s (Parks and Places Specialist, Areas Operation Manager, Active Sports and Recreation and Land advisory) for parks and community facilities have not agreed to any</p>
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		permanent land take for the purpose of a future designation over existing parks, especially relating to Hayman's Park and Manukau Sports Bowl where there are active communities participating within these open spaces. These parks have ongoing master plans already in progress to develop the parks to meet the needs of the future communities within the same receiving environment.
P3	Please provide and address an assessment against the loss of open space or recreational assets or proposed mitigation in existing nearby parks to compensate for value and amenity and service provision loss.	All matters which are considered relevant under the Public Works Act, the Reserves Act, the NPSUD, the Auckland Unitary Plan and the AUP, other than acquisition. The loss of open space within an existing urban fabric must be compensated for land elsewhere. There is no space to acquire additional open space in areas increasing in density and intensification. It is essential to protect and enhance the existing open space where it is being affected. All these reserves have been registered as having a primary function of recreation.
P4	Please provide an assessment against The Reserves Act 1977, the reserve management plans and / or any master plans prepared for the affected reserves.	The reserve management plans govern the uses that are allowed to take place on each type of reserve, what cannot take place in reserves, and the procedures that must be adhered to concerning any business regarding reserves. The relationship of the Reserves Act to the Resource Management Act is a complementary one. Together the Acts operate a dual mechanism for the protection and management of land classified as reserve land under the Reserves Act. The Resource Management Act sets the legal basis for the associated district plan in managing the effects on the environment of activities taking place on public open space zones. While the Reserves Act ultimately determines the types of uses appropriate for those public open space areas that are classified under the Reserves Act, the purpose and principles of the Resource Management Act must guide all environmental policy and management. In doing so consideration must be given to any proposed master plans for existing open spaces, the function and purpose of the open spaces, their management plans and strategies prepared under other Acts.
P5	Please provide, with respect to open spaces where there are major sport events, an assessment or understanding of the play time of the clubs on the sport fields, the use of parking	The Requiring Authority has only provided the proposal for construction management plans with the purpose of continuous accessibility/ alternative accessibility.

	facilities during the construction phases, if the construction will alter the play time and whether they have proposed alternatives sites while the parking and accessibility are affected.	
P6	Please provide details of consultation and engagement with the sports clubs using the reserves and their carparking areas.	The Manukau Sports Bowl and Rongomai Sports Park will have various clubs facilitating the parks facilities through lease agreements utilising parking facilities and accessibility. It is not clear if the applicant has consulted these various sports clubs on the use of the parking spaces. Club members often drive with cars from far away. These club groups will directly be affected by both the construction period and permanent land take. We cannot tell if the integrated transport assessment addresses the utilisation of these car parks during massive sport events, the amount of car parks that have been approved and anticipated for under the management plan and what the proposal is for mitigating or proposing alternatives to park.
	Historic Heritage / Archaeology / Notable Trees	
	Information request	Rationale
HH1	Two of the trees proposed for removal in the Airport to Botany proposal are scheduled Notable trees. Please provide an assessment of why the route alignment or design cannot be changed to avoid the removal of those two trees	The application documents do not adequately justify the removal of these two trees, and nor do they show the alternatives considered which could enable their retention. In addition, AEE page 51, Figure 13 the flowering gum (proposed for destruction) is not shown as a green triangle, when it is.
	Transport	
	Information request	Rationale
T1	Please revise the Assessment of Transport Effects (ATE) and Assessment of Environmental Effects (AEE) to fully consider transportation effects during the construction phase.	The Assessment of Transport Effects (ATE) and Assessment of Environmental Effects (AEE) clarify that assessment of the NoRs is based around a 'no project' scenario versus 'full build out' scenario. However, this does not take account of the interim period for construction, estimated to be some 4 to 6 years, during which time intersections will be reconfigured with reduced capacity and parking will be removed, but without the benefit of the BRT route in operation, to provide relief to traffic and parking pressures. Indeed, the ATE's assessments for both network operation and parking

		<p>removal rely upon modal shift to the new BRT route in order to counter such adverse effects.</p> <p>With regards to the NoR relating to the 'full build out' scenario, consideration should be given to mitigatory measures which are required for the construction phase. Examples of mitigatory measures could perhaps include travel planning measures or temporary park and ride operations, such as was implemented for Phase 1 of AMETI.</p>
T2	<p>Network Performance – Mitigatory Measures to parts of adjoining road network with Significantly Poorer Levels of Service</p> <p>Please provide further detail in relation to identified opportunities for mitigation to the adverse road network effects identified in Section 5.9 of the Assessment of Transport Effects – or else confirmation that no such opportunities have been identified to address certain locations with poor Levels of Service.</p>	<p>While the ATE report refers to some potential bus priority measures around the southern fringe of Manukau, it remains silent on potential mitigatory measures for other notable 'hotspots', including:</p> <p>Great South Road / Ronwood Avenue Puhinui Road / Plunket Avenue SH20B / Campana Road</p> <p>There needs to be further discussion on options to mitigate adverse traffic effects, or else justification for why no mitigation has been identified.</p>
	Ecology	
	Information request	Rationale
	No further information request on Terrestrial or Aquatic Ecology	
	Social Impact Assessment	
	Information request	Rationale
SIA 1	Please provide a description of how the NoR3 northern-side cycle and walking facility is proposed to safely link to the NoR 4a/b southern-side only cycle and walking facility	The plans don't clearly show the link between the cycle facilities on the northern side of Puhinui Road and the southern side of SH20B
SIA 2	When considering parking (both on-site and on-street) and loss of property access, did the wider project team or SIA engagement	To understand the level of community input into the assessment of potential effects.

	collect data from directly affected businesses, residents and users to inform the assessment?	
SIA 3	For each proposed mitigation strategy within the SIA, please describe the thinking behind why the General Conditions listed in Form 18, NoR documents do not include the SIA's proposed mitigation strategies? These include Community Wellbeing, Social Outcomes, Good neighbour, and respite and relocation.	Many of the potential effects were assessed as high. To mitigate, a strong mix of mitigations will be required and several potential options recommended by the SIA team have not been included in the Project.
SIA 4	What effective mitigations are proposed for the loss of parking (on-street and on-site) and changes in access to properties, both business and residential during construction?	The loss of parking and changes to property access are considered to have a high impact (SIA, Appendix E), however there appears to be no mitigation available to these effects in the SCEMP or DRMP within the NoR General Conditions
SIA 5	What effective mitigations are proposed for high negative social effects during operation?	No mitigations are proposed to address the operational, high negative effects of severance, reduced property access from right-hand turn restrictions, and loss of car parking
SIA 6	Within the Urban and Landscape Design Management Plan, there are several good references to cycle and pedestrian movements and one reference to 'road crossings.' There is nothing specific about "mid-block corridor crossings" in sections 13(e)(i), 13(e)(ii), 13(e)(iii); or 13(g)(iii)G. Are you able to confirm if the General Conditions will include reference to cross-corridor mid-block crossings?	Providing surety of this level of detail would support the findings of the Urban Design Evaluation which has identified the need for cross corridor permeability in several sites that are not intersections.
SIA 7	In the Assessment of Traffic Noise Effects, can you explain why building modification is not proposed for protected premises and facilities which are assessed to receive Category C traffic noise during operation?	A small number of PPFs remain exposed to Category C noise from road traffic after modelling with low-noise road seal. Noise barriers are discussed as a potential mitigation but are unlikely to work for most elevated premises or those with driveway access. Building mitigation is not recommended despite being mentioned as an option on page 15 of the Traffic Noise Assessment. Yet building mitigation is proposed in the General Conditions?
	Construction and Operational Noise and Vibration	
	Information request	Rationale
	No Further Information Request on Construction and Operational Noise and Vibration	

10 February 2023

Te Tupu Ngātahi
Supporting Growth
PO Box 105218
Auckland 1143

Trevor Mackie
Auckland Council
135 Albert Street,
Auckland
Private Bag 92300, Auckland 1142

Issued via email: mackiet@xtra.co.nz and david.wong@aucklandcouncil.govt.nz

Dear Trevor

Re: Response to request for further information in accordance with section 92 of the Resource Management Act 1991 for the Airport to Botany Rapid Transit Project.

We refer to your letter of 31 January 2023 requesting further information under section 92 of the Resource Management Act 1991 (RMA) in relation to the Notices of Requirement by Auckland Transport for four designations (NoRs 1 – 4a) and the Notice of Requirement by Waka Kotahi NZ Transport Agency (Waka Kotahi) for an alteration to Designation 6717 (NoR 4b).

This letter contains the response to each request. For ease of reference, the following table includes the request and the relevant response. Where appropriate, reference has been made to the relevant lodgement documentation that should be read in conjunction with a response.

In preparing this response, Auckland Transport and Waka Kotahi have updated some proposed conditions that were submitted with the Notices of Requirement. Appendix A contains the updated conditions in track changes. We welcome further discussion with Council on appropriate conditions in due course.

As per Section 1.2.3 of the AEE, the Requiring Authorities have previously requested public notification of the Notices of Requirement for the Airport to Botany Rapid Transit Project. As agreed, the Requiring Authorities request that public notification proceeds on Friday 10 March.

If you have any queries regarding the information contained in this response, please do not hesitate to get in contact.

Yours sincerely



Adam Jellie
Airport to Botany – AEE Lead

Response to s92 request for further information

Ref	Request	Response
Arboriculture		
1	<p>Please provide an assessment of the tree carbon sequestration that will need to be provided in mitigation of the proposed tree removals, within a more detailed calculation of the ecosystem services that will need to be replaced. This will assist in determining the tree species and numbers of replacement trees required, although ecosystem services are not the only mitigation function to be provided by the new trees.</p> <p><i>Rationale: This will assist in determining the tree species and numbers of replacement trees required, although ecosystem services are not the only mitigation function to be provided by the new trees.</i></p>	<p>Given the timeframes for construction (approx. 15 years) and the current route protection stage of the Project, it is not considered appropriate to apply a tree carbon sequestration calculation at this stage.</p> <p>The Project Team arborist notes that this an evolving area of tree mitigation and any calculations and methodology would likely be superseded by the time construction works for the Project have commenced. As such a Tree Management Plan is proposed to address replacement planting for the Project.</p>
Urban Forest Arborist		
2	<p>Please provide more description of mitigation planting that will be provided by the ULDM. As it will be mitigation, the typical plant (tree) species and distribution and intensity of planting need to be provided as objectives of the ULDM, so that certification of that final design management plan is not a further consent.</p> <p><i>Rationale: As it will be mitigation, the typical plant (tree) species and distribution and intensity of planting need to be provided as objectives of the ULDM, so that certification of that final design management plan is not a further consent.</i></p>	<p>Given the timeframes for construction (approx. 15 years), the Project Team does not consider it is appropriate to specify the typical tree species, distribution and intensity of planting in the Urban and Landscape Design Management Plan (ULDM) objectives. This approach provides the opportunity for Manawhenua to be involved as partners in the selection and supply of tree species for the Project, closer to the time of construction.</p> <p>On that basis, the Requiring Authority does not consider amendments to the ULDM are appropriate.</p>
3	<p>Please provide further information about how to ensure retained council trees would tolerate the anticipated level of disturbance associated with the proposed works.</p> <p><i>Rationale: This could possibly be achieved by offering a condition requiring a Tree Protection Management Plan.</i></p>	<p>This matter is provided for in the proposed Tree Management Plan condition.</p>
4	<p>Please provide further information about increasing the replacement planting ratio.</p> <p><i>Rationale: Planting of approximately 2000 trees will not sufficiently mitigate the removal of 1,150 trees identified as warranting mitigation. Given that most trees have reached maturity, and to replace canopy cover more swiftly, a target for replacement planting for the mature trees that are proposed to be removed should be at a 4:1 ratio, rather than the 2:1 originally proposed. Council has an Urban Ngahere Strategy 2019 and responsibilities under the Climate Change Response Act</i></p>	<p>Given the timeframes for construction (approx. 15 years) and the current route protection stage of the Project, it is not considered appropriate to apply a calculation at this stage.</p> <p>As set out in the proposed conditions, the Tree Management Plan requires confirmation that the trees that are currently identified remain in place at the time of construction. We consider that it is appropriate to consider replacement planting and ratio at that time, based on the number and species of trees that exist prior to the construction of the Project.</p>

Ref	Request	Response
Stormwater and Flooding		
5	<p>Please provide further information on why Condition 10 should not be amended to achieve better stormwater management and flooding outcomes. Healthy Waters is recommending Condition 10 as follows (additions <u>underlined</u>, deletions strike through):</p> <p>(a) The Project shall be designed to achieve the following flood risk outcomes:</p> <ul style="list-style-type: none"> (i) no increase in <u>1% AEP</u> flood levels for existing authorised habitable floors that are already subject to flooding <u>or with a freeboard of less than 150mm</u>; (ii) no more than a 10% reduction in freeboard in <u>1% AEP event</u> for existing authorised habitable floors <u>with a freeboard of over 150mm</u>; (iii) no increase of more than 50mm in <u>1% AEP</u> flood level on land zoned for urban or future urban development where there is no existing dwelling; (iv) <u>no increase in 10% AEP flood levels for existing authorised habitable floors that are at risk of flooding</u>; (v) no new flood prone areas; (vi) <u>no increase in flood hazard (defined as flow depth times velocity) for main access to existing authorised habitable dwellings that are already classified as significant hazard; and</u> (vii) <u>for areas with other hazard classifications</u>, no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project <u>10 year</u> & 100 year ARI flood levels (for Maximum Probable Development land use and including climate change).</p> <p>(c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.</p> <p><i><u>Rationale:</u> No justification has been provided for why a lesser standard of stormwater and flooding management should apply to these NoRs</i></p>	<p>The Requiring Authorities do not consider that any amendments are required to the proposed condition. A meeting has been scheduled with the Healthy Waters team to discuss and seek clarification on the proposed amendments. An update following the meeting will be provided to the Auckland Council processing team.</p>

Ref	Request	Response
Urban Design		
6	<p>What is the time frame for preparation of an Urban and Landscape Design Management Plan?</p> <p><i>Rationale: Lisa Mein (Council – Urban Design) notes preparation of an ULDMP for all NoRs is recommended within the Urban Design Evaluation and reiterated in the AEE, and supports this. However, there is no detail on likely timeframe. In the absence of a timeframe, could we have a condition of consent requiring this and including the urban design outcomes and opportunities outlined within the UDE?</i></p>	<p>As set out in the proposed designation conditions, the Urban and Landscape Design Management Plan (ULDMP) will be prepared prior to the start of construction. Manawhenua will be invited to participate in the development of the ULDMP at least 6 months prior to the start of detailed design.</p>
7	<p>Why no station at Memorial Drive? (NoRs 4a and 4b)</p> <p><i>Rationale: Lisa Mein (Council – Urban Design) had previously recommended consideration be given to additional stations at Rongomai Park and Manukau Memorial Gardens. She accepts that Rongomai can be served by the stations at Ormiston Town Centre and Dawson Road as it is located between these. She notes the UDE identifies an opportunity for a future station location at Memorial Gardens and supports this, however would like to see rationale for why no station at Memorial Gardens at this stage, particularly in light of the proposed alignments of NoRs 4a and 4b at SH20B and array of likely future land uses in the surrounding locality.</i></p>	<p>Station locations along the Project corridor have been considered through a previous business case process. Generally, proposed Bus Rapid Transit (BRT) stations along the corridor are equidistant, separated by walkable catchments and located at major intersections.</p> <p>Appendix A of the AEE provides an overview of the consideration of station locations. A station at Manukau Memorial Gardens was looked at, however, based on the existing and planned low density land uses in the area, it was considered that a local bus service would better serve the catchment.</p> <p>Notwithstanding this, if there is a need for a station at Manukau Memorial Gardens in the future, there is sufficient width within the proposed designation boundaries to provide for a BRT station in this location.</p>
8	<p>Please provide more detail on the properties highlighted in blue/red on the General Arrangement Plans.</p> <p><i>Rationale: It is assumed from the legend that these properties will be acquired/purchased for raingardens/stormwater ponds, but would appreciate further clarity as these will have impacts on the surrounding built environment.</i></p>	<p>Section 6.4 of the AEE sets out the approach to stormwater management for the Project. The proposed stormwater infrastructure required for the Project will be further developed through future consenting and detailed design.</p> <p>The proposed Urban and Landscape Design Management Plan (ULDMP) condition requires that the ULDMP provide details of how the Project is designed to integrate with the adjacent urban and landscape context.</p> <p>Clause (g) of the proposed ULDMP condition also requires that the ULDMP include landscape and urban design details that cover landscape treatment of permanent stormwater infrastructure.</p>
9	<p>Will there be pre-conditions for Universal Access and CPTED audits?</p> <p><i>Rationale We note safety is one of the principles (2.5) and universal access is highlighted within the UDE in addition to CPTED. It would be good to understand whether there are proposed conditions requiring these outcomes and if not, why not?</i></p>	<p>Universal access and CPTED considerations are specific matters referenced in the proposed Urban and Landscape Design Management Plan condition – clauses (e)(iii) and (e)(iv).</p>
10	<p>There does not appear to have been any response to earlier Urban Design feedback about opportunities to support a sense of place – firstly for mana whenua, but also acknowledging other communities that have lived in South Auckland for several generations.</p> <p><i>Rationale: Ms Mein (Council – Urban Design) thoroughly supports Mana Whenua being actively involved in every stage of the project, and opportunities to bring their cultural narratives to the fore. However, there are other ethnicities</i></p>	<p>The overall project traverses several areas of significant cultural value to Manawhenua. As such, Manawhenua have been actively involved through the development of the NoR documentation and the proposed conditions. This provides for the ongoing partnership between Manawhenua and the Requiring Authorities through future phases of the Project.</p> <p>Engagement with other communities adjacent to the corridor has occurred through the NoR phase and in particular through the development of the Social Impact Assessment (refer to Appendix D). Opportunities for other communities to inform the future development of the Project is provided through the Stakeholder Communication and Engagement Management Plan (SCEMP) and the Development Response Management Plan (DRMP).</p>

Ref	Request	Response																								
	<i>who have well-established communities in South Auckland and should also recognise themselves in aspects of the corridor (as opposed to only Maori and European built environment). Where in the material are the opportunities for Pacific Island communities and South Asian communities (for example) to shape the environment around the corridor and see their “faces” in these places?</i>																									
11	<p>Please provide more detail on the impact of the Puhinui Road bridging up to Puhinui Station concourse on the residential dwellings adjoining the corridor.</p> <p><i>Rationale: Detail on this is sparse, in particular why the NoR designation boundary misses out some of the properties between Puhinui Road and Bridge Street that will be adversely affected.</i></p>	<p>The effects associated with the proposed BRT bridge are set out in Sections 9.5.1 and 9.5.2 of the AEE and Appendix C of the AEE. The proposed designation boundaries have been informed by the area required for the construction, operation, maintenance and mitigation of the Project.</p> <p>Some properties between Puhinui Road and Bridge Street are not within the proposed designation boundary as the Requiring Authority does not consider that these properties are reasonably necessary to achieve the objectives for which the designation is sought.</p>																								
12	<p>Please provide more detail on the future access for those properties within the “integrated lane”.</p> <p><i>Rationale: The access of these properties will be affected during construction, but also potentially after. More detail and offered conditions of consent for mitigation would be helpful.</i></p>	<p>It is proposed that access for properties within the proposed 'integrated lane' will be retained throughout the construction and operation of the Project. The Requiring Authority does not consider any further amendments are required to the proposed conditions.</p>																								
13	<p>What is the proposed edge condition for properties adjoining cut or fill batters?</p> <p><i>Rationale: This will affect residential properties in particular. More detail and offered conditions of consent for mitigation would be helpful.</i></p>	<p>Clause (g) of the proposed Urban and Landscape Design Management Plan (ULDMP) condition requires that the ULDMP include road design details including how the carriageway gradient and associated earthworks interface with adjacent land uses. Therefore, the Requiring Authority does not consider any further amendments are required to the proposed conditions.</p>																								
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14	<p>Please provide a mitigation, enhancement and compensation assessment against the loss of open space or existing assets as a primary recreation function.</p> <p><i>Rationale: Under section 6.1, p34 of the AEE the RA explains the purpose of the designation and that final re-alignment will be determined through appropriate reinstatement of walkways, driveways and landscaping where necessary. This is supported by their urban design report and landscaping assessment. While the applicant has offered an urban design assessment and landscaping assessment and consequential management plans, the applicant has not provided a mitigation, enhancement and compensation assessment against the loss of open space or existing assets as a primary recreation function where permanent land take is proposed. There is no other assessment provided as to why they are proposing to take permanent land take other than protecting the function and maintenance of the proposed NoR</i></p>	<p>The table below sets out the parks and their reserve classification within the proposed designation boundaries:</p> <table border="1"> <thead> <tr> <th>NoR</th> <th>Reserve/Park name</th> <th>Zone</th> <th>Address</th> <th>Classification (Reserves Act)</th> <th>Approximate area within designation (m²)</th> </tr> </thead> <tbody> <tr> <td>NoR 1</td> <td>Kellaway Drive Reserve</td> <td>Open Space – Informal Recreation Zone</td> <td>20R Kelvin Hart Dr East Tamaki</td> <td>No classification</td> <td>3,811</td> </tr> <tr> <td>NoR 1</td> <td>-</td> <td>Open Space – Informal Recreation Zone</td> <td>310 Te Irirangi Dr Clover Park 303 Te Irirangi Dr Clover Park</td> <td>Flood Protection Purpose (PWA) Land acquired for severance (PWA)</td> <td>6,807</td> </tr> <tr> <td>NoR 1</td> <td>Sancta Maria Ponds</td> <td>Open Space – Informal Recreation Zone</td> <td>2 Stancombe Rd Flat Bush 336R Chapel Rd Flat Bush</td> <td>Not classified in part Recreation Local purpose (Drainage) reserve</td> <td>586</td> </tr> </tbody> </table>	NoR	Reserve/Park name	Zone	Address	Classification (Reserves Act)	Approximate area within designation (m ²)	NoR 1	Kellaway Drive Reserve	Open Space – Informal Recreation Zone	20R Kelvin Hart Dr East Tamaki	No classification	3,811	NoR 1	-	Open Space – Informal Recreation Zone	310 Te Irirangi Dr Clover Park 303 Te Irirangi Dr Clover Park	Flood Protection Purpose (PWA) Land acquired for severance (PWA)	6,807	NoR 1	Sancta Maria Ponds	Open Space – Informal Recreation Zone	2 Stancombe Rd Flat Bush 336R Chapel Rd Flat Bush	Not classified in part Recreation Local purpose (Drainage) reserve	586
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		NoR 1	Medvale Ave Reserve	Open Space – Informal Recreation Zone Open Space – Conservation Zone	51R Medvale Ave Flat Bush	Recreation Local Purpose (Drainage) reserve	367
		NoR 2	Orlando Reserve	Open Space – Informal Recreation Zone	125R Te Irirangi Dr Clover Park	Local purpose (amenity) reserve	2,825
		NoR 2	Manukau Sports Bowl	Open Space – Informal Recreation Zone Open Space – Sport and Active Recreation Zone	19R Boundary Rd Otara 1 Boundary Rd Otara	Recreation	17,391
		NoR 2	Hayman Park	Open Space – Informal Recreation Zone	15R Davies Ave Manukau	No classification	3,091
		NoR 2	Puhinui Domain	Open Space – Informal Recreation Zone	50R Plunket Ave Manukau	Drainage purpose Recreation Utility reserve	17,004
		<p>Engagement with Auckland Council Community Facilities has been ongoing throughout the development of the AEE and will continue post lodgement.</p> <p>It is anticipated that the outcomes of these discussions will be subject to some form of formal agreement between the various parts of Auckland Council involved.</p> <p>We intend to update the Auckland Council processing team on these discussions in advance of the hearing and preferably in advance of the release of the initial s42A report.</p> <p>Notwithstanding the above, one outcome of discussions to date is an agreed revision to the proposed Network Utility Operators condition to include specific reference to Auckland Council and park facilities:</p>					

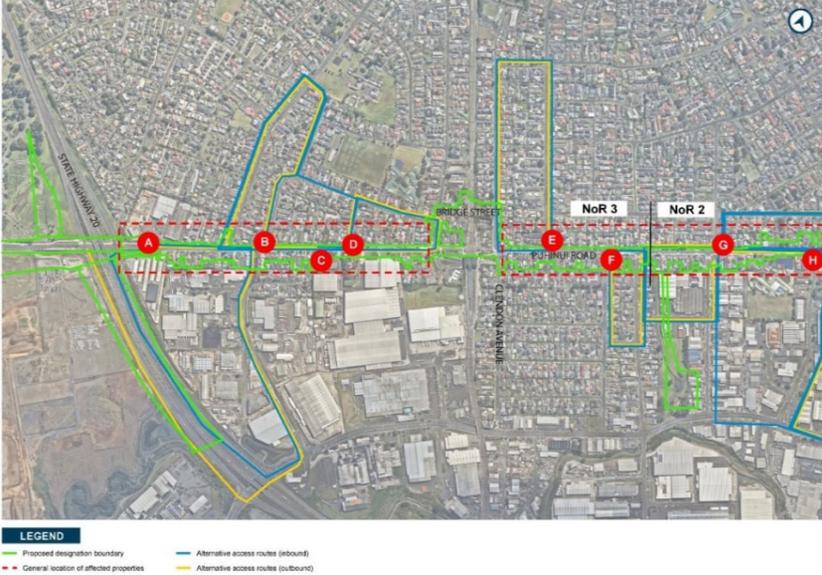
Ref	Request	Response
16	<p>Please provide and address an assessment against the loss of open space or recreational assets or proposed mitigation in existing nearby parks to compensate for value and amenity and service provision loss.</p> <p><i>Rationale: All matters which are considered relevant under the Public Works Act, the Reserves Act, the NPSUD, the Auckland Unitary Plan and the AUP, other than acquisition. The loss of open space within an existing urban fabric must be compensated for land elsewhere. There is no space to acquire additional open space in areas increasing in density and intensification. It is essential to protect and enhance the existing open space where it is being affected. All these reserves have been registered as having a primary function of recreation.</i></p>	<p>Network Utility Operators (Section 176 Approval)</p> <p>(a) Prior to the start of Construction Works, Network Utility Operators (including Auckland International Airport Limited) and Auckland Council with existing infrastructure and/or park facilities located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities and/or park facilities necessary for the on-going provision or security of supply of network utility and/or park facility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities and/or park facilities in the same location with the same or similar effects as the existing utility and/or facility. <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
17	<p>Please provide an assessment against The Reserves Act 1977, the reserve management plans and / or any master plans prepared for the affected reserves.</p> <p><i>Rationale: The reserve management plans govern the uses that are allowed to take place on each type of reserve, what cannot take place in reserves, and the procedures that must be adhered to concerning any business regarding reserves. The relationship of the Reserves Act to the Resource Management Act is a complementary one. Together the Acts operate a dual mechanism for the protection and management of land classified as reserve land under the Reserves Act. The Resource Management Act sets the legal basis for the associated district plan in managing the effects on the environment of activities taking place on public open space zones. While the Reserves Act ultimately determines the types of uses appropriate for those public open space areas that are classified under the Reserves Act, the purpose and principles of the Resource Management Act must guide all environmental policy and management. In doing so consideration must be given to any proposed master plans for existing open spaces, the function and purpose of the open spaces, their management plans and strategies prepared under other Acts.</i></p>	
18	<p>Please provide, with respect to open spaces where there are major sport events, an assessment or understanding of the play time of the clubs on the sport fields, the use of parking facilities during the construction phases, if the construction will alter the play time and whether they have proposed alternative sites while the parking and accessibility are affected.</p> <p><i>Rationale: The Requiring Authority has only provided the proposal for construction management plans with the purpose of continuous accessibility/ alternative accessibility.</i></p>	<p>Given the timeframes for construction (approx. 15 years), the Project Team does not consider it is appropriate to assess the existing use of the parks facilities to inform the proposed construction management approach. Engagement with park users will occur during the delivery phase.</p> <p>The Requiring Authorities have made amendments to the proposed Stakeholder Communication and Engagement Management Plan (SCEMP) condition to clarify this as follows:</p> <p>(a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations 18 months prior to the Start of Construction for a Stage of Work. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with prior to and throughout the Construction Works. To achieve the objective, the SCEMP shall include:</p> <ol style="list-style-type: none"> 1. ... (iv) a list of stakeholders, organisations (such as community groups, organisations facilities) and businesses who will be engaged with; ...
19	<p>Please provide details of consultation and engagement with the sports clubs using the reserves and their carparking areas.</p> <p><i>Rationale: The Manukau Sports Bowl and Rongomai Sports Park will have various clubs facilitating the parks facilities through lease agreements utilising parking facilities and accessibility. It is not clear if the applicant has consulted</i></p>	<p>Access to parks will be maintained through the construction and operation of the Project. These are specific matters addressed in the proposed Stakeholder Communication and Engagement Management Plan and the Construction Traffic Management Plan.</p>

Ref	Request	Response
	<p>these various sports clubs on the use of the parking spaces. Club members often drive with cars from far away. These club groups will directly be affected by both the construction period and permanent land take. We cannot tell if the integrated transport assessment addresses the utilisation of these car parks during massive sport events, the amount of car parks that have been approved and anticipated for under the management plan and what the proposal is for mitigating or proposing alternatives to park.</p>	
Historic Heritage / Archaeology / Notable Trees		
20	<p>Two of the trees proposed for removal in the Airport to Botany proposal are scheduled Notable trees. Please provide an assessment of why the route alignment or design cannot be changed to avoid the removal of those two trees</p> <p><i>Rationale: The application documents do not adequately justify the removal of these two trees, and nor do they show the alternatives considered which could enable their retention. In addition, AEE page 51, Figure 13 the flowering gum (proposed for destruction) is not shown as a green triangle, when it is.</i></p>	<p>As set out in Appendix B of the AEE, the trees are in varying degrees of health:</p> <ul style="list-style-type: none"> - The Notable Magnolia tree is in good visual health, but its optimal structure has been heavily modified due to frequent pruning to clear the adjacent powerlines. This has resulted in an upright, largely one-sided canopy form with several pruning wounds and pockets of decay visible near the base of the tree. This ongoing pruning has likely to have reduced the tree's long term structural health and longevity. - The Notable Flowering Gum tree is currently in good visual health. However, some structural concerns were noted. The structural issues identified are a result of heavily weighted limbs and cambial cracking due to wind loading stresses. These have been managed to some degree by periodic limb reduction and canopy management. <p>Careful consideration has been given to retaining the notable trees in their current location. It was noted that locating general vehicle lanes and/or walking and cycling facilities in close proximity to the notable trees would curtail the future growth of both trees and/or potentially require significant trimming to provide sufficient clearance.</p> <p>The proposed TMP condition requires that measures to avoid, remedy or mitigate any effects on trees, including notable trees within the proposed designation boundary are demonstrated through the design and location of project works.</p>
Transport		
21	<p>Please revise the Assessment of Transport Effects (ATE) and Assessment of Environmental Effects (AEE) to fully consider transportation effects during the construction phase.</p> <p><i>Rationale: The Assessment of Transport Effects (ATE) and Assessment of Environmental Effects (AEE) clarify that assessment of the NoRs is based around a 'no project' scenario versus 'full build out' scenario. However, this does not take account of the interim period for construction, estimated to be some 4 to 6 years, during which time intersections will be reconfigured with reduced capacity and parking will be removed, but without the benefit of the BRT route in operation, to provide relief to traffic and parking pressures. Indeed, the ATE's assessments for both network operation and parking removal rely upon modal shift to the new BRT route in order to counter such adverse effects.</i></p>	<p>The preparation of a Construction Traffic Management Plan (CTMP) is required as part of the proposed conditions. The objective of the CTMP is to manage adverse construction traffic effects as far as practicable. We do not consider that additional analysis is appropriate to understand the construction traffic effects at this stage. This is on the basis that timeframes for construction (approx. 15 years) and the likely change in traffic patterns, bus services, adjacent land use, impacts of wider projects and policies and the specific construction methodology. Any mitigatory measures to manage adverse construction traffic effects will be appropriately addressed through the CTMPs.</p>

Ref	Request	Response
	<p><i>With regards to the NoR relating to the 'full build out' scenario, consideration should be given to mitigatory measures which are required for the construction phase. Examples of mitigatory measures could perhaps include travel planning measures or temporary park and ride operations, such as was implemented for Phase 1 of AMETI.</i></p>	
22	<p>Network Performance – Mitigatory Measures to parts of adjoining road network with Significantly Poorer Levels of Service</p> <p>Please provide further detail in relation to identified opportunities for mitigation to the adverse road network effects identified in Section 5.9 of the Assessment of Transport Effects – or else confirmation that no such opportunities have been identified to address certain locations with poor Levels of Service.</p> <p><i>Rationale: While the ATE report refers to some potential bus priority measures around the southern fringe of Manukau, it remains silent on potential mitigatory measures for other notable 'hotspots', including:</i></p> <ul style="list-style-type: none"> • Great South Road / Ronwood Avenue • Puhinui Road / Plunket Avenue • SH20B / Campana Road <p><i>There needs to be further discussion on options to mitigate adverse traffic effects, or else justification for why no mitigation has been identified.</i></p>	<p>Mode shift towards public transport is a key outcome of the Project. Modal priorities are expected to change over time with less priority given to general traffic flow. In this regard, the future operating environment is anticipated to tolerate increased delay and queuing for general traffic, at certain intersections, at certain times.</p> <p>It is acknowledged that general traffic delays do increase for some locations, however the overall travel time reduces as a result of the Project, given the provision of other mode choices (BRT and walking and cycling).</p> <p>With regards to the specific intersections, it is noted that:</p> <ul style="list-style-type: none"> - The SH20B / Campana Road intersection, along with the ramp meters on the SH20B ramp play an important role in the SH20B/SH20A/SH20 network, managing flows around this 'triangle'. Future forecast general traffic demand in this location is close to the capacity of the wider motorway network and therefore, these locations are used to balance flows and assist the network to operate as efficiently as possible. - The Puhinui Road / Plunket Avenue intersection will be converted from a priority-controlled intersection to a signalised intersection which will naturally result in increased delay / queuing from the signal operation. However, signals will significantly improve safety provisions at this intersection for active modes as well as general traffic, while enabling public transport priority necessary for BRT operation. - Intersections located within Central Manukau will generally give the highest priority to other modes such as walking, cycling and public transport. As such delay and queuing to cars is to be expected but has been considered within the context of the enhanced safety, access and efficiency provided to those other modes.
Social Impact Assessment		
23	<p>Please provide a description of how the NoR3 northern-side cycle and walking facility is proposed to safely link to the NoR 4a/b southern-side only cycle and walking facility</p> <p><i>Rationale: The plans don't clearly show the link between the cycle facilities on the northern side of Puhinui Road and the southern side of SH20B</i></p>	<p>The figures below illustrate the connection of walking and cycle facilities between NoR 3 and NoRs 4a and 4b. There is an existing shared path on the northern side of SH20B (see aerial image). No changes are proposed to this as part of the Project.</p>

Ref	Request	Response
		<p>DESIGNATION 6717</p> <p>Existing shared path recently constructed on</p> <p>2600 2700 2800 2900 3000 3100 3200 3300</p> <p>SH 20B</p> <p>WAKA KOTAHI DESIGNATION 6717</p> <p>Walking and cycling route between Puhinui Road (northern side) and SH20B (southern side)</p> <p>Pedestrian / cycle crossing points</p> <p>TIE IN WITH SOUTH WESTERN HWY</p> <p>SOUTH</p> <p>DESIGNATION 6718</p>

Ref	Request	Response
24	<p>When considering parking (both on-site and on-street) and loss of property access, did the wider project team or SIA engagement collect data from directly affected businesses, residents and users to inform the assessment?</p> <p><i>Rationale: To understand the level of community input into the assessment of potential effects</i></p>	<p>Both on-street and on-site parking were discussed through engagement. This included discussions with landowners and businesses. In these discussions, the Project Team noted that some on-site parking impacts would be temporary to provide for the construction of the Project. However, it was noted that there would also be permanent impacts to on-site parking.</p> <p>The proposed conditions provide for ongoing discussions with the stakeholders, community groups and organisations to communicate timeframes and manage the impacts of construction on identified businesses.</p> <p>Given the timeframe for construction (approx. 15 years), the provision of specific on-street car parking will be determined on a case-by-case basis at the future detailed design stage.</p>
25	<p>For each proposed mitigation strategy within the SIA, please describe the thinking behind why the General Conditions listed in Form 18, NoR documents do not include the SIA's proposed mitigation strategies? These include Community Wellbeing, Social Outcomes, Good neighbour, and respite and relocation.</p> <p><i>Rationale: Many of the potential effects were assessed as high. To mitigate, a strong mix of mitigations will be required and several potential options recommended by the SIA team have not been included in the Project</i></p>	<p>The recommendations in the Social Impact Assessment are integrated across the proposed conditions and are intended to be read as whole.</p> <p>For example:</p> <ul style="list-style-type: none"> - Matters raised in the community wellbeing recommendation have been included in the proposed Project Information condition. In addition, independent support is currently available to landowners and will remain in place until construction of the Project is completed. - Respite and relocation are matters covered through the Construction Environmental Management Plan and provided for in the Construction Noise and Vibration Management Plan. <p>With regard to the social outcomes strategy recommendation, it is noted that the scope of this strategy is broader than the Project and is an evolving workstream that the Requiring Authorities are actively reviewing.</p>
26	<p>What effective mitigations are proposed for the loss of parking (on-street and on-site) and changes in access to properties, both business and residential during construction?</p> <p><i>Rationale: The loss of parking and changes to property access are considered to have a high impact (SIA, Appendix E), however there appears to be no mitigation available to these effects in the SCEMP or DRMP within the NoR General Conditions</i></p>	<p>As set out above, some on-site parking will be temporarily impacted to provide for the construction of the Project. On-site parking that is permanently impacted by the Project will be addressed as part of the acquisition and compensation process under the Public Works Act 1981 (PWA) which will commence during detailed design.</p> <p>With regard to the access, the proposed Stakeholder Communication and Engagement Management Plan (SCEMP) condition requires that the methods and timing to engage with landowners whose access is directly affected is set out in the SCEMP.</p> <p>Given the timeframe for construction (approx. 15 years), the provision of specific on-street car parking will be determined on a case-by-case basis at the future detailed design stage.</p>
27	<p>What effective mitigations are proposed for high negative social effects during operation?</p> <p><i>Rationale: No mitigations are proposed to address the operational, high negative effects of severance, reduced property access from right-hand turn restrictions, and loss of car parking</i></p>	<p>As set out in Appendix A of the AEE, there are several areas along the Project where right-turn access is restricted due to existing solid medians (for example, Te Irirangi Drive, Manukau Central). It is recognised that all movements are possible at access points within NoR 3. The Project will restrict these movements to left turn in and left turn out. However, the local residential side street pattern and general road network in the surrounding area, is such that there are alternative routes and the increase in expected travel distance is no more than 2.5 km (refer to Figure 1 and 2 below). Over time it is considered that residents will adjust their travel patterns to access their properties using a left turn in/left turn out configuration.</p>

Ref	Request	Response
		 <p>Figure 1: Alternative route summary 1</p>  <p>Figure 2: Alternative route summary 2</p> <p>With regard to the loss of car parking, given the timeframe for construction (approx. 15 years), the provision of specific on-street car parking will be determined on a case-by-case basis at the future detailed design stage.</p>
28	<p>Within the Urban and Landscape Design Management Plan, there are several good references to cycle and pedestrian movements and one reference to 'road crossings.' There is nothing specific about "mid-block corridor crossings" in sections 13(e)(i), 13(e)(ii), 13(e)(iii); or 13(g)(iii)G. Are you able to confirm if the General Conditions will include reference to cross-corridor mid-block crossings?</p>	<p>The proposed Urban and Landscape Design Management Plan sufficiently provides for cross corridor movement. The designation boundaries also provide sufficient width to accommodate mid-block crossings across the Project corridor. On this basis, the Requiring Authority does not consider any further amendments are required to the proposed conditions.</p>

Ref	Request	Response
	<p><i>Rationale: Providing surety of this level of detail would support the findings of the Urban Design Evaluation which has identified the need for cross corridor permeability in several sites that are not intersections</i></p>	
29	<p>In the Assessment of Traffic Noise Effects, can you explain why building modification is not proposed for protected premises and facilities which are assessed to receive Category C traffic noise during operation?</p> <p><i>Rationale: A small number of PPFs remain exposed to Category C noise from road traffic after modelling with low-noise road seal. Noise barriers are discussed as a potential mitigation but are unlikely to work for most elevated premises or those with driveway access. Building mitigation is not recommended despite being mentioned as an option on page 15 of the Traffic Noise Assessment.</i></p> <p><i>Yet building mitigation is proposed in the General Conditions?</i></p>	<p>As set out in Appendix H of the AEE, no specific traffic noise mitigation has been identified beyond low noise road surface.</p> <p>The conditions provide for mitigation options to be considered and refined closer to construction, when detailed design has been developed. Any PPFs receiving noise levels within Category C following the installation of structural mitigation (i.e. low noise road surface and barriers where appropriate), will need to be assessed in relation to their internal noise level as is required by the proposed conditions.</p>

Appendix A – Updated conditions

**NOTICES OF REQUIREMENT FOR THE AIRPORT TO BOTANY BUS RAPID TRANSIT PROJECT
(NoRs 1 to 4a)**

Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans and CNVMP Schedules	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. A material change to a management plan or CNVMP Schedule shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received. (c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use.
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 24.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
DRMP	Development Response Management Plan
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018.
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments); • archaeological site investigations; • formation of access for geotechnical investigations; • establishment of site yards, site entrances and fencing; • constructing and sealing site access roads;

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	<ul style="list-style-type: none"> • demolition or removal of buildings and structures; • relocation of services; and • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
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 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.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
Mana Whenua	<p>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 engaged in the Airport to Botany Bus Rapid Transit Project:</p> <ul style="list-style-type: none"> • Te Ākitai Waiohū • Ngāi Tai ki Tamaki • Ngāti Te Ata Waiohū • Ngāti Whanaunga • Ngāti Tamaoho • Ngāti Paoa Trust Board • Te Ahiwaru • Ngāti Tamaterā • Ngāti Maru <p>Note: other iwi not identified above may have an interest in the Project and should be consulted.</p>
MWPF	Mana Whenua Partnership Forum
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NUMP	Network Utilities Management Plan
NOR	Notice of Requirement
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.

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Pre-Project development	Existing site condition prior to the Project (including existing buildings and roadways).
Post-Project development	Site condition after the Project has been completed (including existing and new buildings and roadways).
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 and Experienced Person	A person (or persons) person who can provide sufficient evidence to demonstrate their suitability and competence.
ULDMP	Urban and Landscape Design Management Plan

NoR No.	No.	
General Conditions		
NoRs 1, 2, 3 and 4a	1.	<p>Activity in General Accordance with Plans and Information</p> <p>(a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1.</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; and (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.
NoRs 1, 2, 3 and 4a	2.	<p>Project Information</p> <p>(a) A project website, or equivalent virtual information source, shall be established within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) <u>the implications of the designation for landowners, occupiers and business owners and operators within the designation;</u> (v) a subscription service to enable receipt of project updates by email; and (vi) how to apply for consent for works in the designation under section 176(1)(b) of the RMA. <p>(b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</p>
NoRs 1, 2, 3 and 4a	3.	<p>Designation Review</p> <p>(a) The Requiring Authority shall within 6 months of Completion of Construction or as soon as otherwise practicable:</p> <ul style="list-style-type: none"> (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
NoRs 1, 2, 3 and 4a	4.	<p>Lapse</p> <p>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.</p>
NoRs 1, 2, 3 and 4a		<p>Te Ākitai Waiohū – Southwest Gateway Programme</p> <p>The Requiring Authority acknowledges Te Ākitai Waiohū 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.</p>
NoRs 1, 2, 3 and 4a	6.	<p>Network Utility Operators (Section 176 Approval)</p> <p>(a) Prior to the start of Construction Works, Network Utility Operators (including Auckland International Airport Limited) and Auckland Council with existing</p>

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		<p>infrastructure and/or park facilities located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities and/or park facilities necessary for the on-going provision or security of supply of network utility and/or park facility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities and/or park facilities in the same location with the same or similar effects as the existing utility and/or park facility. <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
NoRs 1, 2, 3	7.	<p>Property Management</p> <p>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.</p>
Pre-construction Conditions		
NoRs 1, 2, 3 and 4a	8.	<p>Outline Plan</p> <ul style="list-style-type: none"> (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 all management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include: <ul style="list-style-type: none"> (i) Network Utilities Management Plan; (ii) Construction Environmental Management Plan; (iii) Construction Traffic Management Plan; (iv) Construction Noise and Vibration Management Plan; (v) Urban and Landscape Design Management Plan; (vi) Historic Heritage Management Plan; (vii) Ecological Management Plan; and (viii) Tree Management Plan.
NoRs 1, 2, 3 and 4a	9.	<p>Management Plans</p> <ul style="list-style-type: none"> (a) Any management plan shall: <ul style="list-style-type: none"> (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified and Experienced 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: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation;

TRACKED CHANGES

		<ul style="list-style-type: none"> (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; and (iii) if there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision. (c) Any material changes to the SCEMPs are to be submitted to the Council for information.
<p>NoRs 1, 2, 3 and 4a</p>	<p>10.</p>	<p>Mana Whenua Partnership</p> <ul style="list-style-type: none"> (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 Partnership Forum (MWPF). The objective of the MWPF is to provide a forum for Mana Whenua to participate as partners in all phases of the Project. To achieve the objective, the MWPF shall address (as a minimum) the following matters: <ul style="list-style-type: none"> (i) how Mana Whenua will provide input into the design of the Project. For example: <ul style="list-style-type: none"> 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 style="list-style-type: none"> 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 produce a record of the Mana Whenua Partnership Forum. The record of the MWPF shall be provided to Mana Whenua and shall include (but not be limited to): <ul style="list-style-type: none"> 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 MWPF 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

		<p>structures. Noting there may be formal statutory processes outside the project required in any decision-making.</p> <p>(c) The MWPF shall continue to meet for at least six months following the Completion of Construction or as agreed with Mana Whenua.</p>
NoRs 1, 2, 3 and 4a	11.	<p>Stakeholder Communication and Engagement Management Plan (SCEMP)</p> <p>(a) A SCEMP shall be prepared <u>in consultation with stakeholders, community groups and organisations</u> 18 months prior to the Start of Construction for a Stage of Work. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with prior to and throughout the Construction Works. To achieve the objective, the SCEMP shall include:</p> <ul style="list-style-type: none"> (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) details of opportunities to strengthen the relationship between Mana Whenua, key stakeholders and the wider community; (iv) a list of stakeholders, organisations (such as community <u>groups, organisations facilities</u>) and businesses who will be engaged with; (v) identification of the properties whose owners will be engaged with; (vi) methods and timing to engage with landowners whose access is directly affected; (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. <p>(b) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</p>
NoRs 1, 2, 3	12.	<p>Development Response Management Plan (DRMP)</p> <p>(a) A DRMP shall be prepared <u>in consultation with stakeholders, community groups and organisations</u> 18 months prior to the Start of Construction for a Stage of Work. 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. To achieve the objective, the DRMP shall include:</p> <ul style="list-style-type: none"> (i) a list of businesses likely to be impacted by the Project; (ii) a list of business associations and key business stakeholder groups that have and will be engaged through the development of the DRMP; (iii) details of the methodology to establish the baseline of businesses identified in (i); (iv) recommendations for measures to be undertaken to manage the impacts of Construction Works on the identified businesses; (v) 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); (vi) 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; (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working

		<p>hours and on weekends and public holidays, to the parties identified in (i) above;</p> <p>(viii) a summary of any proactive assistance provided to impacted businesses;</p> <p>(ix) identification of opportunities to co-ordinate the forward work programme, where appropriate with infrastructure providers and development agencies; and</p> <p>(x) linkages and cross-references to communication and engagement methods set out in other conditions and management plans (e.g. the SCEMP) where relevant.</p> <p>(b) Those business identified in (a)(i) shall not be included in the SCEMP.</p> <p>(b) Any DRMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</p>
<p>NoRs 1, 2, 3 and 4a</p>	<p>13.</p>	<p>Urban and Landscape Design Management Plan (ULDMP)</p> <p>(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) Mana Whenua shall be invited to participate in the development of the ULDMP 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</p> <p>(c) The objective of the ULDMP is to:</p> <p>(i) enable integration of the Project's permanent works into the surrounding landscape and urban context;</p> <p>(ii) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment; and</p> <p>(iii) acknowledge and recognise the whakapapa Mana Whenua have to the Project area.</p> <p>(d) The ULDMP shall be prepared in general accordance with:</p> <p>(i) Auckland Transport's Urban Roads and Streets Design Guide;</p> <p>(ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;</p> <p>(iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;</p> <p>(iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and</p> <p>(v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.</p> <p>(e) To achieve the objective, the ULDMP shall provide details of how the project:</p> <p>(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;</p> <p>(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;</p> <p>(iii) promotes inclusive access (where appropriate); and</p> <p>(iv) promotes a sense of personal safety by aligning with best practice guidelines, such as:</p> <p>A. Crime Prevention Through Environmental Design (CPTED) principles;</p> <p>B. Safety in Design (SID) requirements; and</p> <p>C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.</p>

	<p>(v) provides opportunities to incorporate Mana Whenua values and cultural narrative through the design. This shall include but not be limited to:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>(vi) provides for an integrated stormwater management approach which prioritises in the following order:</p> <ul style="list-style-type: none"> 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. <p>(f) At the discretion of Mana Whenua, the matters listed in (e)(v) – (vi) shall either be incorporated into the ULDMP or prepared as a separate plan.</p> <p>(g) The ULDMP shall include:</p> <ul style="list-style-type: none"> (i) a concept plan(s) – which depicts the overall landscape and urban design concept, and explains the rationale for the landscape and urban design proposals; (ii) developed design concepts, including principles for walking and cycling facilities and public transport; and (iii) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> A. road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment; B. roadside elements – such as lighting, fencing, wayfinding and signage; C. architectural and landscape treatment of all major structures, including bridges and retaining walls; D. architectural and landscape treatment of noise barriers; E. landscape treatment of permanent stormwater control wetlands and swales; F. integration of passenger transport; G. pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; H. historic heritage places with reference to the HHMP (Condition 23); and I. re-instatement of construction and site compound areas, driveways, accessways and fences. <p>(h) The ULDMP shall also include the following planting details and maintenance requirements:</p> <ul style="list-style-type: none"> (i) planting design details including: <ul style="list-style-type: none"> A. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan (Condition 26).
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		<p>Where practicable, mature trees and native vegetation should be retained;</p> <ul style="list-style-type: none"> 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) and Tree Management Plan (Condition 26); 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. <p>(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</p> <p>(iii) detailed specifications relating to the following:</p> <ul style="list-style-type: none"> A. weed control and clearance; B. pest animal management (to support plant establishment); C. ground preparation (top soiling and decompaction); D. mulching; and E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species. <p>Advice Note:</p> <p><i>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.</i></p>
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Specific Outline Plan Requirements

<p>NoRs 1, 2, 3 and 4a</p>	<p>14.</p>	<p>Flood Hazard</p> <ul style="list-style-type: none"> (a) The Project shall be designed to achieve the following flood risk outcomes: <ul style="list-style-type: none"> (i) no increase in flood levels for existing authorised habitable floors that are already subject to flooding; (ii) no more than a 10% reduction in freeboard for existing authorised habitable floors; (iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling; (iv) no new flood prone areas; and (v) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 100 year ARI flood levels (for Maximum Probable Development land use and including climate change). (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.
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Construction Conditions

<p>NoRs 1, 2, 3 and 4a</p>	<p>15.</p>	<p>Construction Environmental Management Plan (CEMP)</p> <p>(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:</p> <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) 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; (viii) procedures for incident management; (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (x) 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; (xi) procedures for responding to complaints about Construction Works; and (xii) methods for amending and updating the CEMP as required.
<p>NoRs 1, 2, 3 and 4a</p>	<p>16.</p>	<p>Complaints Register</p> <p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (i) the date, time and nature of the complaint; (ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate; (iv) the outcome of the investigation into the complaint; 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. <p>(b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</p>
<p>NoRs 1, 2, 3 and 4a</p>	<p>17.</p>	<p>Cultural Monitoring Plan</p> <p>(a) A Cultural Monitoring Plan shall be prepared prior to the Start of Construction.</p> <p>(b) At least six (6) months prior to the start of detailed design, a Suitably Qualified and Experienced Person(s) identified in partnership with Mana Whenua shall commence the preparation of the Cultural Monitoring Plan.</p> <p>(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.</p> <p>(d) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> (i) requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua; (ii) requirements and protocols for cultural inductions for contractors and subcontractors;

		<ul style="list-style-type: none"> (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; (v) details of the preferred Accidental Discovery Protocol; and (vi) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol. <p>(e) 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 and Experienced Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p>Advice Note: 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.</p>								
<p>NoRs 1, 2, 3 and 4a</p>	<p>18.</p>	<p>Construction Traffic Management Plan (CTMP)</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads; (vi) methods to maintain vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services). 								
<p>NoR 1, 2, 3 and 4a</p>	<p>19.</p>	<p>Construction Noise Standards</p> <ul style="list-style-type: none"> (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable: <p>Table 19.1: Construction noise standards</p> <table border="1" data-bbox="537 1608 1281 1732"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L_{Aeq}(15min)</th> <th>L_{AFmax}</th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> </tbody> </table>	Day of week	Time period	L _{Aeq} (15min)	L _{AFmax}	Occupied activity sensitive to noise			
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NoR 1, 2, 3 and 4a	20.	<p>Construction Vibration Standards</p> <p>(a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.</p> <p>Table 20.1 Construction vibration criteria</p> <table border="1"> <thead> <tr> <th>Receiver</th> <th>Details</th> <th>Category A</th> <th>Category B</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Occupied Activities sensitive to noise</td> <td>Night-time 2000h - 0630h</td> <td>0.3mm/s ppv</td> <td>2mm/s ppv</td> </tr> <tr> <td>Daytime 0630h - 2000h</td> <td>2mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td>Other occupied buildings</td> <td>Daytime 0630h - 2000h</td> <td>2mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td>All other buildings</td> <td>At all other times</td> <td colspan="2">Tables 1 and 3 of DIN4150-3:1999</td> </tr> </tbody> </table> <p><i>*Category A criteria adopted from Rule E25.6.30.1 of the AUP</i></p> <p><i>**Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime</i></p> <p>(b) Where compliance with the vibration standards set out in Table 20.1 is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 21(c)(x), then the methodology in Condition 22 shall apply.</p>	Receiver	Details	Category A	Category B	Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999																																
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NoR 1, 2, 3 and 4a		<p>Construction Noise and Vibration Management Plan (CNVMP)</p> <p>(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</p>																																																		

	<p>(c) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 19 and 20 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 Acoustics – Construction Noise and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the Project; (iv) identification of receivers where noise and vibration standards apply; (v) a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable; (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints; (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) identification of areas where compliance with the noise (Condition 19) and/or vibration standards (Condition 20 Category A or Category B) will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites; (xi) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise (Condition 19) and/or vibration standards (Condition 20 Category B) will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls Condition 21(c)((x)); (xii) procedures for: <ul style="list-style-type: none"> A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration criteria of Condition 20; and B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of Condition 20, including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration. (xiii) requirements for review and update of the CNVMP.
<p>NoR 1, 2, 3 and 4a</p>	<p>Schedule to a CNVMP</p> <p>(a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified and Experienced Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:</p> <ul style="list-style-type: none"> (i) construction noise is either predicted or measured to exceed the noise standards in Condition 19, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> A. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months; or

	<p>B. 2000 – 0630: 1 period of up to 2 consecutive nights in any 10 days.</p> <p>(ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 20.</p> <p>(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. The Schedule shall include details such as:</p> <p>(i) construction activity location, start and finish dates;</p> <p>(ii) the nearest neighbours to the construction activity;</p> <p>(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;</p> <p>(iv) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;</p> <p>(v) the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and</p> <p>(vi) location, times and types of monitoring.</p> <p>(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.</p> <p>(d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.</p>
<p>NoRs 1, 2, 3 and 4a</p>	<p>Historic Heritage Management Plan (HHMP)</p> <p>(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.</p> <p>(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:</p> <p>(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;</p> <p>(ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</p> <p>(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;</p> <p>(iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;</p> <p>(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;</p> <p>(vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</p> <p>(vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) 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;</p>

		<p>(viii) methods to acknowledge cultural values identified through the Mana Whenua Partnership Forum (Condition 10) and Urban and Landscape Design Management Plan (Condition 13) where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</p> <p>(ix) methods for avoiding, remedying or mitigation 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:</p> <p style="padding-left: 40px;">A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access.</p> <p>(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</p> <p>(xi) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental 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 and Experienced Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 17.</p> <p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.</p> <p>Accidental Discoveries</p> <p>Advice Note:</p> <p><i>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP.</i></p>
<p>NoRs 1, 2, 3 and 4a</p>	<p>24.</p>	<p>Pre-Construction Ecological Survey</p> <p>(a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified and Experienced Person. The purpose of the survey is to inform the detailed design of ecological management by:</p> <p style="padding-left: 40px;">(i) confirming whether the species of value within the Identified Biodiversity Areas recorded in Schedule 3 are still present; and</p> <p style="padding-left: 40px;">(ii) confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines (or any subsequent updated version).</p> <p>(b) Mana Whenua shall be invited as partners to observe how the ecological survey in (a) will be undertaken.</p> <p>(c) If the ecological survey in (a) above confirms the presence of ecological species of value in accordance with Condition 24(a)(i) and that effects are likely in accordance with Condition 24(a)(ii), then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 25 for these areas (Confirmed Biodiversity Areas).</p>
<p>NoRs 1, 2, 3 and 4a</p>	<p>25.</p>	<p>Ecological Management Plan (EMP)</p> <p>(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. The objective of the EMP is to minimise impacts of the Project on the ecological values of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:</p> <p style="padding-left: 40px;">(i) if an EMP is required in accordance with Condition 24(b) for the presence of long-tailed bats:</p>

		<ul style="list-style-type: none"> 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. <p>(ii) If an EMP is required in accordance with Condition 24(b) for the presence of Threatened or At-Risk birds (excluding Wetland Birds):</p> <ul style="list-style-type: none"> 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. <p>(iii) If an EMP is required in accordance with Condition 24(b) for the presence of Threatened or At-Risk wetland birds:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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 and Experienced 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
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		<p>30 days from egg laying to fledging) as confirmed by a Suitably Qualified and Experienced Person; and</p> <ul style="list-style-type: none"> c. minimising the disturbance from the works if construction works are required within 50m of a nest, as advised by a Suitably Qualified and Experienced 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. <p>(b) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.</p> <p>(c) Where appropriate, and in partnership with Mana Whenua, flora and fauna values identified in the ULDMP are reflected and included within this EMP.</p> <p>Advice Note:</p> <p><i>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</i></p> <ul style="list-style-type: none"> (i) Stream and/or wetland restoration plans; (ii) Vegetation restoration plans; and (iii) Fauna management plans (e.g. avifauna, herpetofauna, bats).
<p>NoRs 1, 2, 3</p>		<p>Tree Management Plan</p> <ul style="list-style-type: none"> (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. (c) The Tree Management Plan shall: <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 13; B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and C. 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 – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.
<p>NoRs 1, 2, 3 and 4a</p>	<p>27.</p>	<p>Network Utility Management Plan (NUMP)</p> <ul style="list-style-type: none"> (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. The NUMP shall include methods to: <ul style="list-style-type: none"> (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

		<p>normal wear and tear to overhead transmission lines in the Project area; and</p> <p>(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.</p> <p>(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.</p> <p>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.</p> <p>(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.</p> <p>(f) Any comments received from the Network Utility Operator (including Auckland International Airport Limited) shall be considered when finalising the NUMP.</p> <p>(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.</p>
<p>Operational Conditions</p>		
<p>NoRs 1, 2, 3 and 4a</p>	<p>28.</p>	<p>Low Noise Road Surface</p> <p>(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.</p> <p>(b) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</p> <ul style="list-style-type: none"> (i) the volume of traffic exceeds 10,000 vehicles per day; or (ii) the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or (iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or (iv) it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. <p>(c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 28(b)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.</p>
<p>NoRs 1, 2, 3 and 4a</p>	<p>29.</p>	<p>Traffic Noise</p> <p>For the purposes of Conditions 30 to 41:</p> <ul style="list-style-type: none"> (a) Building-Modification Mitigation – has the same meaning as in NZS 6806; (b) Design year has the same meaning as in NZS 6806; (c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed; (d) Habitable Space – has the same meaning as in NZS 6806; (e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 2: Identified PPFs Noise Criteria Categories; (f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (g) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C);

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		<p>(h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;</p> <p>(i) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in green, orange or red in Schedule 2: Identified PPFs Noise Criteria Categories;</p> <p>(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 28; and</p> <p>(k) Structural Mitigation – has the same meaning as in NZS 6806.</p>
NoRs 1, 2, 3 and 4a	30.	<p>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 29 to 41 (all traffic noise conditions).</p> <p>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.</p>
NoRs 1, 2, 3 and 4a	31.	<p>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.</p> <p>For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 28 may be (or be part of) the Selected Mitigation Option(s).</p>
NoRs 1, 2, 3 and 4a	32.	<p>Prior to construction of the Project, a Suitably Qualified and Experienced 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.</p>
NoRs 1, 2, 3 and 4a	33.	<p>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 and Experienced 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.</p>
NoRs 1, 2, 3 and 4a	34.	<p>The Detailed Mitigation Options shall be implemented prior to completion of construction of the Project.</p>
NoRs 1, 2, 3 and 4a	35.	<p>Prior to the Start of Construction, a Suitably Qualified and Experienced Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB $L_{Aeq(24h)}$ inside Habitable Spaces ('Category C Buildings').</p>
NoRs 1, 2, 3 and 4a	36.	<p>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 and Experienced Person to visit the building and assess the noise reduction performance of the existing building envelope.</p>
NoRs 1, 2, 3 and 4a	37.	<p>For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 36 above if:</p> <p>(a) The Requiring Authority's Suitably Qualified and Experienced Person has visited the building and assessed the noise reduction performance of the building envelope; or</p>

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		<p>(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</p> <p>(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 36 above (including where the owner did not respond within that period); or</p> <p>(d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.</p> <p>If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.</p>
NoRs 1, 2, 3 and 4a	38.	<p>Subject to Condition 37 above, within six months of the assessment undertaken in accordance with Conditions 36 and 37, the Requiring Authority shall write to the owner of each Category C Building advising:</p> <p>(a) If Building-Modification Mitigation is required to achieve 40 dB L_{Aeq(24h)} inside habitable spaces; and</p> <p>(b) The options available for Building-Modification Mitigation to the building, if required; and</p> <p>(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.</p>
NoRs 1, 2, 3 and 4a	39.	<p>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.</p>
NoRs 1, 2, 3 and 4a	40.	<p>Subject to Condition 37, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 39 if:</p> <p>(a) The Requiring Authority has completed Building Modification Mitigation to the building; or</p> <p>(b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or</p> <p>(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</p> <p>(d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.</p>
NoRs 1, 2, 3 and 4a	41.	<p>The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable.</p>

Schedule 1: General accordance plans and information

NoR 1

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.

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Concept Plan:



LEGEND
□ Designation

NoR 1

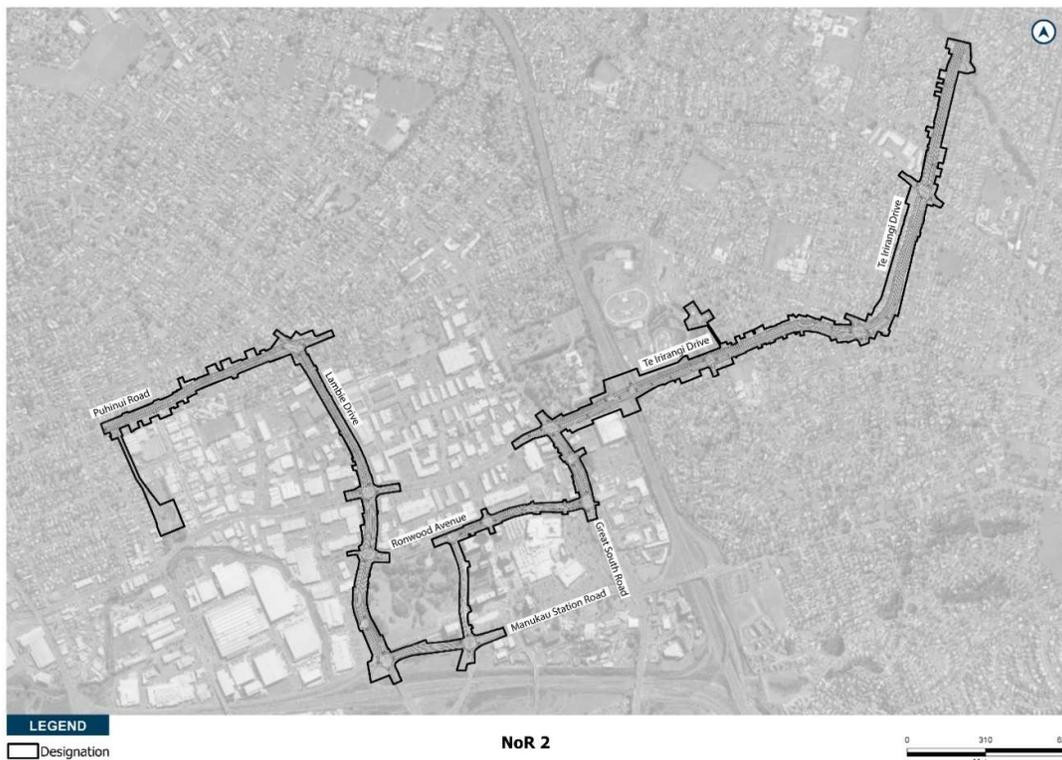


NoR 2

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 adjacent to Hayman Park, general traffic lane and walking and cycling facilities;
- c) Associated works including but not limited to intersections, bridges, embankments, retaining walls, culverts, 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:



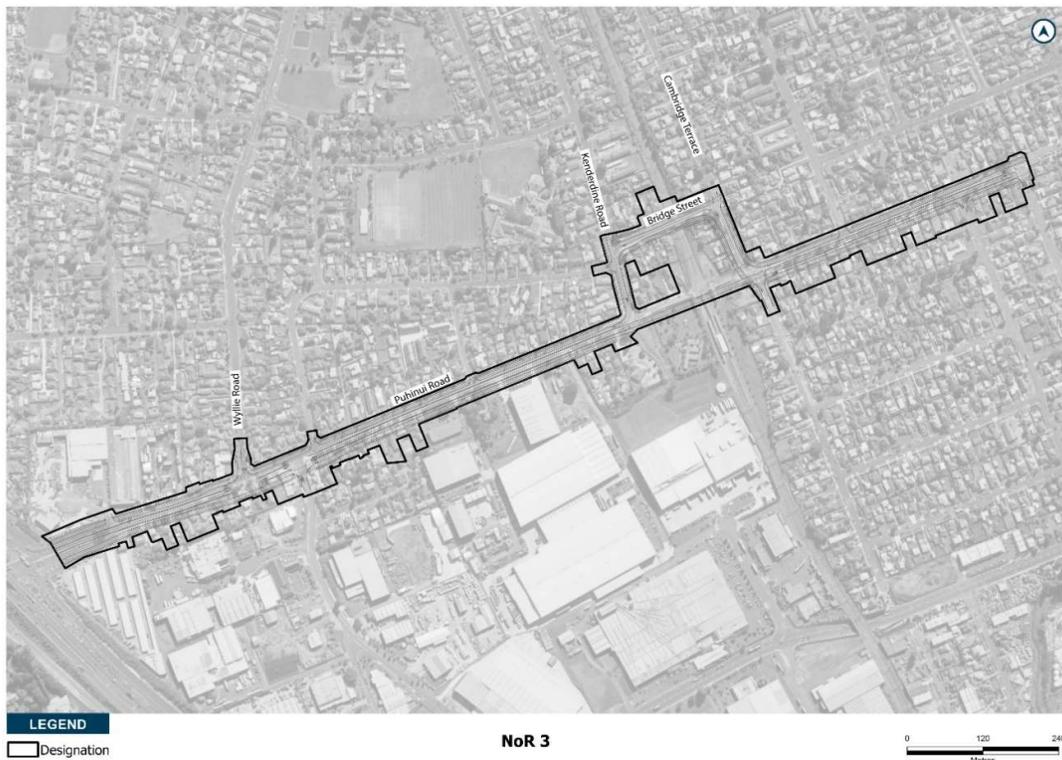
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NoR 3

The proposed work is for the construction, operation and maintenance of an upgrade to Puhinui Road 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 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, 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:

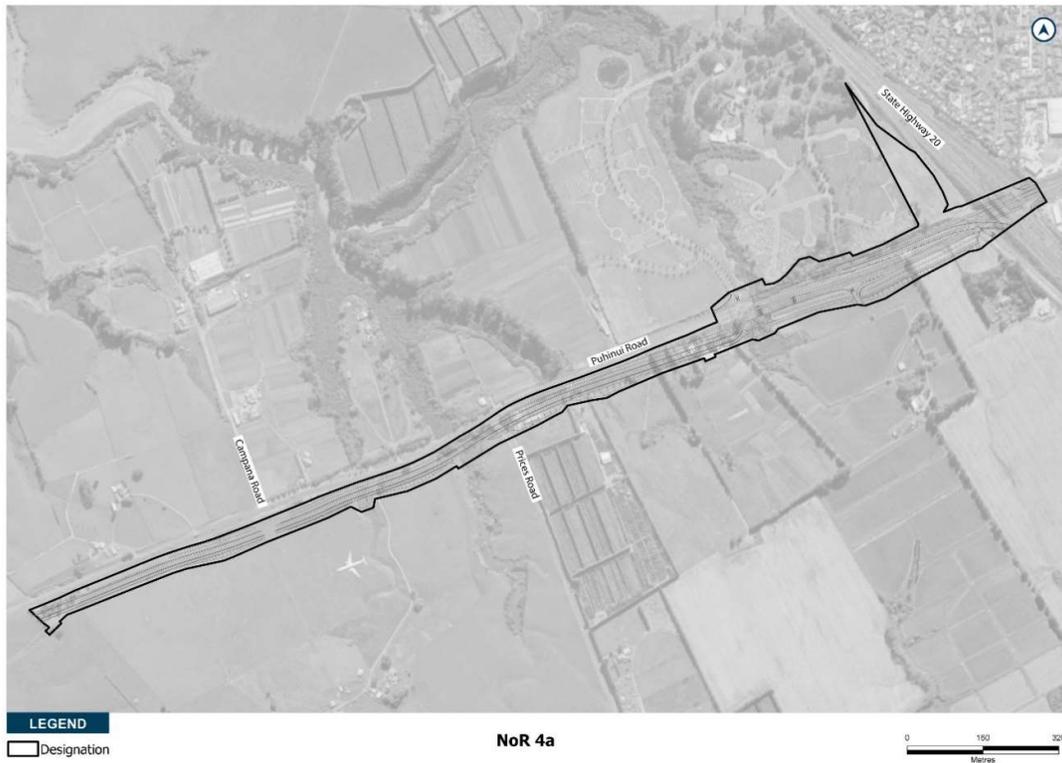


NoR 4a

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:



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Schedule 2: Identified PPFs noise criteria categories

NoR 1

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
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

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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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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 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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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
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

TRACKED CHANGES

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

TRACKED CHANGES

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	Category B
3 Moravale Lane	Altered	Category B

TRACKED CHANGES

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

TRACKED CHANGES

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
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

TRACKED CHANGES

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
5 Sheddings Lane	Altered	Category B
6 Sheddings Lane	Altered	Category B
7 Sheddings Lane	Altered	Category B
8 Sheddings Lane	Altered	Category B
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

TRACKED CHANGES

18 Sheddings Lane	Altered	Category B
20 Sheddings Lane	Altered	Category B
22 Sheddings Lane	Altered	Category B
24 Sheddings Lane	Altered	Category B
26 Sheddings Lane	Altered	Category B
28 Sheddings Lane	Altered	Category B
30 Sheddings Lane	Altered	Category B
4 Shingleton Lane	Altered	Category B
6 Shingleton Lane	Altered	Category B
7 Shingleton Lane	Altered	Category A
8 Shingleton Lane	Altered	Category B
10 Shingleton Lane	Altered	Category B
12 Shingleton Lane	Altered	Category B
14 Shingleton Lane	Altered	Category B
16 Shingleton Lane	Altered	Category B
5 Siedeberg Drive	Altered	Category A
13 Siedeberg Drive	Altered	Category A
13 Siedeberg Drive	Altered	Category A
15 Siedeberg Drive	Altered	Category A
150 Smales Road	Altered	Category A
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
17 Speyside Crescent	Altered	Category A
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

TRACKED CHANGES

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
3 Srah Place	Altered	Category A
5 Srah Place	Altered	Category A
7 Srah Place	Altered	Category A
9 Srah Place	Altered	Category A
11 Srah Place	Altered	Category A
12 Srah Place	Altered	Category A
13 Srah Place	Altered	Category A
14 Srah Place	Altered	Category A
15 Srah Place	Altered	Category B
16 Srah Place	Altered	Category A
18 Srah Place	Altered	Category A
20 Srah Place	Altered	Category B
22 Srah Place	Altered	Category B
24 Srah Place	Altered	Category B
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

TRACKED CHANGES

209 Te Irirangi Drive	Altered	Category B
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
311 Te Irirangi Drive	Altered	Category A
311 Te Irirangi Drive	Altered	Category A
487 Te Irirangi Drive	Altered	Category B
491 Te Irirangi Drive	Altered	Category C
1 Tonu'U Court	Altered	Category A
3 Tonu'U Court	Altered	Category A
5 Tonu'U Court	Altered	Category A
7 Tonu'U Court	Altered	Category B
8 Tonu'U Court	Altered	Category A
9 Tonu'U Court	Altered	Category A
10 Tonu'U Court	Altered	Category B
11 Tonu'U Court	Altered	Category A
12 Tonu'U Court	Altered	Category A
14 Tonu'U Court	Altered	Category A
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
9 Vidiri Court	Altered	Category A

TRACKED CHANGES

10 Vidiri Court	Altered	Category B
11 Vidiri Court	Altered	Category B
12 Vidiri Court	Altered	Category A
13 Vidiri Court	Altered	Category A
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
12 Walter Haddrell Crescent	Altered	Category A
13 Walter Haddrell Crescent	Altered	Category A
14 Walter Haddrell Crescent	Altered	Category A
15 Walter Haddrell Crescent	Altered	Category A
16 Walter Haddrell Crescent	Altered	Category A
17 Walter Haddrell Crescent	Altered	Category A
19 Walter Haddrell Crescent	Altered	Category A
21 Walter Haddrell Crescent	Altered	Category A
23 Walter Haddrell Crescent	Altered	Category A
25 Walter Haddrell Crescent	Altered	Category A
27 Walter Haddrell Crescent	Altered	Category A
2 Wando Lane	Altered	Category A
4 Wando Lane	Altered	Category B
6 Wando Lane	Altered	Category B
8 Wando Lane	Altered	Category B
10 Wando Lane	Altered	Category B
12 Wando Lane	Altered	Category B
14 Wando Lane	Altered	Category B
16 Wando Lane	Altered	Category B
18 Wando Lane	Altered	Category B
20 Wando Lane	Altered	Category B

TRACKED CHANGES

22 Wando Lane	Altered	Category A
24 Wando Lane	Altered	Category B
1 Wayne Francis Drive	Altered	Category A
3 Wayne Francis Drive	Altered	Category A
5 Wayne Francis Drive	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
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
14 William Woods Court	Altered	Category A
15 William Woods Court	Altered	Category A
16 William Woods Court	Altered	Category B
17 William Woods Court	Altered	Category B
18 William Woods Court	Altered	Category B
19 William Woods Court	Altered	Category A
20 William Woods Court	Altered	Category A
21 William Woods Court	Altered	Category B

TRACKED CHANGES

NoR 2

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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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
19 Dissmeyer Drive	Altered	Category A
20 Dissmeyer Drive	Altered	Category A
21 Dissmeyer Drive	Altered	Category A
23 Dissmeyer Drive	Altered	Category A

TRACKED CHANGES

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

TRACKED CHANGES

35 Fitzroy Street	Altered	Category A
37 Fitzroy Street	Altered	Category A
41 Fitzroy Street	Altered	Category 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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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
6 Leith Court	Altered	Category A
8 Leith Court	Altered	Category A
10 Leith Court	Altered	Category A
14 Leith Court	Altered	Category A
16 Leith Court	Altered	Category A
18 Leith Court	Altered	Category A
19 Leith Court	Altered	Category A
20 Leith Court	Altered	Category A
21 Leith Court	Altered	Category A

TRACKED CHANGES

22 Leith Court	Altered	Category A
1/12 Leith Court	Altered	Category A
2/12 Leith Court	Altered	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
65A Othello Drive	Altered	Category A
65B Othello Drive	Altered	Category A
67A Othello Drive	Altered	Category A
67B Othello Drive	Altered	Category A
1 Penion Drive	Altered	Category C
2 Penion Drive	Altered	Category A
4 Penion Drive	Altered	Category A
11 Penion Drive	Altered	Category A
15 Penion Drive	Altered	Category A
17 Penion Drive	Altered	Category A

TRACKED CHANGES

19 Penion Drive	Altered	Category A
25 Penion Drive	Altered	Category A
25 Penion Drive	Altered	Category A
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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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
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

TRACKED CHANGES

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	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
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

TRACKED CHANGES

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
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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

84 Zelda Avenue	Altered	Category A
84 Zelda Avenue	Altered	Category A
26A Zelda Avenue	Altered	Category A
84A Zelda Avenue	Altered	Category A

TRACKED CHANGES

NoR 3

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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

NoR 4a

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

NoR 1

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

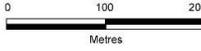


TRACKED CHANGES



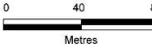
LEGEND

- Designation
- ▨ Pre-construction long-tailed bat survey area (approx.)
- ▩ Pre-construction wetland bird survey area (approx.)



LEGEND

- Designation
- ▨ Pre-construction long-tailed bat survey area (approx.)
- ▩ Pre-construction wetland bird survey area (approx.)



NoR 4a

Pre-construction wetland bird survey area



Pre-construction pipit survey area



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

NoR 1



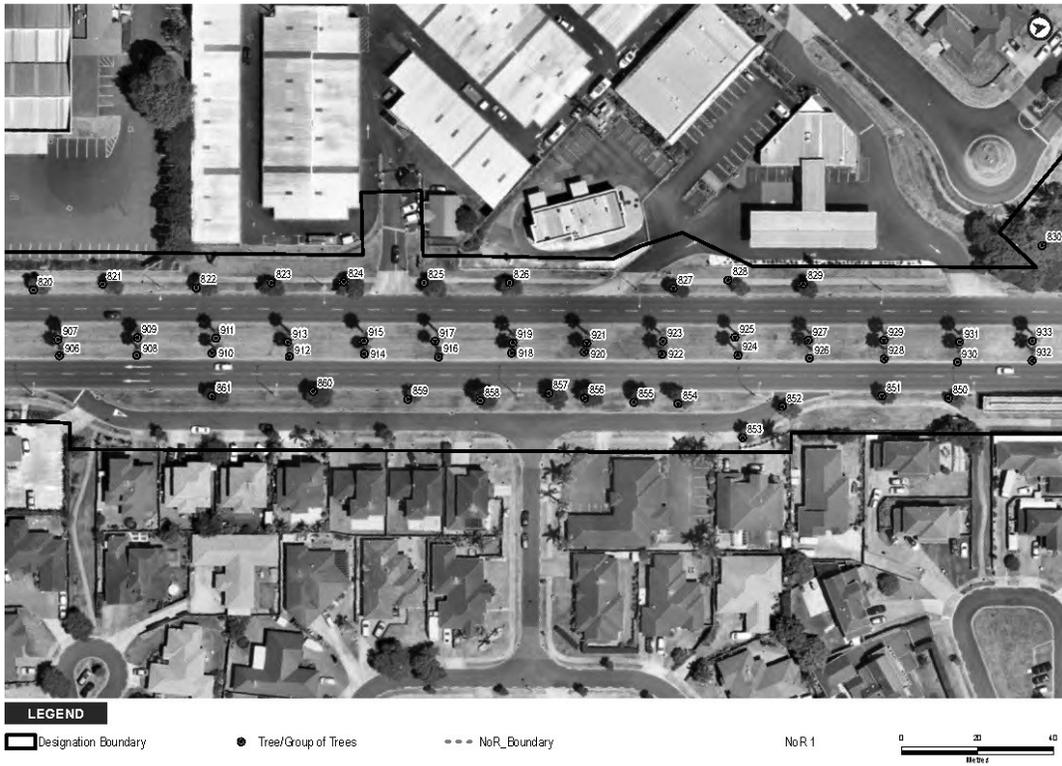
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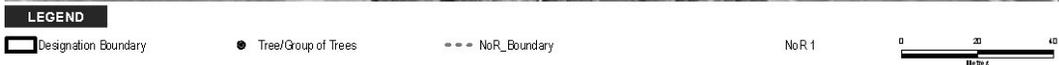
TRACKED CHANGES



TRACKED CHANGES



TRACKED CHANGES



TRACKED CHANGES



LEGEND

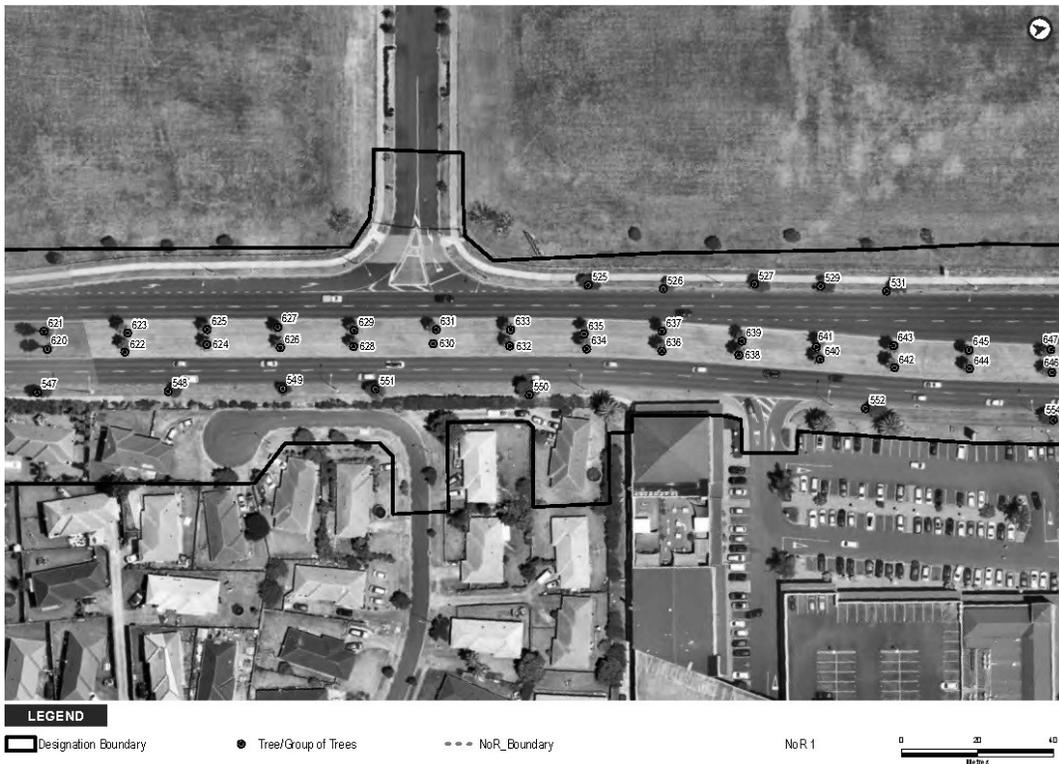
▬ Designation Boundary ● Tree/Group of Trees - - - NoR_Boundary No R 1 0 20 40 Meters



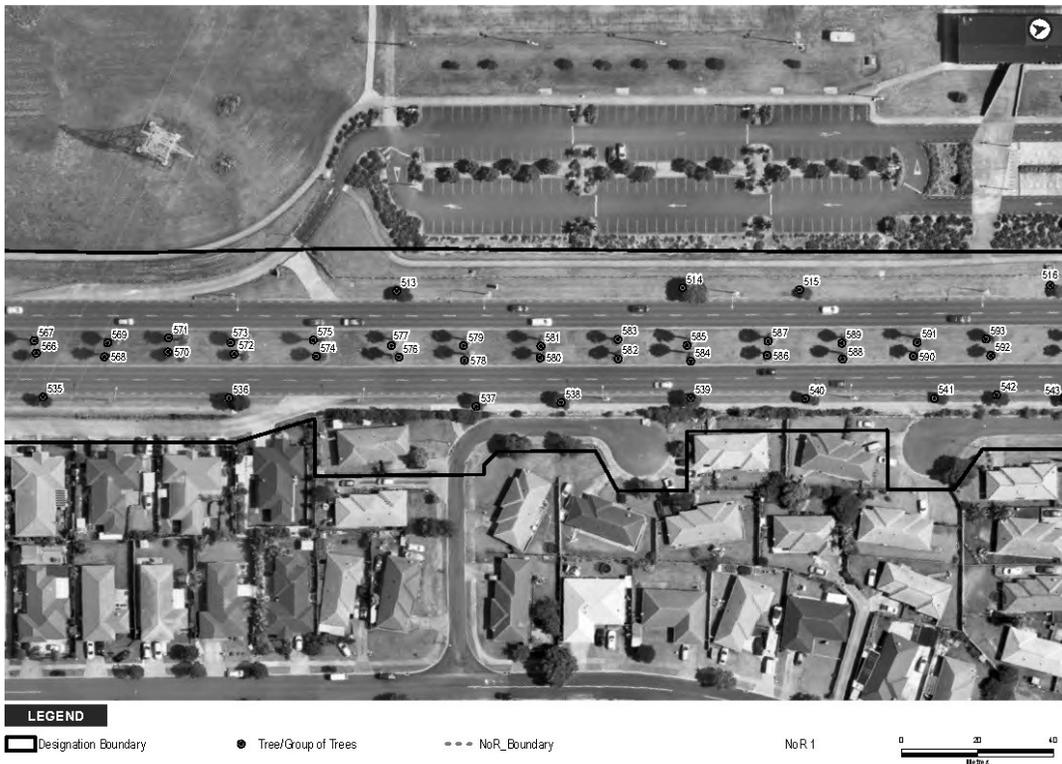
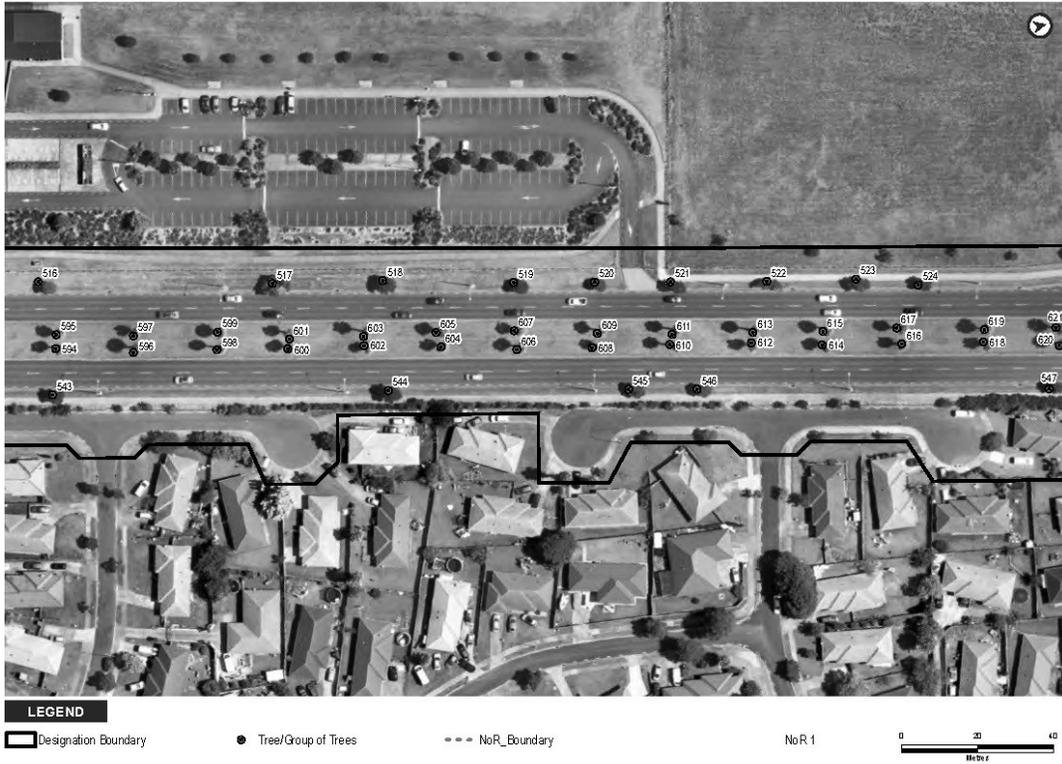
LEGEND

▬ Designation Boundary ● Tree/Group of Trees - - - NoR_Boundary No R 1 0 20 40 Meters

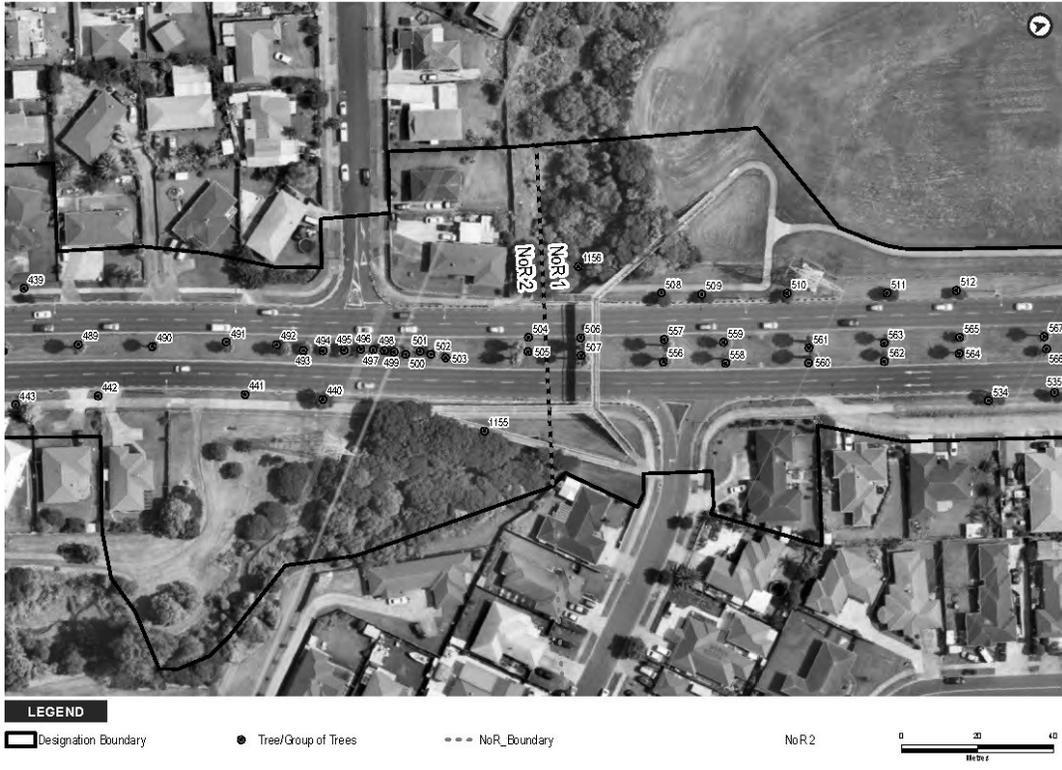
TRACKED CHANGES



TRACKED CHANGES



TRACKED CHANGES



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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

TRACKED CHANGES

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
477	Single tree	Road Reserve	Washingtonia Palm	Mature
478	Single tree	Road Reserve	Washingtonia Palm	Mature
479	Single tree	Road Reserve	Washingtonia Palm	Mature
480	Single tree	Road Reserve	Washingtonia Palm	Mature
481	Single tree	Road Reserve	Washingtonia Palm	Mature
482	Single tree	Road Reserve	Washingtonia Palm	Mature
483	Single tree	Road Reserve	Washingtonia Palm	Mature
484	Single tree	Road Reserve	Washingtonia Palm	Mature
485	Single tree	Road Reserve	Washingtonia Palm	Mature
486	Single tree	Road Reserve	Washingtonia Palm	Mature
487	Single tree	Road Reserve	Washingtonia Palm	Mature
488	Single tree	Road Reserve	Washingtonia Palm	Mature
489	Single tree	Road Reserve	Washingtonia Palm	Mature
490	Single tree	Road Reserve	Washingtonia Palm	Mature
491	Single tree	Road Reserve	Washingtonia Palm	Mature
492	Single tree	Road Reserve	Washingtonia Palm	Mature
493	Single tree	Road Reserve	Washingtonia Palm	Mature
494	Single tree	Road Reserve	Washingtonia Palm	Mature

TRACKED CHANGES

495	Single tree	Road Reserve	Washingtonia Palm	Mature
496	Single tree	Road Reserve	Washingtonia Palm	Mature
497	Single tree	Road Reserve	Washingtonia Palm	Mature
498	Single tree	Road Reserve	Washingtonia Palm	Mature
499	Single tree	Road Reserve	Washingtonia Palm	Mature
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504	Single tree	Road Reserve	Washingtonia Palm	Mature
505	Single tree	Road Reserve	Washingtonia Palm	Mature
506	Single tree	Road Reserve	Washingtonia Palm	Mature
507	Single tree	Road Reserve	Washingtonia Palm	Mature
508	Single tree	Road Reserve	Pohutukawa	Semi - Mature
509	Single tree	Road Reserve	Pohutukawa	Semi - Mature
510	Single tree	Road Reserve	Pohutukawa	Semi - Mature
511	Single tree	Road Reserve	Pohutukawa	Semi - Mature
512	Single tree	Road Reserve	Pohutukawa	Semi - Mature
513	Single tree	Road Reserve	Pohutukawa	Semi - Mature
514	Single tree	Road Reserve	Pohutukawa	Semi - Mature
515	Single tree	Road Reserve	Pohutukawa	Semi - Mature
516	Single tree	Road Reserve	Pohutukawa	Semi - Mature
517	Single tree	Road Reserve	Pohutukawa	Semi - Mature
518	Single tree	Road Reserve	Pohutukawa	Semi - Mature
519	Single tree	Road Reserve	Pohutukawa	Semi - Mature
520	Single tree	Road Reserve	Pohutukawa	Semi - Mature
521	Single tree	Road Reserve	Pohutukawa	Semi - Mature
522	Single tree	Road Reserve	Pohutukawa	Semi - Mature
523	Single tree	Road Reserve	Pohutukawa	Semi - Mature
524	Single tree	Road Reserve	Pohutukawa	Semi - Mature
525	Single tree	Road Reserve	Pohutukawa	Semi - Mature
526	Single tree	Road Reserve	Pohutukawa	Semi - Mature
527	Single tree	Road Reserve	Pohutukawa	Semi - Mature
528	Single tree	Road Reserve	Pohutukawa	Semi - Mature
529	Single tree	Road Reserve	Pohutukawa	Semi - Mature

TRACKED CHANGES

530	Single tree	Road Reserve	Pohutukawa	Semi - Mature
531	Single tree	Road Reserve	Pohutukawa	Semi - Mature
532	Single tree	Road Reserve	Pohutukawa	Semi - Mature
533	Single tree	Road Reserve	Pohutukawa	Semi - Mature
534	Single tree	Road Reserve	Pohutukawa	Semi - Mature
535	Single tree	Road Reserve	Pohutukawa	Semi - Mature
536	Single tree	Road Reserve	Pohutukawa	Semi - Mature
537	Single tree	Road Reserve	Pohutukawa	Semi - Mature
538	Single tree	Road Reserve	Pohutukawa	Semi - Mature
539	Single tree	Road Reserve	Pohutukawa	Semi - Mature
540	Single tree	Road Reserve	Pohutukawa	Semi - Mature
541	Single tree	Road Reserve	Pohutukawa	Semi - Mature
542	Single tree	Road Reserve	Pohutukawa	Semi - Mature
543	Single tree	Road Reserve	Pohutukawa	Semi - Mature
544	Single tree	Road Reserve	Pohutukawa	Semi - Mature
545	Single tree	Road Reserve	Pohutukawa	Semi - Mature
546	Single tree	Road Reserve	Pohutukawa	Semi - Mature
547	Single tree	Road Reserve	Pohutukawa	Semi - Mature
548	Single tree	Road Reserve	Pohutukawa	Semi - Mature
549	Single tree	Road Reserve	Pohutukawa	Semi - Mature
550	Single tree	Road Reserve	Pohutukawa	Semi - Mature
551	Single tree	Road Reserve	Pohutukawa	Semi - Mature
552	Single tree	Road Reserve	Pohutukawa	Semi - Mature
553	Single tree	Road Reserve	Pohutukawa	Semi - Mature
554	Single tree	Road Reserve	Pohutukawa	Semi - Mature
555	Single tree	Road Reserve	Puriri	Semi - Mature
556	Single tree	Road Reserve	Washingtonia Palm	Mature
557	Single tree	Road Reserve	Washingtonia Palm	Mature
558	Single tree	Road Reserve	Washingtonia Palm	Mature
559	Single tree	Road Reserve	Washingtonia Palm	Mature
560	Single tree	Road Reserve	Washingtonia Palm	Mature
561	Single tree	Road Reserve	Washingtonia Palm	Mature
562	Single tree	Road Reserve	Washingtonia Palm	Mature
563	Single tree	Road Reserve	Washingtonia Palm	Mature
564	Single tree	Road Reserve	Washingtonia Palm	Mature

TRACKED CHANGES

565	Single tree	Road Reserve	Washingtonia Palm	Mature
566	Single tree	Road Reserve	Washingtonia Palm	Mature
567	Single tree	Road Reserve	Washingtonia Palm	Mature
568	Single tree	Road Reserve	Washingtonia Palm	Mature
569	Single tree	Road Reserve	Washingtonia Palm	Mature
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576	Single tree	Road Reserve	Washingtonia Palm	Mature
577	Single tree	Road Reserve	Washingtonia Palm	Mature
578	Single tree	Road Reserve	Washingtonia Palm	Mature
579	Single tree	Road Reserve	Washingtonia Palm	Mature
580	Single tree	Road Reserve	Washingtonia Palm	Mature
581	Single tree	Road Reserve	Washingtonia Palm	Mature
582	Single tree	Road Reserve	Washingtonia Palm	Mature
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599	Single tree	Road Reserve	Washingtonia Palm	Mature

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600	Single tree	Road Reserve	Washingtonia Palm	Mature
601	Single tree	Road Reserve	Washingtonia Palm	Mature
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634	Single tree	Road Reserve	Washingtonia Palm	Mature

TRACKED CHANGES

635	Single tree	Road Reserve	Washingtonia Palm	Mature
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697	Single tree	Road Reserve	Washingtonia Palm	Mature
698	Single tree	Road Reserve	Washingtonia Palm	Mature
699	Single tree	Road Reserve	Washingtonia Palm	Mature
701	Single tree	Road Reserve	Pohutukawa	Semi - Mature
702	Single tree	Road Reserve	Pohutukawa	Semi - Mature
703	Single tree	Road Reserve	Pohutukawa	Semi - Mature
704	Single tree	Road Reserve	Pohutukawa	Semi - Mature
705	Single tree	Road Reserve	Pohutukawa	Semi - Mature

TRACKED CHANGES

706	Single tree	Road Reserve	Pohutukawa	Semi - Mature
707	Single tree	Road Reserve	Pohutukawa	Semi - Mature
708	Single tree	Road Reserve	Pohutukawa	Semi - Mature
709	Single tree	Road Reserve	Pohutukawa	Semi - Mature
710	Single tree	Road Reserve	Pohutukawa	Semi - Mature
712	Single tree	Road Reserve	Pohutukawa	Semi - Mature
713	Single tree	Road Reserve	Pohutukawa	Semi - Mature
714	Single tree	Road Reserve	Pohutukawa	Semi - Mature
715	Single tree	Road Reserve	Pohutukawa	Semi - Mature
716	Single tree	Road Reserve	Pohutukawa	Semi - Mature
717	Single tree	Road Reserve	Pohutukawa	Semi - Mature
718	Single tree	Road Reserve	Pohutukawa	Semi - Mature
719	Single tree	Road Reserve	Pohutukawa	Semi - Mature
720	Single tree	Road Reserve	Pohutukawa	Semi - Mature
721	Single tree	Road Reserve	Pohutukawa	Semi - Mature
722	Single tree	Road Reserve	Pohutukawa	Semi - Mature
723	Single tree	Road Reserve	Pohutukawa	Semi - Mature
724	Single tree	Road Reserve	Pohutukawa	Semi - Mature
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
727	Single tree	Road Reserve	Washingtonia Palm	Mature
728	Single tree	Road Reserve	Washingtonia Palm	Mature
729	Single tree	Road Reserve	Washingtonia Palm	Mature
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738	Single tree	Road Reserve	Washingtonia Palm	Mature
739	Single tree	Road Reserve	Washingtonia Palm	Mature

TRACKED CHANGES

740	Single tree	Road Reserve	Washingtonia Palm	Mature
741	Single tree	Road Reserve	Washingtonia Palm	Mature
742	Single tree	Road Reserve	Washingtonia Palm	Mature
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762	Single tree	Road Reserve	Washingtonia Palm	Mature
763	Single tree	Road Reserve	Washingtonia Palm	Mature
766	Single tree	Road Reserve	Pohutukawa	Mature
767	Single tree	Road Reserve	Pohutukawa	Mature
768	Single tree	Road Reserve	Pohutukawa	Mature
769	Single tree	Road Reserve	Pohutukawa	Mature
770	Single tree	Road Reserve	Pohutukawa	Mature
771	Single tree	Road Reserve	Pohutukawa	Mature
772	Single tree	Road Reserve	Pohutukawa	Mature
773	Single tree	Road Reserve	Pohutukawa	Mature
774	Single tree	Road Reserve	Pohutukawa	Mature
775	Single tree	Road Reserve	Pohutukawa	Mature
776	Single tree	Road Reserve	Pohutukawa	Mature

TRACKED CHANGES

777	Single tree	Road Reserve	Pohutukawa	Mature
778	Single tree	Road Reserve	Pohutukawa	Mature
779	Single tree	Road Reserve	Pohutukawa	Mature
780	Single tree	Road Reserve	Pohutukawa	Mature
781	Single tree	Road Reserve	Pohutukawa	Mature
782	Single tree	Road Reserve	Pohutukawa	Mature
783	Single tree	Road Reserve	Pohutukawa	Mature
784	Single tree	Road Reserve	Pohutukawa	Mature
785	Single tree	Road Reserve	Pohutukawa	Mature
786	Single tree	Road Reserve	Pohutukawa	Mature
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789	Single tree	Road Reserve	Pohutukawa	Mature
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797	Single tree	Road Reserve	Pohutukawa	Mature
798	Single tree	Road Reserve	Pohutukawa	Mature
799	Single tree	Road Reserve	Pohutukawa	Mature
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801	Single tree	Road Reserve	Pohutukawa	Mature
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808	Single tree	Road Reserve	Pohutukawa	Mature
809	Single tree	Road Reserve	Pohutukawa	Mature
810	Single tree	Road Reserve	Pohutukawa	Mature
811	Single tree	Road Reserve	Pohutukawa	Mature

TRACKED CHANGES

812	Single tree	Road Reserve	Pohutukawa	Mature
813	Single tree	Road Reserve	Pohutukawa	Mature
814	Single tree	Road Reserve	Pohutukawa	Mature
815	Single tree	Road Reserve	Pohutukawa	Mature
816	Single tree	Road Reserve	Pohutukawa	Mature
817	Single tree	Road Reserve	Pohutukawa	Mature
818	Single tree	Road Reserve	Pohutukawa	Mature
819	Single tree	Road Reserve	Pohutukawa	Mature
820	Single tree	Road Reserve	Pohutukawa	Mature
821	Single tree	Road Reserve	Pohutukawa	Mature
822	Single tree	Road Reserve	Pohutukawa	Mature
823	Single tree	Road Reserve	Pohutukawa	Mature
824	Single tree	Road Reserve	Pohutukawa	Mature
825	Single tree	Road Reserve	Pohutukawa	Mature
826	Single tree	Road Reserve	Pohutukawa	Mature
827	Single tree	Road Reserve	Pohutukawa	Mature
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

TRACKED CHANGES

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
855	Single tree	Road Reserve	Pohutukawa	Mature
856	Single tree	Road Reserve	Pohutukawa	Mature
857	Single tree	Road Reserve	Pohutukawa	Mature
858	Single tree	Road Reserve	Pohutukawa	Mature
859	Single tree	Road Reserve	Pohutukawa	Mature
860	Single tree	Road Reserve	Pohutukawa	Mature
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864	Single tree	Road Reserve	Pohutukawa	Mature
865	Single tree	Road Reserve	Pohutukawa	Mature
866	Single tree	Road Reserve	Pohutukawa	Mature
867	Single tree	Road Reserve	Pohutukawa	Mature
868	Single tree	Road Reserve	Pohutukawa	Mature
869	Single tree	Road Reserve	Pohutukawa	Mature
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

TRACKED CHANGES

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
875	Single tree	Road Reserve	Washingtonia Palm	Mature
876	Single tree	Road Reserve	Washingtonia Palm	Mature
877	Single tree	Road Reserve	Washingtonia Palm	Mature
878	Single tree	Road Reserve	Washingtonia Palm	Mature
879	Single tree	Road Reserve	Washingtonia Palm	Mature
880	Single tree	Road Reserve	Washingtonia Palm	Mature
881	Single tree	Road Reserve	Washingtonia Palm	Mature
882	Single tree	Road Reserve	Washingtonia Palm	Mature
883	Single tree	Road Reserve	Washingtonia Palm	Mature
884	Single tree	Road Reserve	Washingtonia Palm	Mature
885	Single tree	Road Reserve	Washingtonia Palm	Mature
886	Single tree	Road Reserve	Washingtonia Palm	Mature
887	Single tree	Road Reserve	Washingtonia Palm	Mature
888	Single tree	Road Reserve	Washingtonia Palm	Mature
889	Single tree	Road Reserve	Washingtonia Palm	Mature
890	Single tree	Road Reserve	Washingtonia Palm	Mature
891	Single tree	Road Reserve	Washingtonia Palm	Mature
892	Single tree	Road Reserve	Washingtonia Palm	Mature
893	Single tree	Road Reserve	Washingtonia Palm	Mature
894	Single tree	Road Reserve	Washingtonia Palm	Mature
895	Single tree	Road Reserve	Washingtonia Palm	Mature
896	Single tree	Road Reserve	Washingtonia Palm	Mature
897	Single tree	Road Reserve	Washingtonia Palm	Mature
898	Single tree	Road Reserve	Washingtonia Palm	Mature
899	Single tree	Road Reserve	Washingtonia Palm	Mature
900	Single tree	Road Reserve	Washingtonia Palm	Mature
901	Single tree	Road Reserve	Washingtonia Palm	Mature
902	Single tree	Road Reserve	Washingtonia Palm	Mature
903	Single tree	Road Reserve	Washingtonia Palm	Mature
904	Single tree	Road Reserve	Washingtonia Palm	Mature
905	Single tree	Road Reserve	Washingtonia Palm	Mature

TRACKED CHANGES

906	Single tree	Road Reserve	Washingtonia Palm	Mature
907	Single tree	Road Reserve	Washingtonia Palm	Mature
908	Single tree	Road Reserve	Washingtonia Palm	Mature
909	Single tree	Road Reserve	Washingtonia Palm	Mature
910	Single tree	Road Reserve	Washingtonia Palm	Mature
911	Single tree	Road Reserve	Washingtonia Palm	Mature
912	Single tree	Road Reserve	Washingtonia Palm	Mature
913	Single tree	Road Reserve	Washingtonia Palm	Mature
914	Single tree	Road Reserve	Washingtonia Palm	Mature
915	Single tree	Road Reserve	Washingtonia Palm	Mature
916	Single tree	Road Reserve	Washingtonia Palm	Mature
917	Single tree	Road Reserve	Washingtonia Palm	Mature
918	Single tree	Road Reserve	Washingtonia Palm	Mature
919	Single tree	Road Reserve	Washingtonia Palm	Mature
920	Single tree	Road Reserve	Washingtonia Palm	Mature
921	Single tree	Road Reserve	Washingtonia Palm	Mature
922	Single tree	Road Reserve	Washingtonia Palm	Mature
923	Single tree	Road Reserve	Washingtonia Palm	Mature
924	Single tree	Road Reserve	Washingtonia Palm	Mature
925	Single tree	Road Reserve	Washingtonia Palm	Mature
926	Single tree	Road Reserve	Washingtonia Palm	Mature
927	Single tree	Road Reserve	Washingtonia Palm	Mature
928	Single tree	Road Reserve	Washingtonia Palm	Mature
929	Single tree	Road Reserve	Washingtonia Palm	Mature
930	Single tree	Road Reserve	Washingtonia Palm	Mature
931	Single tree	Road Reserve	Washingtonia Palm	Mature
932	Single tree	Road Reserve	Washingtonia Palm	Mature
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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

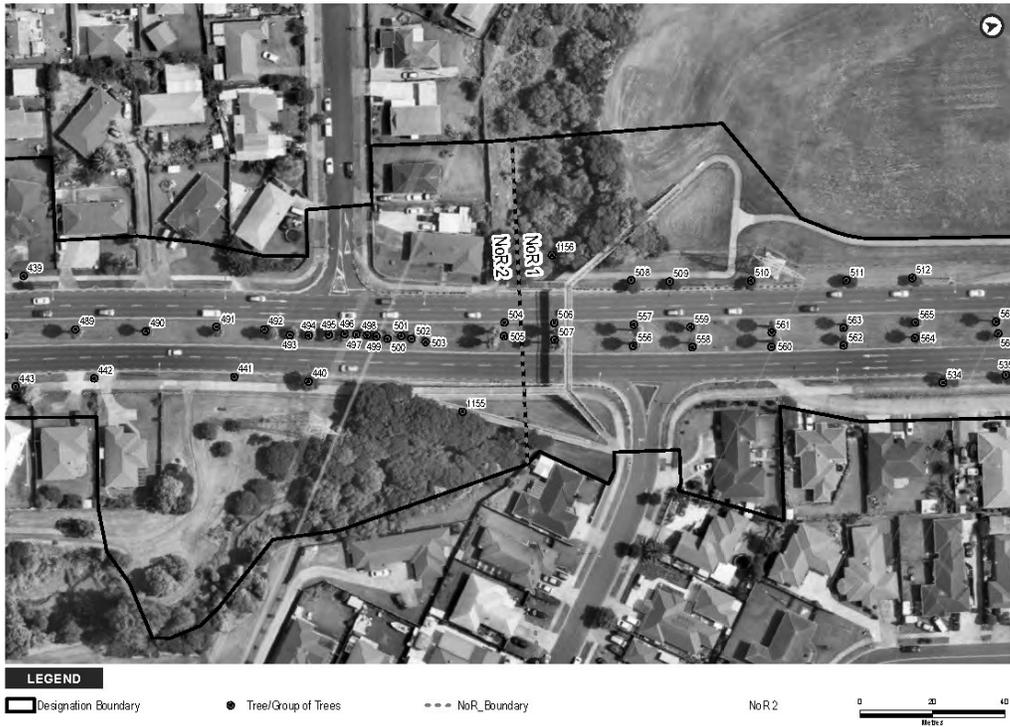
1046	Single tree	Road Reserve	Washingtonia Palm	Mature
1047	Single tree	Road Reserve	Washingtonia Palm	Mature
1048	Single tree	Road Reserve	Washingtonia Palm	Mature
1049	Single tree	Road Reserve	Washingtonia Palm	Mature
1050	Single tree	Road Reserve	Washingtonia Palm	Mature
1051	Single tree	Road Reserve	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 Palm	Mature
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
1083	Single tree	Road Reserve	Pohutukawa	Mature
1082	Group of Trees	Road Reserve	Pohutukawa, Broadleaf, Tarata	
1108	Single tree	Road Reserve	Pohutukawa	Mature
1112	Single tree	Road Reserve	Pohutukawa	Mature
1113	Single tree	Road Reserve	Pohutukawa	Mature

TRACKED CHANGES

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, Mahoe, Kowhai	Mature
1158	Group of Trees	Open Space	Manuka, Tarata, Mahoe, 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

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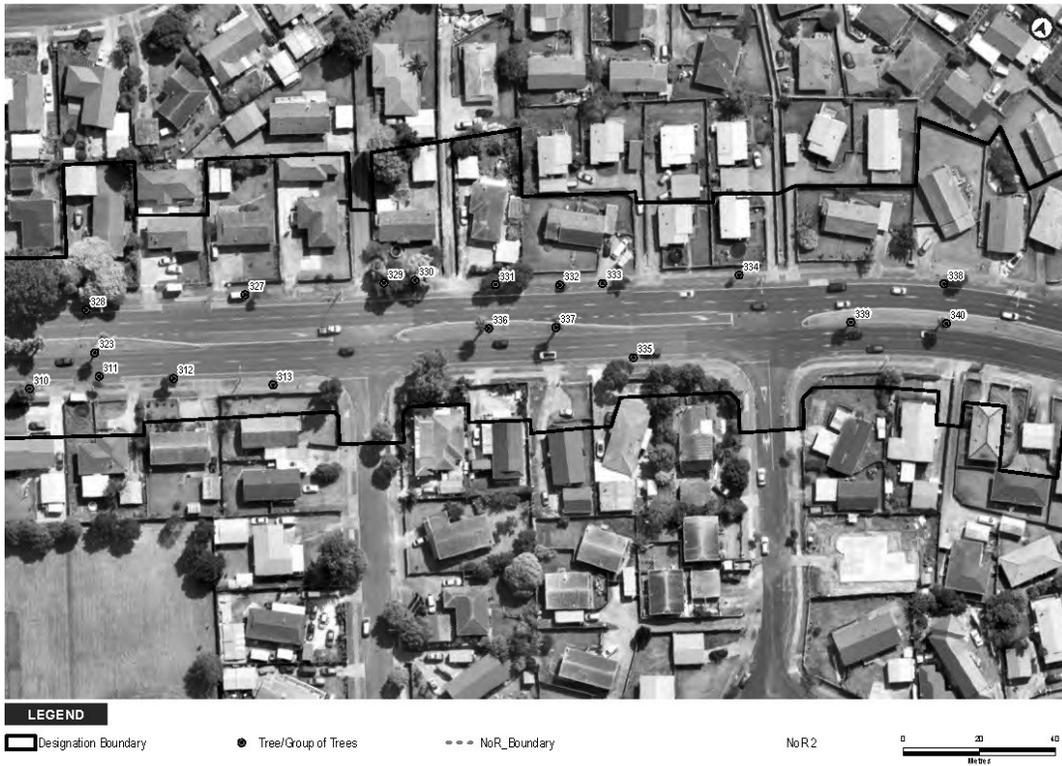
NoR 2



TRACKED CHANGES



TRACKED CHANGES



TRACKED CHANGES



TRACKED CHANGES



TRACKED CHANGES



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LEGEND

■ Designation Boundary ● Tree/Group of Trees - - - NoR_Boundary No R2 0 40 80
Meters



LEGEND

■ Designation Boundary ● Tree/Group of Trees - - - NoR_Boundary No R2 0 20 40
Meters

TRACKED CHANGES



TRACKED CHANGES



TRACKED CHANGES



TRACKED CHANGES



TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

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

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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

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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

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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

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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

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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

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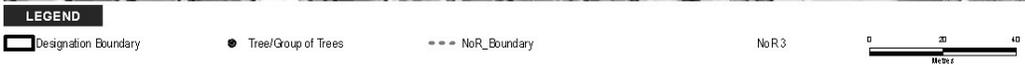
416	Single tree	Road Reserve	Washingtonia Palm	Mature
417	Single tree	Road Reserve	Washingtonia Palm	Mature
418	Single tree	Road Reserve	Washingtonia Palm	Mature
419	Single tree	Road Reserve	Washingtonia Palm	Mature
420	Single tree	Road Reserve	Washingtonia Palm	Mature
421	Single tree	Road Reserve	Washingtonia 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

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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

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NoR 3



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Tree No.	Vegetation Type	Protection	Species	Age
1	Single tree	Notable	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	Notable	Group of Notable Trees – Magnolia requiring removal	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

NOTICE OF REQUIREMENT FOR ALTERATION TO DESIGNATION 6717 (NoR 4b)

Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans	Confirmation from the Manager that a material change to a management plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: <ul style="list-style-type: none"> (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received.
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 23
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018.
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments); • archaeological site investigations; • formation of access for geotechnical investigations; • establishment of site yards, site entrances and fencing; • constructing and sealing site access roads; • demolition or removal of buildings and structures; • relocation of services; and • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.

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Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
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 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.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
Mana Whenua	<p>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 engaged in the Airport to Botany Bus Rapid Transit Project:</p> <ul style="list-style-type: none"> • Te Ākitai Waiohua • Ngāi Tai ki Tamaki • Ngāti Te Ata Waiohua • Ngāti Whanaunga • Ngāti Tamaoho • Ngāti Paoa Trust Board • Te Ahiwaru • Ngāti Tamaterā • Ngāti Maru <p>Note: other iwi not identified above may have an interest in the Project and should be consulted.</p>
MWPF	Mana Whenua Partnership Forum
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NUMP	Network Utilities Management Plan
NOR	Notice of Requirement
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
Pre-Project development	Existing site condition prior to the Project (including existing buildings and roadways).
Post-Project development	Site condition after the Project has been completed (including existing and new buildings and roadways).
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.
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Waka Kotahi NZ Transport Agency
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 and Experienced Person	A person (or persons) person who can provide sufficient evidence to demonstrate their suitability and competence.
ULDMP	Urban and Landscape Design Management Plan

General conditions	
1.	<p>Activity in General Accordance with Plans and Information</p> <p>(a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1.</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; and (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.	<p>(a) Conditions 1 – 24 of this designation shall only apply to the work described in the Project Description and Concept Plan in Schedule 1.</p> <p>(b) Except where explicitly provided for, Conditions 1 – 24 do not apply to works associated with on-going operation, safety improvements, and maintenance of the existing state highway, or the upgraded state highway following construction of the Project.</p>
3.	<p>Project Information</p> <p>(a) A project website, or equivalent virtual information source, shall be established within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) <u>the implications of the designation for landowners, occupiers and business owners and operators within the designation;</u> (v) a subscription service to enable receipt of project updates by email; and (vi) how to apply for consent for works in the designation under section 176(1)(b) of the RMA. <p>(b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</p>
4.	<p>Designation Review</p> <p>(a) The Requiring Authority shall within 6 months of Completion of Construction or as soon as otherwise practicable:</p> <ul style="list-style-type: none"> (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
5.	<p>Te Ākitai Waiohū – Southwest Gateway Programme</p> <p>The Requiring Authority acknowledges Te Ākitai Waiohū as Mana Whenua and a principal partner to the Southwest Gateway Programme, to which this project forms a part. The operation of this</p>

	<p>designation must in all respects reflect these matters, including through meeting the conditions and meaningful engagement at both a governance and kaitiaki level.</p>
6.	<p>Network Utility Operators (Section 176 Approval)</p> <p>(a) Prior to the start of Construction Works, Network Utility Operators (including Auckland International Airport Limited) and Auckland Council with existing infrastructure and/or park facilities located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities and/or park facilities necessary for the on-going provision or security of supply of network utility and/or park facility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities and/or park facilities in the same location with the same or similar effects as the existing utility and/or park facility. <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
Pre-construction Conditions	
7.	<p>Outline Plan</p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(b) Mana Whenua shall be invited as partners to participate in the preparation of an Outline Plan (or Plans).</p> <p>(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.</p> <p>(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:</p> <ul style="list-style-type: none"> (i) Network Utilities Management Plan; (ii) Construction Environmental Management Plan; (iii) Construction Traffic Management Plan; (iv) Construction Noise and Vibration Management Plan; (v) Urban and Landscape Design Management Plan; (vi) Historic Heritage Management Plan; and (vii) Ecological Management Plan.
8.	<p>Management Plans</p> <p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified and Experienced 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: <ul style="list-style-type: none"> 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. <p>(b) Any management plan developed in accordance with Condition 8 may:</p> <ul style="list-style-type: none"> (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation; (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; and (iii) if there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision. <p>(c) Any material changes to the SCEMPs, are to be submitted to the Council for information.</p>

<p>9.</p>	<p>Mana Whenua Partnership</p> <p>(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 Partnership Forum (MWPF). The objective of the MWPF is to provide a forum for Mana Whenua to participate as partners in all phases of the Project. To achieve the objective, the MWPF shall address (as a minimum) the following matters:</p> <ul style="list-style-type: none"> (i) how Mana Whenua will provide input into the design of the Project. For example: <ul style="list-style-type: none"> 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 style="list-style-type: none"> 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 produce a record of the Mana Whenua Partnership Forum. The record of the MWPF shall be provided to Mana Whenua and shall include (but not be limited to): <ul style="list-style-type: none"> 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 MWPF 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. <p>(b) Mana Whenua shall be invited to identify and (if possible) nominate traditional names along the Project corridor such as bridge structures. Noting there may be formal statutory processes outside the project required in any decision-making.</p> <p>(c) The MWPF shall continue to meet for at least six months following the Completion of Construction or as agreed with Mana Whenua.</p>
<p>10.</p>	<p>Stakeholder Communication and Engagement Management Plan (SCEMP)</p> <p>(a) A SCEMP shall be prepared <u>in consultation with stakeholders, community groups and organisations</u> 18 months prior to the Start of Construction for a Stage of Work. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with prior to and throughout the Construction Works. To achieve the objective, the SCEMP shall include:</p> <ul style="list-style-type: none"> (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) details of opportunities to strengthen the relationship between Mana Whenua, key stakeholders and the wider community;

	<ul style="list-style-type: none"> (iv) a list of stakeholders, organisations (such as community groups, <u>organisations facilities</u>) and businesses who will be engaged with; (v) identification of the properties whose owners will be engaged with; (vi) methods and timing to engage with landowners whose access is directly affected; (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. <p>(b) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</p>
<p>11.</p>	<p>Urban and Landscape Design Management Plan (ULDMP)</p> <ul style="list-style-type: none"> (a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) 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 21) and the Ecological Management Plan (Condition 23) may be reflected in the ULDMP. (c) The objective of the ULDMP(s) is to: <ul style="list-style-type: none"> (i) enable integration of the Project's permanent works into the surrounding landscape and urban context; and (ii) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment. (iii) acknowledge and recognise the whakapapa Mana Whenua have to the Project area. (d) The ULDMP shall be prepared in general accordance with: <ul style="list-style-type: none"> (i) Auckland Transport's Urban Roads and Streets Design Guide; (ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version; and (iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version. (e) To achieve the objective, the ULDMP(s) shall provide details of how the project: <ul style="list-style-type: none"> (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. 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: <ul style="list-style-type: none"> A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. (v) provides opportunities to incorporate Mana Whenua values and cultural narrative through the design. This shall include but not be limited to: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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.

	<p>F. how the historic and cultural significance of the Puhinui Historic Gateway is recognised; and</p> <p>G. how public access to coastal areas, waterways and open space is enhanced, where appropriate.</p> <p>(vi) provides for an integrated stormwater management approach which prioritises in the following order:</p> <p>A. opportunities for ki uta ki tai (a catchment scale approach);</p> <p>B. opportunities for net catchment benefit;</p> <p>C. green infrastructure and nature-based solutions; and</p> <p>D. opportunities for low maintenance design.</p> <p>(f) At the discretion of Mana Whenua, the matters listed in (e)(v) – (vi) shall either be incorporated into the ULDMP or prepared as a separate plan.</p> <p>(g) The ULDMP(s) shall include:</p> <p>(i) a concept plan(s) – which depicts the overall landscape and urban design concept, and explains the rationale for the landscape and urban design proposals;</p> <p>(ii) developed design concepts, including principles for walking and cycling facilities and public transport; and</p> <p>(iii) landscape and urban design details – that cover the following:</p> <p>A. road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment;</p> <p>B. roadside elements – such as lighting, fencing, wayfinding and signage;</p> <p>C. architectural and landscape treatment of all major structures, including bridges and retaining walls;</p> <p>D. architectural and landscape treatment of noise barriers;</p> <p>E. landscape treatment of permanent stormwater control wetlands and swales;</p> <p>F. integration of passenger transport;</p> <p>G. pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses;</p> <p>H. historic heritage places with reference to the HHMP (Condition 21); and</p> <p>I. re-instatement of construction and site compound areas, driveways, accessways and fences.</p> <p>(h) The ULDMP shall also include the following planting details and maintenance requirements:</p> <p>(i) planting design details including:</p> <p>A. identification of existing trees and vegetation that will be retained. Where practicable, mature trees and native vegetation should be retained;</p> <p>B. street trees, shrubs and ground cover suitable for berms;</p> <p>C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones;</p> <p>D. planting of stormwater wetlands;</p> <p>E. identification of vegetation to be retained and any planting requirements under the Ecological Management Plan (Condition 23)</p> <p>F. integration of any planting requirements required by conditions of any resource consents for the project; and</p> <p>G. re-instatement planting of construction and site compound areas as appropriate.</p> <p>(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 detailed specifications relating to the following:</p> <p>(iii)</p> <p>A. weed control and clearance;</p> <p>B. pest animal management (to support plant establishment);</p> <p>C. ground preparation (top soiling and decompaction);</p> <p>D. mulching; and</p> <p>E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.</p>
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Specific Outline Plan Requirements

12.	<p>Flood Hazard</p> <p>(a) The Project shall be designed to achieve the following flood risk outcomes:</p>
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	<ul style="list-style-type: none"> (i) no increase in flood levels for existing authorised habitable floors that are already subject to flooding; (ii) no more than a 10% reduction in freeboard for existing authorised habitable floors; (iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling; (iv) no new flood prone areas; and (v) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 100 year ARI flood levels (for Maximum Probable Development land use and including climate change).</p> <p>(c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.</p>
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Construction Conditions

13.	<p>Construction Environmental Management Plan (CEMP)</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) 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; (viii) procedures for incident management; (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses; (x) 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; (xi) procedures for responding to complaints about Construction Works; and (xii) methods for amending and updating the CEMP as required.
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14.	<p>Complaints Register</p> <ul style="list-style-type: none"> (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 style="list-style-type: none"> (i) the date, time and nature of the complaint; (ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate; (iv) the outcome of the investigation into the complaint; (v) any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. (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.
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15.	<p>Cultural Monitoring Plan</p> <p>(a) A Cultural Monitoring Plan shall be prepared prior to the Start of Construction.</p> <p>(b) At least six (6) months prior to the start of detailed design, a Suitably Qualified and Experienced Person(s) identified in partnership with Mana Whenua shall commence the preparation of the Cultural Monitoring Plan.</p> <p>(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.</p> <p>(d) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> (i) requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua; (ii) requirements and protocols for cultural inductions for contractors and subcontractors; (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; (v) details of the preferred Accidental Discovery Protocol; and (vi) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol <p>(e) 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 and Experienced Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p>Advice Note: <i>Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</i></p>								
16.	<p>Construction Traffic Management Plan (CTMP)</p> <p>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:</p> <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads; (vi) methods to maintain vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services). 								
17.	<p>Construction Noise Standards</p> <p>(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:</p> <p>Table 17.1: Construction noise standards</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 25%;">Day of week</th> <th style="width: 25%;">Time period</th> <th style="width: 25%;">L_{Aeq}(15min)</th> <th style="width: 25%;">L_{AFmax}</th> </tr> </thead> <tbody> <tr> <td colspan="4">Occupied activity sensitive to noise</td> </tr> </tbody> </table>	Day of week	Time period	L _{Aeq} (15min)	L _{AFmax}	Occupied activity sensitive to noise			
Day of week	Time period	L _{Aeq} (15min)	L _{AFmax}						
Occupied activity sensitive to noise									

Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

(b) Where compliance with the noise standards set out in Table 17.1 is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition 20 shall apply.

18.

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 18.1 Construction vibration criteria

Receiver	Details	Category A	Category B
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	

*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 18.1 is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 19(c)((x)), then the methodology in Condition 20 shall apply.

19.

Construction Noise and Vibration Management Plan (CNVMP)

- (a) A CNVMP shall be prepared prior to the Start of Construction for a 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 17 and 18 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 Acoustics – Construction Noise and the

	<p>Waka Kotahi State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the Project; (iv) identification of receivers where noise and vibration standards apply; (v) a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable; (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints; (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) identification of areas where compliance with the noise (Condition 17) and/or vibration standards (Condition 18 Category A or Category B) will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites. (xi) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise (Condition 17) and/or vibration standards (Condition 18 Category B) will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls Condition 19 (c)(x); (xii) identification of trigger levels for undertaking building condition surveys, which shall be below Category B day time levels; (xiii) procedures 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; (xiv) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that CNVMP, Schedules and the best practicable option for management of effects are being implemented; and (xv) requirements for review and update of the CNVMP.
<p>20.</p>	<p>Schedule to a CNVMP</p> <ul style="list-style-type: none"> (a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified and Experienced Person, in consultation with the owners and occupiers of sites subject to the Schedule, when: <ul style="list-style-type: none"> (i) construction noise is either predicted or measured to exceed the noise standards in Condition 17; (ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 18. (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. The Schedule shall include details such as: <ul style="list-style-type: none"> (i) construction activity location, start and finish dates; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 17 and 18 and predicted duration of the exceedance; (iv) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (v) a summary of 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 (vi) location, times and types of monitoring. (c) The Schedule shall be submitted to the Manager for information 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. If any comments are received from the Manager, these shall be considered by the Requiring Authority prior to implementation of the Schedule. (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.

	<p>The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.</p>
21.	<p>Historic Heritage Management Plan (HHMP)</p> <p>(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.</p> <p>(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:</p> <ul style="list-style-type: none"> (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; (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) 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 Partnership Forum (Condition 9) and Urban and Landscape Design Management Plan (Condition 11) 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 mitigation 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 style="list-style-type: none"> 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 accidental 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 and Experienced Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 15. <p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.</p> <p>Accidental Discoveries</p> <p>Advice Note:</p> <p><i>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version.</i></p>
22.	<p>Pre-Construction Ecological Survey</p> <p>(a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified and Experienced Person. The purpose of the survey is to inform the detailed design of ecological management by:</p>

	<ul style="list-style-type: none"> (i) confirming whether the species of value within the Identified Biodiversity Areas recorded in Schedule 2 are still present; and (ii) confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines (or any subsequent updated version). <p>(b) Mana Whenua shall be invited as partners to observe how the ecological survey in (a) will be undertaken.</p> <p>(c) If the ecological survey in (a) above confirms the presence of ecological species of value in accordance with Condition 22(a)(i) and the effects are likely in accordance with Condition 22(a)(ii), then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 23 for these areas (Confirmed Biodiversity Areas).</p>
<p>23.</p>	<p>Ecological Management Plan (EMP)</p> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 22) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise impacts of the Project on the ecological values of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:</p> <ul style="list-style-type: none"> (i) if an EMP is required in accordance with Condition 22(b) for the presence of long-tailed bats: <ul style="list-style-type: none"> 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 22(b) for the presence of Threatened or At-Risk birds (excluding Wetland Birds): <ul style="list-style-type: none"> 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 22(b) for the presence of Threatened or At-Risk wetland birds: <ul style="list-style-type: none"> 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;

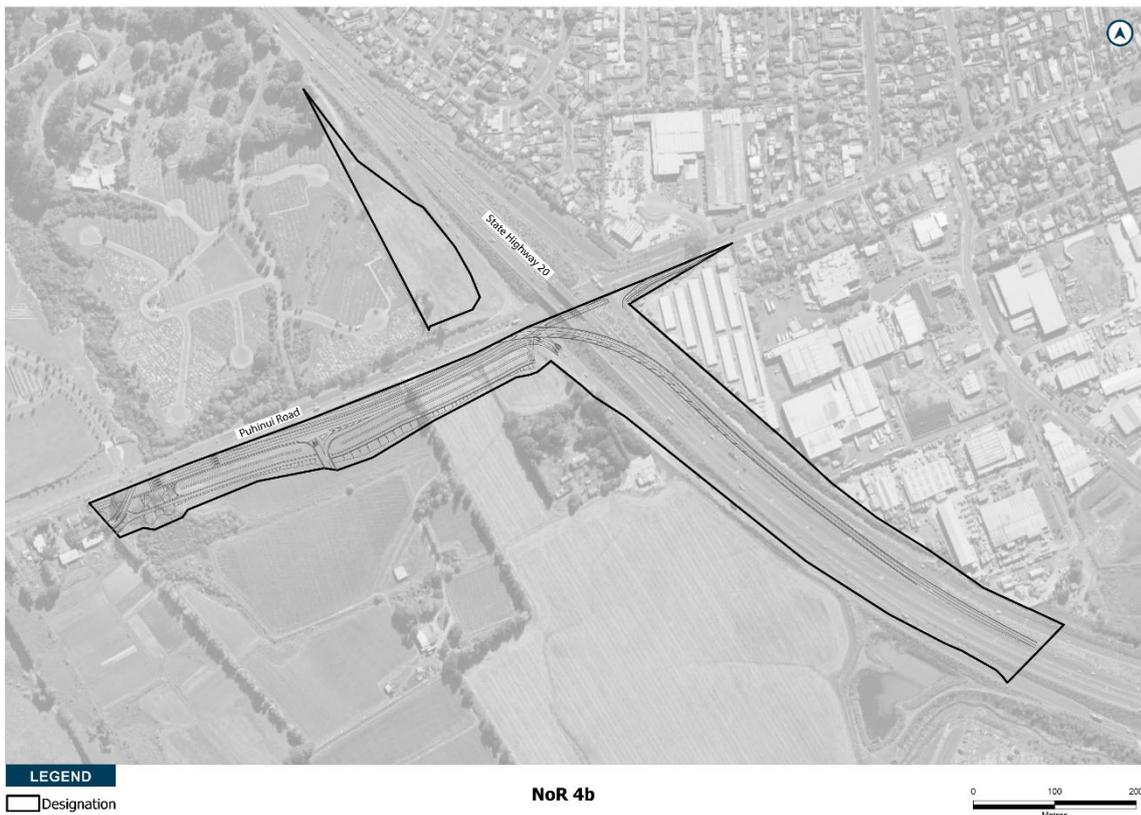
	<p>D. what protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50m of any construction area (including laydown areas). Measures could include:</p> <ul style="list-style-type: none"> a. a 20m buffer area around the nest location and retaining 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 and Experienced 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 and Experienced 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 and Experienced Person. <p>E. adopting a 10m setback where practicable, between the edge of wetlands and construction areas (along the edge of the stockpile/laydown area); and</p> <p>F. minimising light spill from construction areas into wetlands.</p> <p>(b) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.</p> <p>(c) Where appropriate, and in partnership with Mana Whenua, flora and fauna values identified in the ULDMP are reflected and included within this EMP.</p> <p>Advice Note:</p> <p><i>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</i></p> <ul style="list-style-type: none"> (i) <i>Stream and/or wetland restoration plans;</i> (ii) <i>Vegetation restoration plans; and</i> (iii) <i>Fauna management plans (e.g. avifauna, herpetofauna, bats).</i>
<p>24.</p>	<p>Network Utility Management Plan (NUMP)</p> <ul style="list-style-type: none"> (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. The NUMP shall include methods to: <ul style="list-style-type: none"> (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) 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.

Schedule 1: General accordance plan and information

The proposed work is an upgrade of the existing State Highway 20B (SH20B) from the SH20/20B Interchange to Manukau Memorial Gardens. This is for the construction, operation and maintenance of the State Highway including a Bus Rapid Transit (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 the SH20B corridor between the SH20/20B interchange and the intersection of Manukau Memorial Gardens to provide westbound lanes, walking and cycling facilities and a ramp from SH20B onto SH20 for southbound traffic while enabling the provision of a BRT corridor;
- b) Associated works including but not limited to intersections, bridges, embankments, retaining walls, culverts, stormwater management systems; and
- c) Construction activities, including vegetation removal, construction areas and the re-grading of driveways.

Concept Plan:

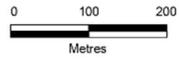


Schedule 2: Pre-construction pipit survey area



LEGEND

-  Designation
-  Pre-construction Pipit survey area (approx.)

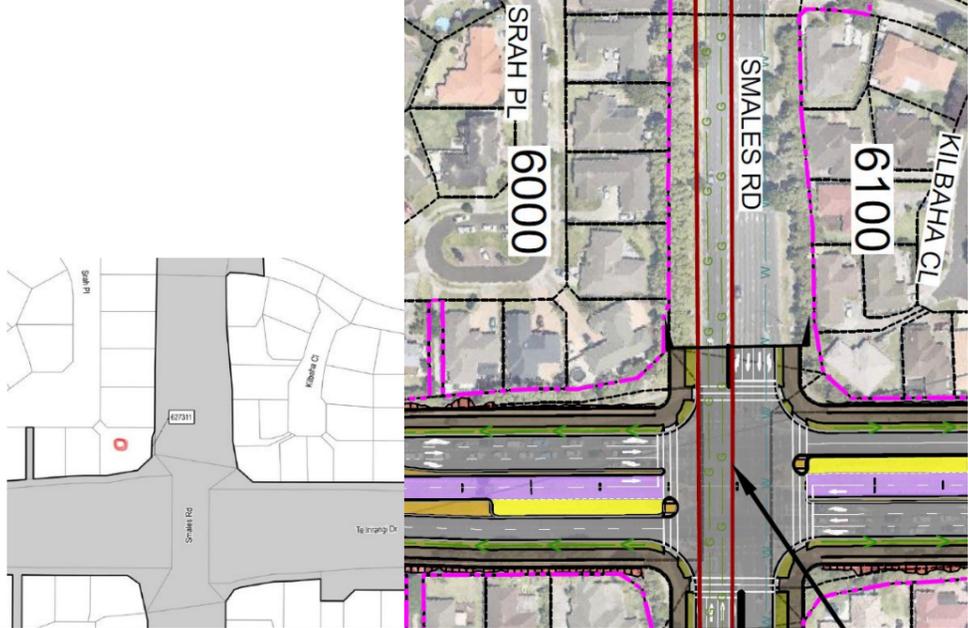


APPENDIX THREE

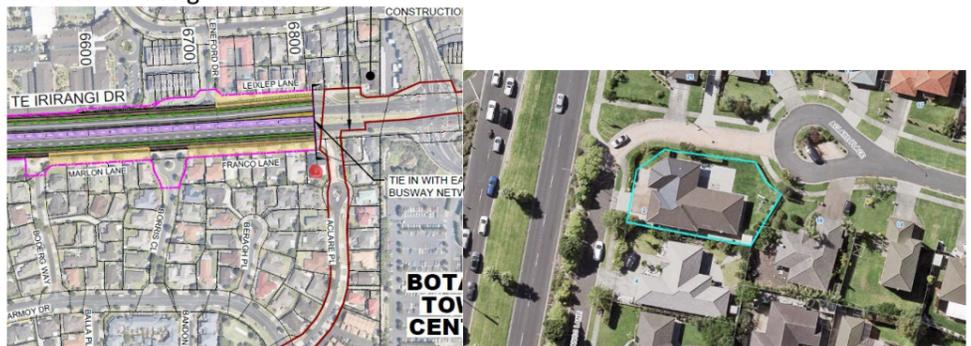
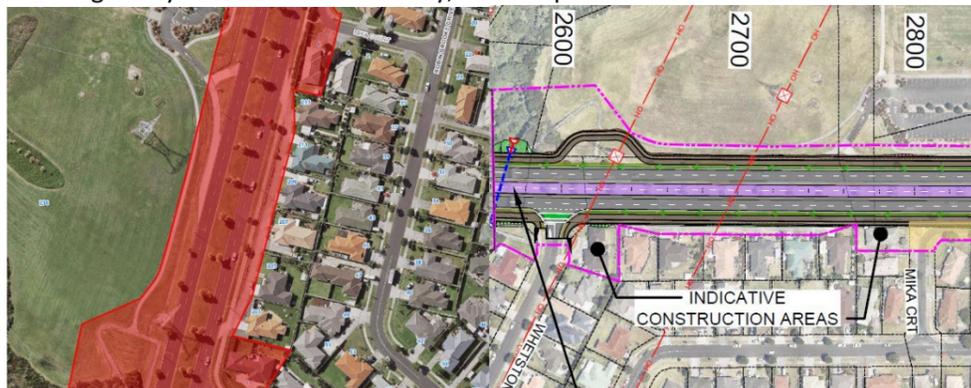
SUBMISSION SUMMARIES WITH MAPS BY NOR

A2B NoR1 Notice of Requirement - Bus Rapid Transit - Botany to Rongomai Park (Auckland Transport)

Summary of Submissions

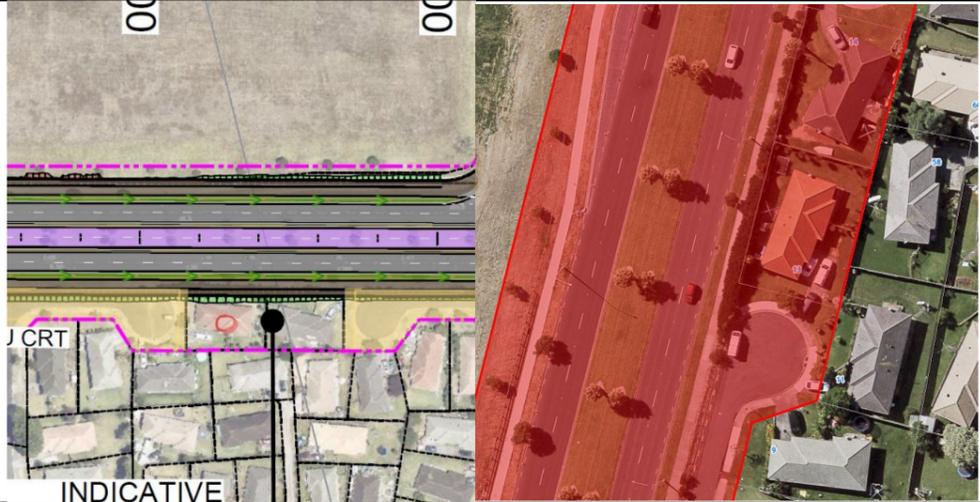
Sub #	Submitter Name	Organisation Name	Address for Service	Oppose /Support	Wish to be heard	Key Issues	Summary of Key Issues	Relief Sought	Address 1
1	Xu yajun		Yajunxu55@gmail.com		Yes	Extent Further information required Property value and land acquisition	<p>How much land will be taken, how much compensation paid, what is the process if sell land early?</p>  	No relief stated	18 Srah Place
2	Kawaljeet singh ON NOR2		kawalnz2@gmail.com		Yes	Extent	Take the park across the road, not my land	Move alignment of NoR	53 te irirangi drive

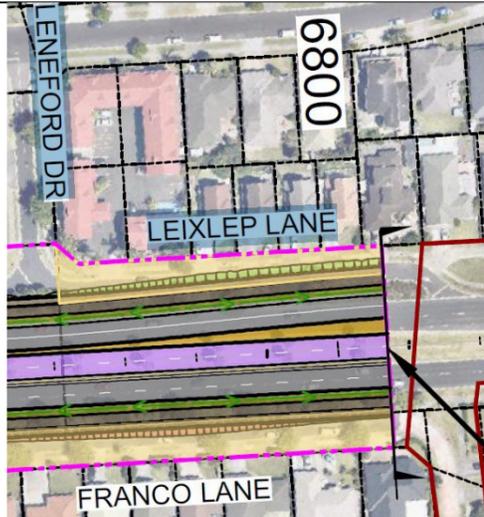
3	Litao Chen		lee_chen74@hotmail.com	Yes	Construction noise and vibration Other construction effects	<p>Protect property, provide for privacy, compensation for noise effects, rebuild fence</p>	Conditions to protect property	16 Ardkeen Place
4	EDDIE CHEOK		ecbh88@yahoo.co.nz	Yes	Property value and land acquisition Access Further information required	<p>Need access from Kellaway Drive maintained including for emergency vehicles during construction; Compensation for any potential loss of value; Need further information on detailed design and access</p>	Design details and access and compensation	3 KANTURK CLOSE

5	Balwinder Singh		seehranirmal@gmail.com	Oppose	No	Reject	Does not want to leave house 	Withdraw NoR	13 Brittas Place
6	Ugan Naidoo		usr@xtra.co.nz	Oppose	No	Residential amenity Further information required	Loss of privacy, exposure to main road increased; Requests artist impression to understand design 	Withdraw NoR	2 Franco Lane
7	Roger Dundang		rdundang@yahoo.co.nz	Oppose	No	Environment	Keep environment as it is now	Withdraw NoR	
8	P Thambirajah & T Paskaranandavadi vel		pasknala@gmail.com			Access Operational noise and vibration	Will negatively affect access and safety; More exposure to road noise and vibration 	Withdraw NoR	213 Te Irirangi Drive
9	Kamlesh Rana & 33 Signatories		Kamrana@xtra.co.nz	Oppose	Yes	Consultation and engagement Need Alternative	Inadequate consultation and engagement; Project not needed; Alternative Cavendish Drive route should be used	Alternative route OR Withdraw NoR	154 Puhinui Road
10	BPG DEVELOPMENTS LIMITED c/- The		dallan@elislsgould.co.nz	Support with amend		Access Other construction effects	Manages 123 Ormiston Rd (Ormiston Rd Holdings Ltd) and 277 Te Irirangi Dr (Te Irirangi Ltd) being the Botany Junction Local Centre, and 308 Te Irirangi Dr (Ecart Holdings Ltd) being the Botany South retail centre	Condition to identify as reinstated and retained the	

	offices of Ellis Gould			ments and conditions		Parking	<p>Access Seeks no post-construction adverse effects on access to and from the sites and their activities</p> <p>Construction effects Seeks avoidance or minimization of adverse construction effects on the operation of the sites</p> <p>Parking Seeks no adverse effects on current parking layout, configuration and quantity both during construction and long-term</p>	<p>accesses to/from 277 TelriDr and 308 TelriDr</p> <p>Condition direct vehicle access between "Botany Way" and both 277 Te Irirangi Drive and 123 Ormiston Road shall not be significantly altered and shall be retained in a form that enables an 11.5 metre truck to be accommodated following completion of construction.</p> <p>Condition direct vehicle access between "Bishop Lenihan Place" and 308 Te Irirangi Drive shall not be significantly altered and shall be retained in a form that enables a 12.6 metre truck to be accommodated following completion of construction.</p> <p>Condition there will be no long-term (i.e.: post construction) effects on any of the existing vehicle accesses serving the Sites and that those accesses will be retained largely in their current form following completion of construction.</p> <p>Condition adverse effects on access to and egress from the Sites are minimised as far as practicable during construction.</p> <p>Condition there will be no adverse effects in respect of the current car parking configuration and quantity both during construction and in the long term.</p> <p>Condition the extent of the designation is reduced as soon as possible once construction in the immediate vicinity of each Site is completed, so that the residual designation includes only those areas necessary for the permanent operation and maintenance of the proposed work, or</p>	
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								mitigation of effects generated by it. Condition the CTMP prior to the commencement of construction in the vicinity of the Sites, a construction traffic management plan applying to the road network in the immediate vicinity of the Sites is prepared by the requiring authority in consultation with the Submitter; provided to Council, along with details of the Submitter's observations and comments on the plan, if any; and approved by the Council.		
11	Mr Aisea Sasalu ON NOR2		iceman261091@gmail.com	Oppose	Yes	Extent	Family home for 50 years, elderly father, wants to know if it is possible to save the home 		Remove the NoR from 71 Te Irirangi Drive	71 Te irirangi dr clover park
12	Theresa Tusa NO ADDRESS, MAY RELATE TO 13 TONUÚ COURT		theresa.tusa08@gmail.com	Oppose	No	Traffic Parking Residential amenity	Traffic Increase in traffic in an already congested road will affect household and community, and safety Parking No public parking is provided to support the BRT Residential amenity Bus Stations will impact neighbouring properties (privacy, outlook, noise and disturbance) Possibly this property:	If BRT goes ahead, provide specific details on how residences will be impacted, how much area needed from each property for the project, and specific timelines		

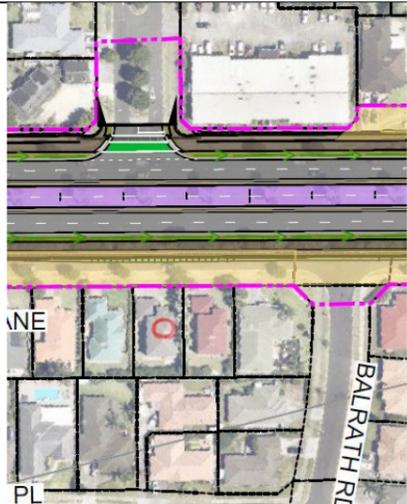
									
13	Vanessa Phillips		vanessa.phillips.nz@gmail.com	Oppose	Yes	Project scope Trees Flooding	<p>Project scope For rapid transit, not for walking and cycling. Including the walking and cycling would mean significant increase in project costs, an enormous reduction in trees and the urban ngahere canopy coverage across this area, increased flooding risk and climate impacts, an increase in the urban heat and island effect, decreased visual amenity, loss of shade, decreased health and wellbeing to the public and decreased air quality</p> <p>Trees Trees would be lost (reduction in urban ngahere)</p> <p>Flooding Increased flooding risk</p> 	Reduce the project scope to a rapid transit network - Airport to Botany running along the central median, which includes: a dedicated Bus Rapid Transit corridor centre-running along Te Irirangi Drive; Bus Rapid Transit stations at Smales Road, Accent Drive, and Ormiston Road – Botany Junction Shopping Centre; swales and wetlands; areas for construction related activities including yards, site compounds, and bridge and structure works. Oppose the inclusion of improved walking and cycling facilities along both sides of the corridor. Oppose the removal of trees lining both sides of the corridor along Te Irirangi Drive.	12 Wando Lane
14	Huaxiu Wang		1071434009@qq.com	Oppose	No	Residential amenity	Residential amenity effects on frontage, driveway, noise, security and privacy	Project not to have any adverse effects on 6 Leixlep Lane	6 Leixlep Lane

									
15	Tanaz and Rustom Turel		tanazturel@hotmail.com	Oppose	Yes	Need	<p>Separate bus or cycle lane is not needed. Existing bus services sufficient and hardly used.</p> 	Review existing public transport route to Manukau before investing in this BRT project	2 Banville Road
16	Kathleen Waller ON NOR3		kiwisteads@gmail.com	Oppose	Yes	Lapse period	<p>15 years too long and with no certainty of funding will make selling or altering properties difficult.</p> 	No NoR to be confirmed on any property until house purchases are fairly negotiated without penalising property owners	184 Puhinui Road
17	Danny Charanjit Singh ON NOR2		Danny.Singh@hotmail.co.nz	Oppose	Yes	Extent Need	<p>Extent Do not take my property. Use the central median only for the Busway, and do not widen Te Irirangi Drive. Leave the existing pedestrian overbridge as it is needed and well-used. Need Project is not needed, commuters prefer their own transport and public transport is not safe</p>	Reject the NoR, or confine it to the central median of Te Irirangi Drive	1 Belinda Avenue

									
18	Rajnish Kalsi		rajkalsi78@icloud.com	neutral	Yes	Traffic	<p>Traffic Increasing traffic would be a safety issue for the residents on both sides of Te Irirangi Drive</p> 	Consider traffic effects on safety before going ahead	14 Sheddings lane
19	Kindercare Learning Centres Limited C/- SFH Consultants Limited Attn: Daniel Shaw		daniel@sfhconsultants.co.nz		Yes	Access Parking Trees	<p>Access NoR will adversely affect access to and from the Kindercare. Submitter considers Cratloe Lane will be taken up by walkway/cycleway/berm according to the proposal cross-section. Loss of site direct access to/from Te Irirangi Drive</p> <p>Parking Parking in the vicinity of the Kindercare will be adversely affected, and the 10 parking spaces in Cratloe lane will be lost</p> <p>Trees Loss of street trees</p> 	Maintain the current access to the site, and maintain/reinstate Cratloe Lane as a slip lane	PO Box 86
20	Mr Modher Adnan Abdulrazak Barakat and Mrs Yessar Ahmed Ali Barakat Attn: Stephen Brownhill		stephen.brownhill@xtra.co.nz	Oppose	Yes	Access Traffic Parking Construction noise and vibration Residential amenity Extent Authority	<p>Access Will be affected to 4 Franco Lane. Temporary access to driveways during construction is also opposed</p> <p>Traffic Traffic safety and pedestrian safety impacts; Need for separate walking and cycling along Te Irirangi Drive is not agreed; Safety issue reversing across walk/cycle lanes</p> <p>Parking Loss of on-street parking from Franco Lane</p> <p>Construction noise and vibration Adverse effects</p>	Modify NoR to be a Busway alone and cancel the proposed re-purposing of Franco Lane for walk/cycle/stormwater infrastructure, OR Provide conditions to satisfy the submitters' concerns	PO Box 4372 Shortland Street

						<p>Residential amenity Encroachment of the transport system into the residential neighbourhood and character and amenity</p> <p>Extent Loss of private yard space; Walking and cycling facilities not “reasonably necessary” to achieve AT objectives, works fail to achieve the Project objectives</p> <p>Authority Unclear whether repurposing Franco Lane complies with AT statutory functions and powers (ss 45 & 46 LGACA2009) and in purpose as requiring authority (s 47(1)). Proposed works are not expressly included in functions and powers (s 46)</p> 		
21	National Mini Storage Limited Attn: Michael Campbell		michael@campbellbrown.co.nz		Yes	<p>Extent All infrastructure is to be contained within the existing road reserve, with no encroachment onto the Submitter’s site. All batters and earthworks to be designed in consultation with property owners to minimize impacts.</p> <p>Other construction effects Earthworks and batters to be designed in consultation with property owners to minimize impacts. Earthworks to be managed to minimize construction effects (including dust) and include protection/cleaning of affected buildings.</p> <p>Indirect costs Any costs to resolve consenting matters (varying conditions etc) to be met by requiring authority</p> 	<p>Conditions for: All infrastructure is to be contained within the existing road reserve, with no encroachment onto the Submitter’s site. All batters and earthworks to be designed in consultation with property owners to minimize impacts.</p> <p>Earthworks and batters to be designed in consultation with property owners to minimize impacts. Earthworks to be managed to minimize construction effects (including dust) and include protection/cleaning of affected buildings.</p> <p>Any costs to resolve consenting matters (varying conditions etc) to be met by requiring authority</p>	PO Box 100155
22	Anil Rodrigues		anil459@gmail.com	Oppose	Yes	<p>Property value Plans to sell affected by prospective buyers devaluing the property</p> <p>Construction noise and vibration Adverse effects</p> <p>Other construction effects Air quality Dust and particulate air contamination exposure for asthmatic child</p>	Stop the Project	
23	Business East Tamaki		gm@businessnet.or.g.nz	support	Yes	<p>Construction noise and vibration Disruption and health effects from construction noise and vibration</p> <p>Other Construction effects Dust effects on health and amenity</p>	To avoid, remedy or mitigate these effects, Business East Tamaki asks that the proposal	Level 1 1 Sir William Avenue

	Attn: Dr Grant Hewison					Other construction effects Open space and community facilities Visual impact Traffic Parking Indirect costs Social and economic Access	Open space and community facilities Loss of open space and community facilities Visual impact Visual impacts due to the establishment of hoarding and changed wayfinding during construction. Traffic Increased traffic congestion resulted in road blockages, truck and heavy vehicle movements and cumulative impacts associated with other construction of nearby projects. Parking Reduction in parking availability due to changed road conditions and demand for parking from the construction workforce. Indirect costs Loss in revenue for local businesses directly affected by construction as road blockages or disruptive construction may redirect regular businesses customers. Social and economic Loss of local employment/ livelihood due to acquisition of local businesses or businesses voluntarily relocating to avoid significant construction impacts. Workers' safety being compromised due to potentially poor safety policy and monitoring (perhaps even fatalities and/or severe workplace incidents). Loss of businesses serving smaller communities. Loss of employment and livelihood as a result of property acquisition or business disruption. Changes to community character and sense of place due to loss or modification to valued local businesses. Access Changes to pedestrian and vehicular accessibility to the town centres, including commercial and residential land use. Changes to local road access and through-routes for freight.	include a Development Response Management Plan (DRMP) to be implemented prior to the start of construction to provide a framework to assist businesses affected by the Project during construction. As set out in the Assessment of Effects on the Environment of the NOR, this would be a Condition and broadly include: – Recommendations for measures to be undertaken to manage the impacts of Construction Works on the identified businesses; – A summary of any proactive assistance provided to impacted businesses; and – Identification of opportunities to co-ordinate the forward work programme, where appropriate with infrastructure providers and development agencies. A more detailed discussion of the proposed DRMP is included in the Social Impact Assessment.	
24	Samir Chalabi		samirnz@gmail.com	Oppose	yes	Extent Operational noise Property value and land acquisition	Extent Do not widen Te Irirangi Drive. Need to continue to live here. Noise Traffic noise would increase. Removal of vegetation would worsen traffic noise effects. Property value The Project will destroy property value and prevent selling at a fair market price	Reject the NoR OR Council to buy property early at Council Valuation value	4 Sheddings Lane
25	Taruna and Saurabh Tiwary		tcctaupo@hotmail.com	Oppose	yes	Traffic Operational noise Property value and land acquisition	Traffic Congestion will increase Noise Traffic noise will be brought closer to property Property value Cannot afford to relocate	Reject NoR OR Modify NoR to address concerns	6 Sheddings Lane

										
26	Heather Haylock		heather@heatherhaylock.nz			Operational noise and vibration Zoning and Surplus designated land Other construction effects Consultation and engagement Extent Flooding Property value and land acquisition Alternative	Operational noise and vibration Aircraft noise and traffic noise, worsened if buffer houses fronting Puhinui Rd are removed. Only some properties have taken up the HANA noise mitigation packages. Zoning AEE shows a zoning not in the legend so uncertain [Currently zoned Single House, PC78 changes it to MHU and THAB] Re-development of surplus land on Puhinui Rd should be open space ribbon park, not intensive housing. Commercial development may occur [but not yet zoned for that or resolved by NoR] Other construction effects Nuisance Consultation and engagement Not specifically targeted to those affected. Extent Existing houses buffered by road-fronting houses which are to be removed. Flooding Land Acquisition Alternative route and stations Surplus designated land		AT to compensate residents along entire BRT route who lose the visual and noise buffer of houses removed in front of them; AT and Council to clarify future zoning of block bounded by Puhinui/Ranfurly/Cavendish/C lendon; AT to re-design surplus land as ribbon park and Council to rezone it as Open Space; AT/Council to clarify future zoning plans for remainder of BRT route	172 Puhinui Road
27	TIM Nominees Limited and The Saint Johns College Trust Board Attn: Clare Covington - Harrison Grierson With LATE Transport Memo		c.covington@harrisongrierson.com	Oppose	yes	Compromised activities	Compromised activities Encroachment into outdoor yard and parking area will significantly affect the current and future operations of the site (57 on-site parking spaces removed, and reduction in ability for truck manoeuvring and access). Injurious affection. Loss of two signs, loss of landscaping and need to move security fence. Reduces viability of site for future tenants. [GenArrPlan shows land used for cut batter]		Remove NoR from the site. Consider a retaining wall rather than batter. Consider reducing the separated walkway and cycleway to a shared path, to reduce encroachment by 2m.	PO Box 5760

									
28	Phisan Charoenmongkhnwilai ON NOR2		aungood@gmail.com	neutral	yes	Neutral [GenArrPlan shows entire 3 unit site within NoR, but only the front unit physically within the works]		Needs to be informed about every stage of decision-making as it affects the property	53 Malaspina Place
29	Samantha Searle		samantha.searle@h	Oppose	No	Extent Project scope Project Scope and Extent would be lost	For rapid transit, not for walking and cycling. Also trees	Constrain the Project to just a rapid transit busway, from Botany to Auckland Airport	14 Wando Lane

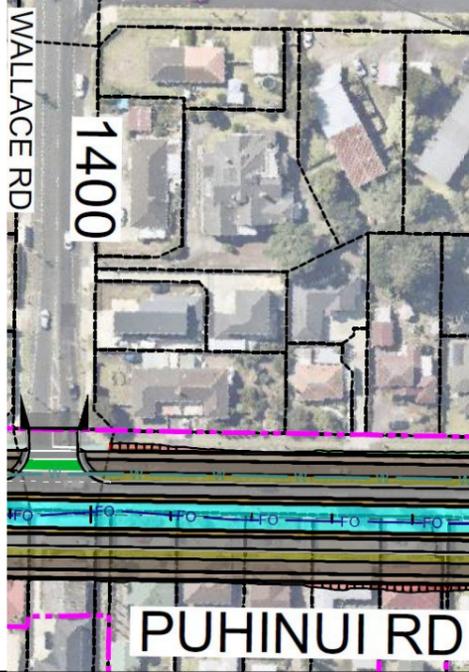
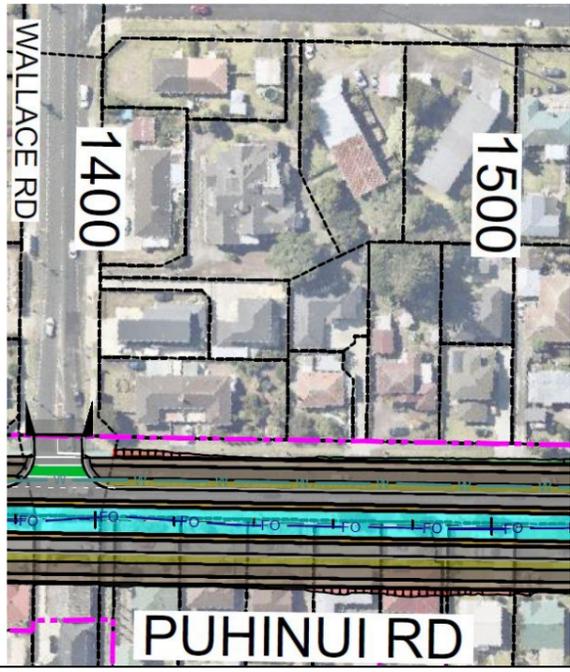
			otmail.co.nz						
30	Paul Reyneke		reyneke@xtra.co.nz	Oppose	yes	Project scope Trees Flooding	<p>Project scope For rapid transit, not for walking and cycling. Including the walking and cycling would mean significant increase in project costs, an enormous reduction in trees and the urban ngahere canopy coverage across this area, increased flooding risk and climate impacts, an increase in the urban heat and island effect, decreased visual amenity, loss of shade, decreased health and wellbeing to the public and decreased air quality</p> <p>Trees Trees would be lost (reduction in urban ngahere)</p> <p>Flooding Increased flooding risk</p>	Reduce the project scope to a rapid transit network - Airport to Botany running along the central median, which includes: a dedicated Bus Rapid Transit corridor centre-running along Te Irirangi Drive; Bus Rapid Transit stations at Smales Road, Accent Drive, and Ormiston Road – Botany Junction Shopping Centre; swales and wetlands; areas for construction related activities including yards, site compounds, and bridge and structure works. Oppose the inclusion of improved walking and cycling facilities along both sides of the corridor. Oppose the removal of trees lining both sides of the corridor along Ti Irirangi Drive.	24 Lydiard Place Beachlands
31	Matthew Cheeseman		mattc03@hotmail.com	Oppose	yes	Project scope Trees Flooding	<p>Project scope For rapid transit, not for walking and cycling. Including the walking and cycling would mean significant increase in project costs, an enormous reduction in trees and the urban ngahere canopy coverage across this area, increased flooding risk and climate impacts, an increase in the urban heat and island effect, decreased visual amenity, loss of shade, decreased health and wellbeing to the public and decreased air quality</p> <p>Trees Trees would be lost (reduction in urban ngahere)</p> <p>Flooding Increased flooding risk</p>	Reduce the project scope to a rapid transit network - Airport to Botany running along the central median, which includes: a dedicated Bus Rapid Transit corridor centre-running along Te Irirangi Drive; Bus Rapid Transit stations at Smales Road, Accent Drive, and Ormiston Road – Botany Junction Shopping Centre; swales and wetlands; areas for construction related activities including yards, site compounds, and bridge and	12 Wando Lane

								structure works. Oppose the inclusion of improved walking and cycling facilities along both sides of the corridor. Oppose the removal of trees lining both sides of the corridor along Ti Irirangi Drive.	
32	Maureen Irwin		maureen.irwin@xtra.co.nz	Oppose	yes	Project scope Trees Flooding	Project scope For rapid transit, not for walking and cycling. Including the walking and cycling would mean significant increase in project costs, an enormous reduction in trees and the urban ngahere canopy coverage across this area, increased flooding risk and climate impacts, an increase in the urban heat and island effect, decreased visual amenity, loss of shade, decreased health and wellbeing to the public and decreased air quality Trees Trees would be lost (reduction in urban ngahere) Flooding Increased flooding risk	Reduce the project scope to a rapid transit network - Airport to Botany running along the central median, which includes: a dedicated Bus Rapid Transit corridor centre-running along Te Irirangi Drive; Bus Rapid Transit stations at Smales Road, Accent Drive, and Ormiston Road – Botany Junction Shopping Centre; swales and wetlands; areas for construction related activities including yards, site compounds, and bridge and structure works. Oppose the inclusion of improved walking and cycling facilities along both sides of the corridor. Oppose the removal of trees lining both sides of the corridor along Ti Irirangi Drive.	24 Lydiard Place Beachlands
33	Laura Unasa		lauraandperry@xtra.co.nz	Oppose	yes	Project scope Trees Flooding	Project scope For rapid transit, not for walking and cycling. Including the walking and cycling would mean significant increase in project costs, an enormous reduction in trees and the urban ngahere canopy coverage across this area, increased flooding risk and climate impacts, an increase in the urban heat and island effect, decreased visual amenity, loss of shade, decreased health and wellbeing to the public and decreased air quality Trees Trees would be lost (reduction in urban ngahere) Flooding Increased flooding risk	Reduce the project scope to a rapid transit network - Airport to Botany running along the central median, which includes: a dedicated Bus Rapid Transit corridor centre-running along Te Irirangi Drive; Bus Rapid Transit stations at Smales Road, Accent Drive, and Ormiston Road – Botany Junction Shopping Centre; swales and wetlands; areas for construction related activities including yards, site compounds, and bridge and structure works. Oppose the inclusion of improved walking and cycling facilities along both sides of the corridor. Oppose the removal of trees	198 Seventh View Ave Beachlands

								lining both sides of the corridor along Ti Irirangi Drive.	
34	Emerson Cheeseman		emo.cheese@seman@gmail.com	Oppose	yes	Project scope Trees Flooding	Project scope For rapid transit, not for walking and cycling. Including the walking and cycling would mean significant increase in project costs, an enormous reduction in trees and the urban ngahere canopy coverage across this area, increased flooding risk and climate impacts, an increase in the urban heat and island effect, decreased visual amenity, loss of shade, decreased health and wellbeing to the public and decreased air quality Trees Trees would be lost (reduction in urban ngahere) Flooding Increased flooding risk	Reduce the project scope to a rapid transit network - Airport to Botany running along the central median, which includes: a dedicated Bus Rapid Transit corridor centre-running along Te Irirangi Drive; Bus Rapid Transit stations at Smales Road, Accent Drive, and Ormiston Road – Botany Junction Shopping Centre; swales and wetlands; areas for construction related activities including yards, site compounds, and bridge and structure works. Oppose the inclusion of improved walking and cycling facilities along both sides of the corridor. Oppose the removal of trees lining both sides of the corridor along Ti Irirangi Drive.	
35	Tasman Accounting Trustee Ltd Attn: Mark and Marta Stevens ON NOR2 CLOVER PARK		legacytrust@outlook.co.nz	Oppose	yes	Operational noise Extent Access Property value Zoning Residential amenity	Noise Increased traffic and road noise Extent Will lose our land. The land not used at 56 Te Irirangi Dr (our road-side neighbour) could be land banked by AT for future widening of the corridor, further reducing peace and quiet and amenities at our property. Access It will be difficult to get out of our driveway and dangerous to go across bus lane, cycling lane and pedestrian lane and then onto main road. It is already a dangerous road to get in and out of properties and an area of ongoing accidents. Also, we will not be able to turn right to go to Manukau so we will have to go left to turn around to go to work which makes our travel time longer and more difficult, as well as more dangerous with increased traffic and less turning bays. Property value Our property getting devalued as we will no longer be down a driveway but on a main busy road. Rental returns will also be diminished as it will not be as desirable as it is today. Zoning Possible changes to the unitary plan zoning and future development potential. This property had previous consent for a minor dwelling which was not carried out as we had intention of doing a higher density development in the near future. Residential amenity Noise and pollution as well as safety issues having children and animals at the property.	Withdraw the A2B NoRs and do not go ahead with the Bus Rapid Transit corridor	54 Te Irirangi Drive

36	Jamie Khang Nguyen ON NOR2 & NOR3		j.nguyen@hotmail.co.nz	Oppose	No	Walking safety Traffic Need Access	 <p>Walking safety Significantly increased safety risk for primary school children walking to and from school from Northern side of Puhinui to get to Puhinui Primary school (Roll of approx. 600, most from north side of Puhinui Rd and have to cross this road to get to school every day). Significant amendments and consultation with Puhinui Primary school is required to ensure a cohesive solution that improves safety of walking children. Priority should be given to walking pedestrians.</p> <p>Traffic Vehicle and Bus-lane congestion very rarely occurs on Puhinui Road east of the Puhinui Train Station. The critical congestion zones causing delays to buses are west of the train line on Puhinui road between the Puhinui Train Station and SH20. Congestion also occurs on Lambie Drive however the new bus-lanes are well suited to prioritising buses.</p> <p>Need Most international and domestic airport <u>arrivals</u> disembark the AIR buses at Puhinui train station to access the train lines. This means the AIR buses running from Puhinui Train Station to Manukau are frequently empty. Most international and domestic airport <u>departures</u> embark the AIR buses at Puhinui Train Station NOT Manukau. This means the AIR buses running from Manukau to Puhinui Train Station are frequently empty. Particularly because the competing alternative is a single stop train ride from Manukau to Puhinui Train Station which covers this distance in 4 minutes (1/3 of the travel time of the current AIR bus). This means a dedicated busway between Manukau to Puhinui Train Station will be redundant as even after the proposed upgrades, it will still faster to catch a train. This is poor value for money infrastructure upgrades. The benefit to cost for Puhinui Rd, east of the train line is poor value. Funds should be prioritised to reliability and frequency of buses between Airport -> Puhinui Train Station</p> <p>Access Loss of logistics and goods vehicles access from SH20 to Grayson Ave and Norman Spencer road due to no right turn. This will cause increased congestion on Plunket Ave and Cavendish Drive due to all vehicles being re-directed along this road.</p> <p>Alternative An alternative is proposed where the benefits would be reduced construction cost, social impact and disruption, utilising the existing Cavendish Drive underpass to reduce infrastructure upgrades to the existing Puhinui bridge. The proposed bus route reduces the number of affected landowners. A better location to the bus transit station adjacent to the train line. This larger space may also accommodate a park-n-ride for Puhinui Train Station. The current proposal is significantly spatially constrained by small pieces of land. A better solution would be to acquire larger industrial land that affects 1 owner rather than dozens.</p>	Decline the current proposal until an alternative Cavendish Drive route is investigated.	83a Victoria Road

37	Heritage New Zealand Pouhere Taonga Attn: Alice Morris		amorris@heritage.org.nz		yes	Historic heritage	Historic heritage HNZPT does not support the use of the HHMP as it is presently proposed. HNZPT is concerned that while there have been both archaeological and built heritage assessment reports completed for the entire length of the Botany to the Auckland Airport (NoR 1 – 4b) the mitigation of the effect of the designation and future construction of the Bus Rapid Transit corridor, walking and cycling facilities on the known and potential historic heritage will not be managed until the Outline Plan of Works stage. The framework of the proposed HHMP conflates matters relating to historic heritage under the RMA and archaeological requirements provided for under the HNZPTA 2014 with respect to archaeological monitoring, investigation, and reporting. This is an unnecessary duplication of HNZPTA archaeological processes, where the archaeological authority will have its own separate Archaeological Works Plan required to be adhered to under that process. The consideration, management and mitigation of effects from the purpose of the designation on known or potential Historic Heritage should be addressed through the NoR process instead of being deferred to the Outline Plan process.	The objective of the HHMP is rewritten to remove all duplication of processes with the HNZPTA. The purpose of the HHMP should be focussed on the provision of details such as: <ul style="list-style-type: none"> • Roles, responsibilities and contact details of the project personnel, Requiring Authority's representative, Mana Whenua and HNZPT while are involved with heritage and archaeological matters. • Provision for access for Mana Whenua to carry out tikanga and cultural protocols. • Methods for protecting or minimising adverse effects on heritage and archaeological sites within the designation during works (for example fencing to protect form construction works). • Advice that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in part) shall apply when an archaeological Authority from HNZPT is not otherwise in place. • Methods for interpretation and appropriate public dissemination of knowledge gained from heritage investigations. 	PO Box 105 291
38	Mohammad Meraj		merajmd13@gmail.com	support	No	Supports	No comments or reasons	No recommendation or decision sought	1/132 Wallace road

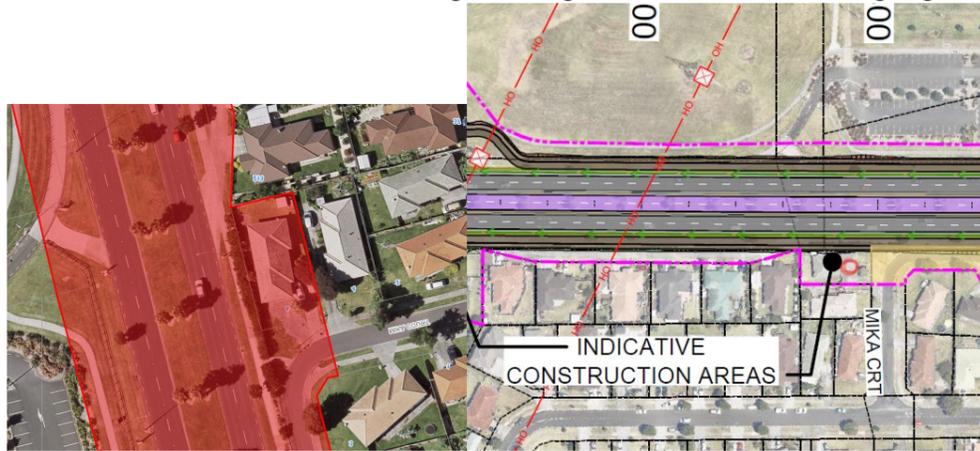
									
39	Kim Bloom		k.bloom183@gmail.com	Oppose	yes	Alternative	Alternative The connection should be on Lambie Drive where there is more commercial and not residential homes 	Not enough time to read, digest and make submissions. The connection should be on Lambie Drive where there is more commercial and not residential homes	183 Puhinui Road
40	Chris Horne	Telecommunications Submitters	chris@incite.co.nz		yes	Infrastructure	Infrastructure Chorus fibre and copper lines and 8 mobile network sites are located within the Project footprint. Existing and future telecommunications infrastructure needs to be protected by the Project works and consultation. The NUMP condition should recognise the complexity of network utility operators involved. Amend the NUMP condition by adding an advice note for each notice of requirement as follows: Network Utility Management Plan (NUMP) (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.	Amend conditions as in summary	PO Box 3082

						<p>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to: provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; 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 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.</p> <p>(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).</p> <p>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.</p> <p>(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.</p> <p>(f) Any comments received from the Network Utility Operator (including Auckland International Airport Limited) shall be considered when finalising the NUMP.</p> <p>(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.</p> <p>Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</p> <p><u>Add a new condition to each notice of requirement as follows:</u> XX: The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to identify opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan or Plans prepared for the Project.</p>			
41	Brendon Liggett	KĀINGA ORA HOMES AND COMMUNITIES (Kāinga Ora)	michael@campbellbrown.co.nz / developmentplanning@kaingaaora.govt.nz		yes	<p>Consultation and engagement Extent Urban design Flooding Construction noise and vibration Operational noise Project scope</p>	<p>Consultation and engagement High number of Kāinga Ora properties within NoRs means engagement should begin early to address displacement effects. Kāinga Ora wishes to be involved in preparation of management plans and OPWs.</p> <p>Extent More land is being designated than is needed for the Project. Requests a condition requiring periodic review of land needed after OPWs lodged. Condition 3 requires review 6 months after completion of construction, but Kāinga Ora considers that the condition should also include a requirement for the Requiring Authority to provide the land in a suitable state once the land is relinquished from the designation and surrendered, in agreement with the property owner.</p> <p>Urban design Greater emphasis should be placed on the importance of quality Urban Design outcomes, including addressing issues of severance, and improving connectivity, levels of services, travel mode priority and amenity for pedestrians, cyclists and micro-mobility options.</p>	Amend as in Summary RELIEF	PO Box 147001 Auckland / PO Box 74598 Greenlane, Auckland

						<p>Flooding Kāinga Ora is concerned that the positive overall flood management effect appears to be achieved at the expense of neighbouring properties. Proposed condition 14 'Flood Hazard' would enable an increase in the level of flooding toward adjoining properties, as it proposes that a 10% reduction in free board for existing habitable floors is permitted, and an increase in flood levels of 50mm is permitted where there is no existing dwelling (among others). The Project should be required to manage the flooding effects within its own boundary. A flood hazard condition is added to not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of construction activities.</p> <p>Construction noise and vibration Kāinga Ora requests that they are directly consulted as part of the preparation of the CNVMP and CNVMS</p> <p>Operational noise Kāinga Ora requests further information regarding the health and safety effects of the operational noise (traffic) of the Project including the cumulative effects, prior to the hearing. This does not appear to have been provided within the application documents due to the above, and due to the AEE not identifying this as a potential adverse effect. Kāinga Ora requests a condition requiring operational noise levels to not exceed 55 dB LAeq beyond the boundaries of the designation or, where exceeded at a sensitive receiver, mitigation is provided. Condition 28 (Low Noise Road Surface) is amended to require the use of low noise and vibration road surfaces, such as an Asphaltic mix surface, for all road surfaces within this designation, unless further information confirms that this is not warranted from a health and safety perspective.</p> <p>Project scope Concerns with the validity of the advice note associated with condition 13 (UDLMP) which states that a front yard setback is not required from the designation boundary as the designation is not proposed for road widening purposes. The proposal is, at least in part, for road widening to accommodate the Project. A designation cannot modify a rule in the plan, and it is expected that the Council are likely to require the front yard to be taken from the designated boundary which would potentially result in unintended consequences along the alignment of the Project, and compromise efficient land use and development along the Projects alignment.</p> <p>RELIEF</p> <p>(a) That the Requiring Authority continues to engage with Kāinga Ora, prior to hearing, on the effects of displacement on Kāinga Ora tenants as a result of the proposed property acquisition.</p> <p>(b) That the Requiring Authority adopts a more 'refined' approach in determining the extent the proposed designation boundary and the construction requirements, to ensure that only the minimum amount of land required is designated, and that the designation boundaries are refined accordingly with details provided prior to the hearing.</p> <p>(c) That the Requiring Authority further explores, in consultation with Kāinga Ora, opportunities for additional safe mid-block crossing points and stations, including but not limited to between Ormiston and Dawson Roads, and at the intersection of Te Irirangi and Hollyford Drives and Boundary Road, as well as safe mid-block crossing points along the Project's length.</p> <p>(d) That the Requiring Authority provides further information regarding how the interface and treatment of existing (to be altered) slip roads will be addressed, including how access will be retained while providing for an appropriate LoS for active modes.</p> <p>(e) That the Requiring Authority undertakes an assessment of the health and safety effects of the operational traffic noise, inclusive of the cumulative effects prior to the hearing.</p>	
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						<p>(f) That the design of the Project is updated to incorporate the full suite of recommendations contained within (a) to (e) above, or alternatively that appropriate conditions are recommended requiring the recommendations within these assessments to be incorporated.</p> <p>Kāinga Ora seeks the following decisions from Auckland Council regarding the NoRs:</p> <p>(a) That Kāinga Ora, as a key stakeholder, is explicitly included as partners to be involved in the preparation of management plans and future OPW's for the Project, with associated amendments to the conditions to reflect this.</p> <p>(b) The provision of a condition that requires the LoS for pedestrians, cyclists and public transport will be 'A' along the Project's length.</p> <p>(c) The provision of a condition that requires the safety and accessibility of active modes, micro-mobility and public transport to be prioritised over the private vehicle.</p> <p>(d) That condition 18 (CTMP) be amended to identify a key objective of the CTMP as being to provide active and micro-mobility modal users with safe, direct and appealing routes of access during construction.</p> <p>(e) The provision of a condition which requires the provision of facilities for micro-mobility and active modes at, or nearby to, RTS as part of future OPW's.</p> <p>(f) The provision of a condition which requires that, where property access that exists at the time of submitting the OPW is altered by the Project, that the Requiring Authority shall consult with the directly affected land owner regarding the changes requires and the OPW should demonstrate how safe alternative access will be provided.</p> <p>(g) That condition 14 is amended to require the Requiring Authority to ensure that the Project does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities.</p> <p>(h) The provision of a condition requiring operational noise levels to not exceed 55dBA beyond the boundaries of the designation and, where exceeded at a sensitive receiver, mitigation to then be provided by the Requiring Authority.</p> <p>(i) That where the operational noise effects require mitigation, that the offer for mitigation is retained in perpetuity, until an offer is taken up.</p> <p>(j) A condition requiring that the Requiring Authority undertake monitoring of operational noise be included within the designation.</p> <p>(k) That condition 28 (low road noise) is amended to require this to be on all roads within the designation.</p> <p>(l) That condition 27 (NUMP) be amended to include a requirement to provide for upgrading and / or future proofing of existing infrastructure and utilities in consultation with key stakeholders, including Kāinga Ora and utility providers.</p> <p>(m) That condition 13 (ULDMP) is amended as attached in Attachment A.</p> <p>(n) That condition 3 (Designation Review) should be amended to: add a clause requiring the Requiring Authority to, once the land is relinquished from the designation, leave the subject land in a suitable condition in agreement with the property owner/s; and add a clause requiring the Requiring Authority to assess in conjunction with the land owner, every 12 months following the lodgement of OPW(s), whether any areas of the designation that have been identified as required for construction purposes are still required, and identify any areas that are no longer required, and give notice to the Council in accordance with section 182 for the removal of those parts no longer required.</p> <p>(o) Such further or other relief, or other consequential or other amendments, as are considered appropriate and necessary to address the concerns set out in the submission.</p> <p>(p) Any other alternative or consequential relief to give effect to the submission.</p>		
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42	Mark Bishop	Watercare Services Limited ("Watercare")	Mark.Bishop@watercare.co.nz	Neutral with concerns	yes	Consultation and engagement	<p>Consultation and engagement Watercare seeks to be engaged before detailed design and during the ongoing design phases to identify opportunities to enable, or otherwise not preclude, the development of new infrastructure within the Project areas. This could involve the development of an "Infrastructure Integration Plan" prior to detailed design with third party infrastructure providers like Watercare (which can also be updated throughout construction of the Project) to ensure that the Project takes into account and appropriately integrates with potential future infrastructure like wastewater and water services. Watercare supports in depth collaboration and consultation (including information, data sharing and identification of opportunistic works) across infrastructure providers on the development (or redevelopment) of urban environments and wishes to ensure that there is ongoing and timely engagement and collaboration as this Project develops. Watercare seeks early engagement from the requiring authorities for future planning and construction works including prior to detailed design and during implementation of construction works. Early and fulsome engagement with Watercare, along with other infrastructure providers, can enable opportunities to plan and future-proof the delivery of assets to provide for well-functioning urban environments. For Watercare, this includes applying for, in a timely manner, 'Works Over' Approvals, in compliance with Watercare's 'Water Supply and Wastewater Network Bylaw 2015' (updated 2021).</p>	Watercare seeks that Auckland Council recommends: (a) amendments to the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; and (b) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out in the submission.	Private Bag 92 521 Wellesley Street AUCKLAND 1141
43	Gemma Hayes	Ministry of Education - Te Tāhuhu o te Mātauranga ('the Ministry')	gemma.hayes@education.govt.nz		yes	Construction noise and vibration Other construction effects	<p>Construction noise and vibration The submission relates to the construction noise and vibration effects on students in Puhinui and Manukau</p> <p>Other construction effects Potential road safety effects from heavy construction vehicles. The Ministry appreciates Supporting Growth's willingness to prioritise student safety during construction. There are other schools nearby besides from Puhinui School that should also be considered in the CTMP. These include Redoubt North School, Tangaroa College, Dawson School, Kia Aroha College, Chapel Downs School, Flat Bush School and Papatoetoe South School which are all located near the proposed BRT corridor (NoR2) and there is the potential for these schools to be affected by heavy construction traffic given they are located on a potential construction traffic route. The Ministry requests that these schools be included in the CTMP and all heavy construction vehicles must avoid these schools at peak pick-up and drop-off times to maintain a safe environment for students to walk and cycle to school.</p> <p>RELIEF</p> <p>The Ministry is neutral on the Airport to Botany NoRs if the following relief is accepted and any consequential amendments required to give effect to the matters raised in this submission.</p> <p>The Ministry requests the following designation conditions:</p> <ol style="list-style-type: none"> 1. Before construction commences, the applicant must engage with Puhinui School to discuss and agree any potential noise mitigation during and after construction. 2. The Construction Traffic Management Plan shall include details of consultation (including outcomes agreed) with the applicant and Puhinui School and Redoubt North School with regard to maintaining the safety of school students during construction. Details of all safety measures and interventions will be documented in the Construction Traffic Management Plan. The Construction Traffic Management Plan shall include details on how all heavy construction vehicles must avoid the schools at peak school pick up and drop off times (during term time only) outlined in the table below. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be added to the table below. Engagement should be undertaken with the Ministry to confirm the information in the table below is still accurate closer to the time of construction. 		Eden 5, Level 3/12-18 Normanby Road Mount Eden Auckland 1011

							<p>Table 1: Schools that heavy construction vehicles must avoid at peak school pick-up and drop-off times</p> <table border="1"> <thead> <tr> <th>School Name</th> <th>Address</th> <th>Associated no travel route</th> <th>Times heavy vehicles must avoid the schools (based off each school's individual start and finish times)¹</th> </tr> </thead> <tbody> <tr> <td>NoR 1 Rongomai School</td> <td>20 Rongomai Road, Ōtara, Auckland 2023</td> <td>Preston Road (between Flat Bush Road and Ormiston Road) and East Tamaki Road (between Ormiston Road and Birmingham Road)</td> <td>8.00am to 8.45am 2.45pm to 3.15pm</td> </tr> <tr> <td>East Tamaki School</td> <td>196 Preston Road, Ōtara, Auckland 2023</td> <td>Preston Road (between Flat Bush Road and Ormiston Road) and East Tamaki Road (between Ormiston Road and Birmingham Road)</td> <td>7.45am to 8.30am 2.45pm to 3.15pm</td> </tr> <tr> <td>Willow Bank School</td> <td>56 Middlefield Drive, Dannemora, Auckland 2016</td> <td>Gracechurch Drive</td> <td>8.10am to 8.55am 3.00pm to 3.30pm</td> </tr> <tr> <td>Baverstock Oaks School</td> <td>21 Baverstock Road, Flat Bush, Auckland 2016</td> <td>Baverstock Road</td> <td>7.45am to 8.30am 3.00pm to 3.30pm</td> </tr> <tr> <td>Ormiston Junior and Senior College and Ormiston Primary School</td> <td>275 Ormiston Road, Manukau City Centre, Auckland 2016</td> <td>Ormiston Road</td> <td>Monday, Tuesday Wednesday and Friday: 8.00am to 9.00am 3.00pm to 4.00pm Thursdays: 8.00am to 10.00am 3.00pm to 4.00pm</td> </tr> </tbody> </table>	School Name	Address	Associated no travel route	Times heavy vehicles must avoid the schools (based off each school's individual start and finish times) ¹	NoR 1 Rongomai School	20 Rongomai Road, Ōtara, Auckland 2023	Preston Road (between Flat Bush Road and Ormiston Road) and East Tamaki Road (between Ormiston Road and Birmingham Road)	8.00am to 8.45am 2.45pm to 3.15pm	East Tamaki School	196 Preston Road, Ōtara, Auckland 2023	Preston Road (between Flat Bush Road and Ormiston Road) and East Tamaki Road (between Ormiston Road and Birmingham Road)	7.45am to 8.30am 2.45pm to 3.15pm	Willow Bank School	56 Middlefield Drive, Dannemora, Auckland 2016	Gracechurch Drive	8.10am to 8.55am 3.00pm to 3.30pm	Baverstock Oaks School	21 Baverstock Road, Flat Bush, Auckland 2016	Baverstock Road	7.45am to 8.30am 3.00pm to 3.30pm	Ormiston Junior and Senior College and Ormiston Primary School	275 Ormiston Road, Manukau City Centre, Auckland 2016	Ormiston Road	Monday, Tuesday Wednesday and Friday: 8.00am to 9.00am 3.00pm to 4.00pm Thursdays: 8.00am to 10.00am 3.00pm to 4.00pm		
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Ormiston Junior and Senior College and Ormiston Primary School	275 Ormiston Road, Manukau City Centre, Auckland 2016	Ormiston Road	Monday, Tuesday Wednesday and Friday: 8.00am to 9.00am 3.00pm to 4.00pm Thursdays: 8.00am to 10.00am 3.00pm to 4.00pm																														
44	Selemena Afamasaga		selemena@gmail.com			Social	<p>Social First of all, we have lived here for 23 years. Second, we feel at home in both our house and the neighborhood. Thirdly, closer proximity to the places where my kids go to school, work, and shop. Fourth, medical facilities and doctors. My concern is that there aren't enough homes in Auckland to accommodate the city's population. if you knock down all of these residences along Te Irirangi Drive. Where else are we going?</p> 	Withdraw the NoR	6 Mika Court																								
45	Paul Street Received 16 April	Street Properties Ltd	streeto@xtra.co.nz	Oppose	yes	Compromised activities Extent Alternative	<p>Compromised activities The NoR widening Te Irirangi Drive will substantially affect the operational viability and value of our property. The current site allows for vehicle access around the office complex to the roller doors on the eastern side of the warehouse. We are concerned that the proposed reduction of 800mm and any associated batter will mean that trucks and delivery vehicles will no longer be able to access the eastern side of the building and severely diminish the commercial viability of the facility.</p>	Realign the NoR1 through a minor dogleg realignment of the proposed pedestrian path and cycleway towards the dual carriageway along the length of the boundary.	11 Reg Savory Pl																								

						Alternative Realign the NoR1 through a minor dogleg realignment of the proposed pedestrian path and cycleway towards the dual carriageway along the length of the boundary. This would eliminate the need for any adjustment to the existing boundary. This proposal would also eliminate the need for the proposed 2 metre contractor access strip within our existing boundary. Our current tenant is a car sales operation with the entire length of the eastern boundary used to display vehicles for sale. The proposed access strip would, for the duration of the construction period, mean that our tenant would be unable to display his stock for sale and possibly result in him abandoning the existing lease on the basis that the building was no longer fit for purpose			
									
46	Te Ākitai Waiohua Waka Taua Trust Received 19 April		karen.a.wilson@xtra.co.nz	Neutral	yes	Conditions	Te Akitai Waiohua Waka Taua Trust is neutral on the notices of requirement provided the proposed conditions are retained as requested to ensure ongoing participation in the project.	Retain the conditions as proposed	PO Box 59 185
47 B	Beale Partnership 350 Te Irirangi Drive LATE Received 25 May		jcutler@planningint.co.nz michael@talica.co.nz	Oppose	Yes	Extent Compromised activities	NoR1-47B Beale Partnership Extent - NoR has not sufficiently justified the amount of land needed from the site frontage to Te Irirangi Drive (3.5 to 5m deep), nor the need for a separated cycleway. Compromised activities – Loss of 30 premium frontage display parking spaces; insufficient space for frontage landscaping, vehicle manoeuvring, signage and banners; loss of structures along Te Irirangi Drive frontage (retaining wall up to 3m high and its security fence, security lighting poles, free-standing signage plinths,); loss of underground stormwater pipes. The submitter considers it will not be viable for a high end car dealership to continue to trade from the submitter’s site, as all of the above features of the site are critical for the viability and success of the submitter’s tenant’s commercial activities, which would not be able to be provided as required by their lease under the circumstances of the designation sought.	Withdraw NoR from the submitter’s land OR other relief to give effect to the submission	Michael Clark 108 Selwyn Ave, Mission Bay, Auckland 1071

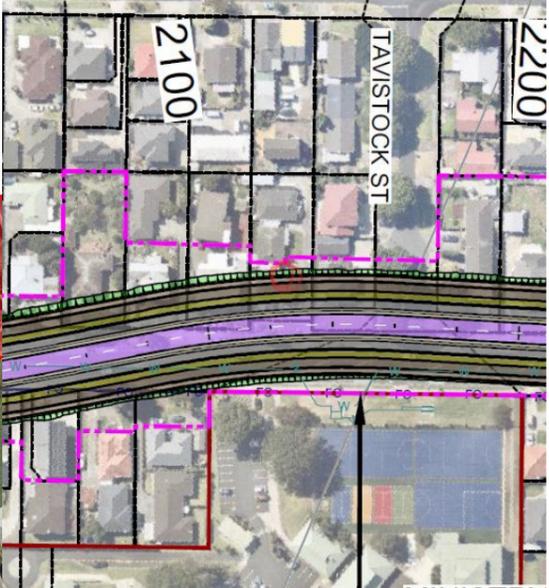
47 A	East Tamaki Investments Ltd 360 Te Irirangi Drive LATE Received 25 May		jcutler@planningint.co.nz michael@talica.co.nz	Oppose	yes	Extent Compromised activities	  <p>NoR1-47A ETIL Extent - NoR has not sufficiently justified the amount of land needed from the site frontage to Te Irirangi Drive, nor the need for a separated cycleway. Compromised activities – Loss of all 19 premium frontage display parking spaces (only another 5 outdoor display parking spaces on the site); insufficient space for frontage landscaping, vehicle manoeuvring, signage and banners; loss of structures along Te Irirangi Drive frontage (retaining wall up to 3m high and its security fence, security lighting poles, free-standing signage plinths,); loss of structures along the site's frontage to Te Irirangi Drive, including but not limited to, extensive retaining walls, pedestrian entrance steps, block and concrete planter boxes, landscaping, security lighting pole and in-ground lighting, 2 x consented freestanding signage boards and 3 x flag poles; loss of private stormwater drainage including 3 x pipes, 2 x manholes and 3 x cesspits, 1 x water connection and 2 x water meters; loss of direct access to Te Irirangi Drive. The submitter considers it will not be viable for a high end car dealership to continue to trade from the submitter's site, as all of the above features of the site are critical for the viability and success of the submitter's tenant's commercial activities, which would not be able to be provided as required by their lease under the circumstances of the designation sought. Dust and debris on new cars displayed for sale.</p>	Withdraw NoR from the submitter's land OR other relief to give effect to the submission	Michael Clark 108 Selwyn Ave, Mission Bay, Auckland 1071
48	Howard Property Ltd 4 Beale Place LATE Received 25 May		ali@howardgroup.co.nz jcutler@planningint.co.nz			Extent Compromised activities	<p>Extent - NoR has not sufficiently justified the amount of land needed from the site frontages to Te Irirangi Drive and Accent Drive, nor the need for a separated cycleway. Compromised activities – Loss of premium frontage display parking; reduction of vehicle circulation area (17.0m Semi-trailers with 12.2m turning radius); loss of frontage improvements (landscaping, signage plinth, security lighting pole and in-ground lighting); loss of underground service connections (water, wastewater, stormwater) Dust and debris on new cars displayed for sale</p>	Withdraw NoR from the submitter's land OR other relief to give effect to the submission	Howard Property Ltd, Apartment 901, 132 Halsey Street, Wynyard Quarter, Auckland 1010

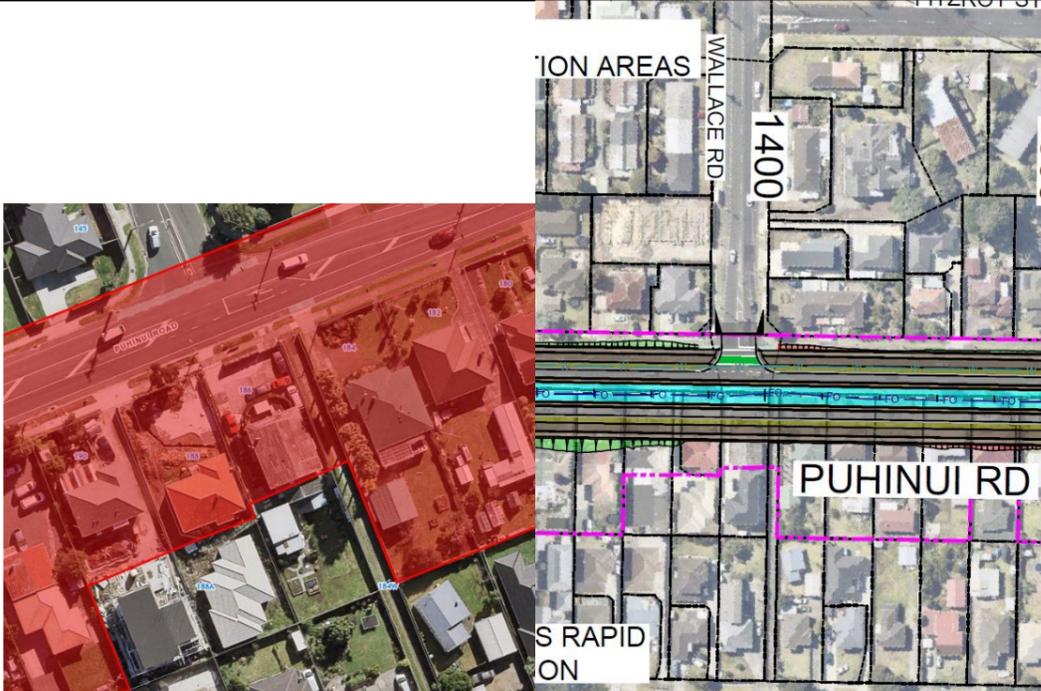
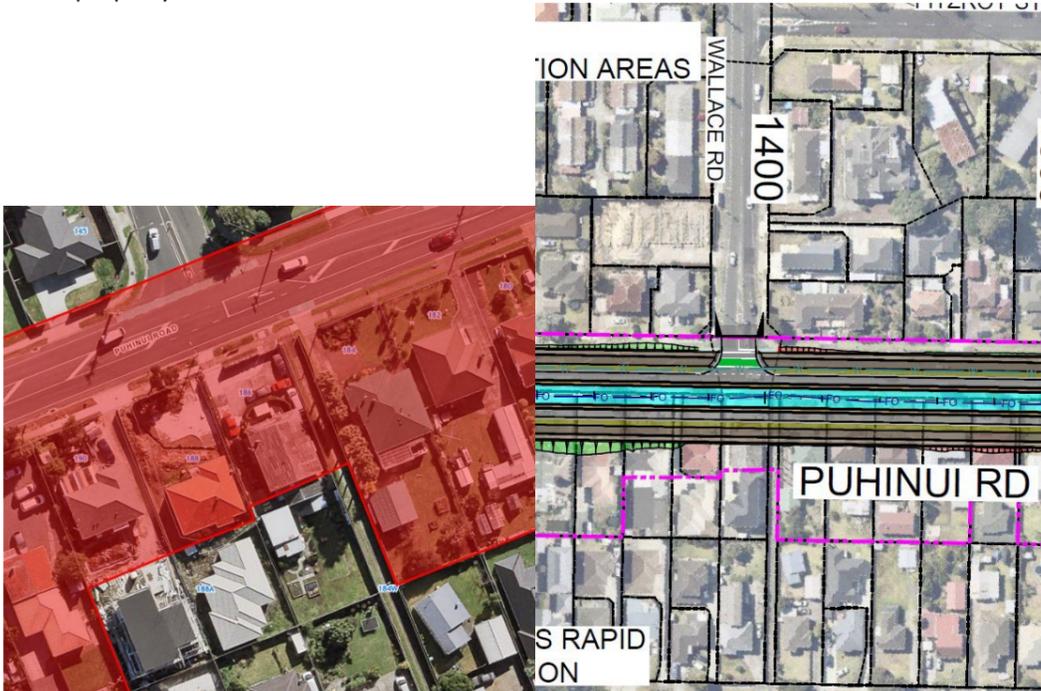
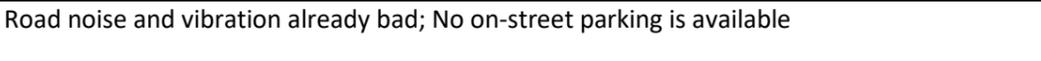
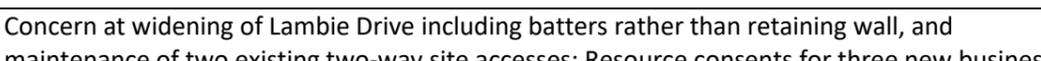
								<p>Address for service: c/- Jonathan Cutler, Planning Initiatives Ltd, PO Box 32153, Devonport, Auckland 0744</p>
49	<p>Ormiston Centre Ltd c/- Russell Bartlett</p> <p>LATE Received 11 May</p>		<p>bartlett@shortlandchambers.co.nz</p>	yes	<p>Compromised activities Access Lapse period Extent</p>	<p>Existing resource consents and private plan change opportunities affected; Need to retain existing access points with right-hand turns into site; 15 year lapse period a blight and uncertainty; Reduce the land take to the minimum necessary</p>  	<p>Protect existing consented and zoned activities; Protect site accesses; Reduce lapse period to 5 years, Modify NoR to minimise land take</p>	<p>PO Box 4338</p>

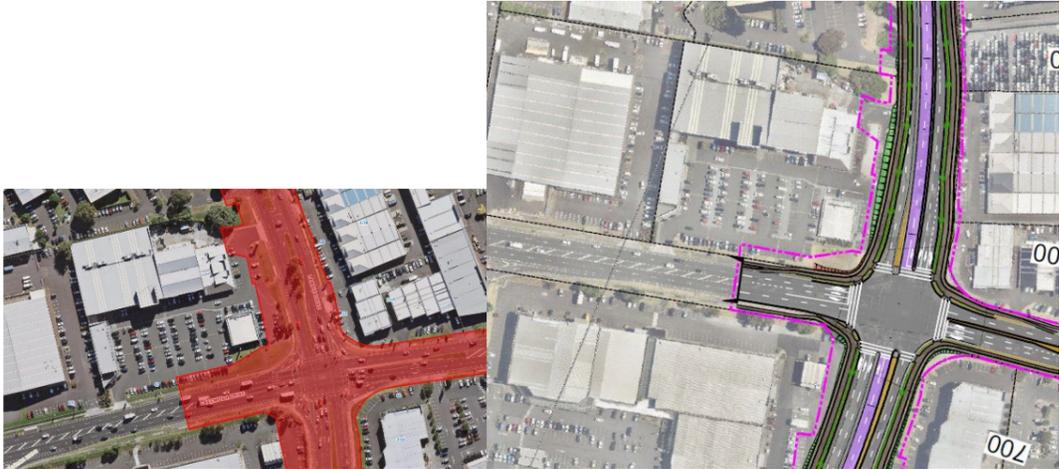
A2B NoR2 Notice of Requirement - Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

Summary of Submissions

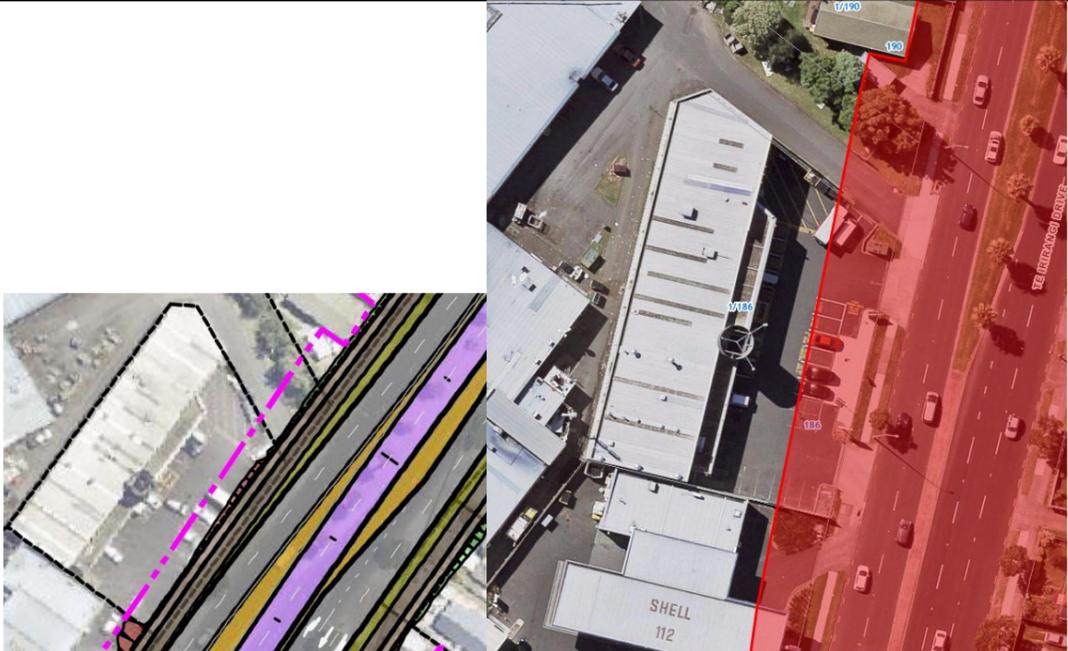
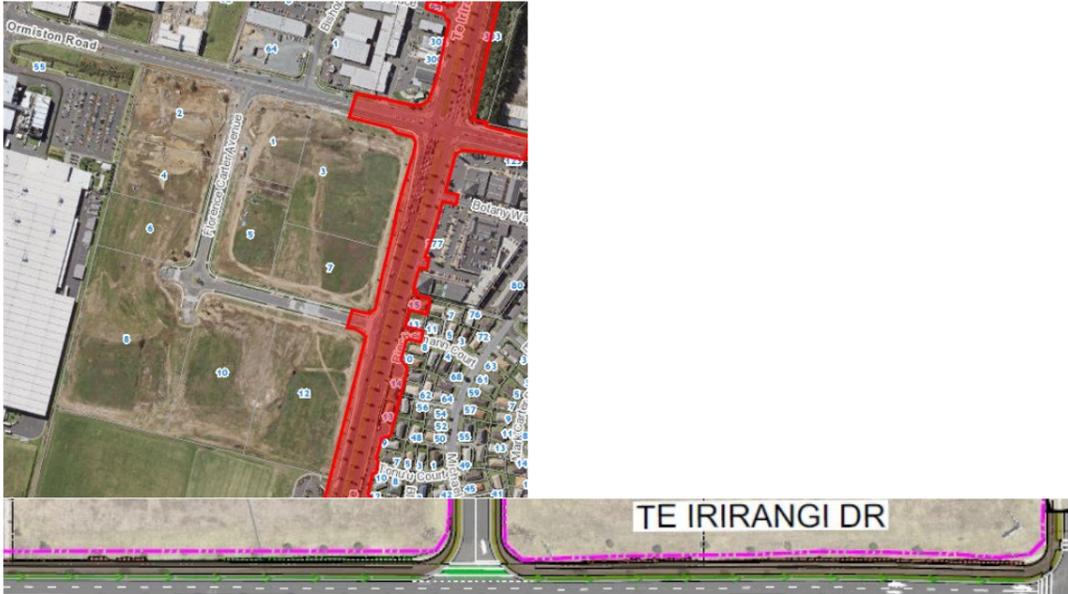
Su b #	Submitter Name	Organisation Name	Address for Service	Oppose /Support	Wish to be heard	Key Issues	Summary of Key Issues	Relief Sought	Address 1																				
1	Josh Tiro		joshtiro15@gmail.com		No	Further information required	<p>What will be impact on 129 Boundary Road</p> <table border="1"> <thead> <tr> <th>Address</th> <th>Legal Description</th> <th>Record of Title Number</th> <th>Property Name</th> <th>Property Type</th> </tr> </thead> <tbody> <tr> <td>99 Te Irirangi Drive Clover Park Auckland 2023</td> <td>LOT 288 DP 100138 FLAT 1 DP 133501</td> <td>NA78C/542</td> <td>Null</td> <td>Flat (Property)</td> </tr> <tr> <td>2/129 Boundary Road Otara Auckland 2023</td> <td>1/2 SH LOT 288 DP 100138</td> <td>NA54C/736</td> <td>BALANCE OF LAND</td> <td>Flat (Property)</td> </tr> <tr> <td>129 Boundary Road Otara 2023</td> <td>LOT 288 DP 100138</td> <td>Null</td> <td>Null</td> <td>Site (Property)</td> </tr> </tbody> </table>  	Address	Legal Description	Record of Title Number	Property Name	Property Type	99 Te Irirangi Drive Clover Park Auckland 2023	LOT 288 DP 100138 FLAT 1 DP 133501	NA78C/542	Null	Flat (Property)	2/129 Boundary Road Otara Auckland 2023	1/2 SH LOT 288 DP 100138	NA54C/736	BALANCE OF LAND	Flat (Property)	129 Boundary Road Otara 2023	LOT 288 DP 100138	Null	Null	Site (Property)	Neutral	129 Boundary Rd
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129 Boundary Road Otara 2023	LOT 288 DP 100138	Null	Null	Site (Property)																									
2	Pengxiang Huang		hackkah@hotmail.com		Yes	Extent Property value	<p>Supports transport initiative, but concern at impact on property extent and value; Seeks reasonable compensation</p> 	Neutral																					
3	Neha Singh		realunimeli@gmail.com		No	Further information required	<p>Seeks help with home loans, mortgage interest and other costs</p>	Withdraw NoR	1/101 Puhinui Road Papatoetoe																				

						 		
4	Ram Chandar	ram.chandar@northpower.com	No	Extent Need	Our property 180 Te Irirangi Drive is affected; Upgrade is not needed		Withdraw NoR	4 Sesame Grove
5	Manjinder Singh Birk ON NOR3	186 puhinui road papatoet oe Papatoet oe Manukau 2104	Yes	Extent	House and front section taken		Withdraw NoR	186 puhinui road

									
6	Rawandee p kaur ON NOR3		jasmeen17@hotmail.co.nz	Yes	Extent	Leave property alone		Withdraw NoR	A 186 puhinui road
7	Lokesh Gera		lokeshgera@gmail.com	No	Alternative	Use Cavendish Drive not Puhinui Road		Alternative route use Cavendish Drive	
8	Monish Anish Prasad		monishprasad@live.com	No	Operational noise and vibration Traffic	Road noise and vibration already bad; No on-street parking is available		Withdraw NoR	94 Puhinui Road
9	SPG Manukau Limited	Oppose	michael.traeacy@hai	Yes	Extent Access	Concern at widening of Lambie Drive including batters rather than retaining wall, and maintenance of two existing two-way site accesses; Resource consents for three new businesses		Modify NoR to meet concerns	Level 10 17 Albert Street

	c/o Haines Planning Consultants Limited ATTN: Michael Treacy		nesplanning.co.nz			Compromised activities Alternative	including drive-through food and beverage compromised; Extend alignment westwards to provide signalised intersection for Gilmours and submitter			
10	Jude Manoharan		judemsm@gmail.com	Oppose	Yes	Extent Alternative	Need to know how close to the building; Unclear routes winding through residential and commercial areas, should use Great South Rd/Manukau Station Rd or Cavendish Dr/Lambie Dr		Withdraw NoR and re-design	11E/18 Ronwood Avenue
11	Maki Joseph-Tereroa and Makea-Rupe Tereroa		2/148 Dawson Road Clover Park Auckland 2023	Support	No	Support	They propose to live in Cook Islands for good		No relief stated	2/148 Dawson Road Clover Park Auckland 2023

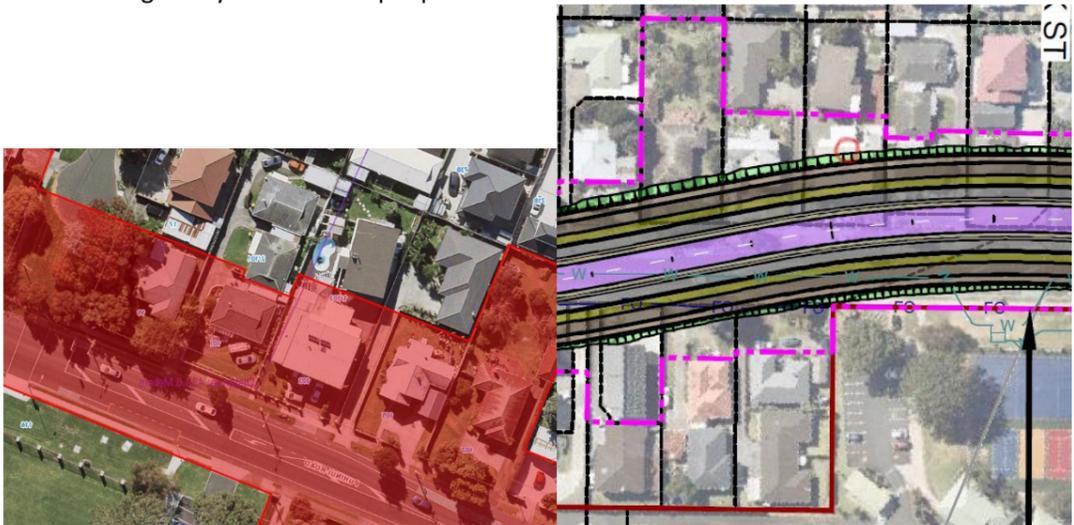
12	Lynette Henderson		ladylynie@hotmail.com	Oppose	Yes	Property value Construction noise and vibration Operational noise Environment Access	Impact on property value; Noise and vibration from construction and traffic; Loss of green belt mature trees and birds; Access to building lost for residents and to ground level parking including accessible parking; Access inconsistent with AEE s. 9.5 recommendations	Withdraw NoR	8G/18 Ronwood Avenue
13	Duncan and Sandra Loudon		loudonfamily@xtra.co.nz			Flooding Stormwater	Property backs onto Puhinui Domain, badly flooded, needs Project to sort out the flooding	Modify Project design to manage flood hazard	
14	Simran Krishna		simran.jaharvi@gmail.com	Oppose	Yes	Social	Upgrade transport without displacing families 	Withdraw NoR	85 Puhinui Road
15	Aneeta Krishna		aneetak@hotmail.com	Oppose	Yes	Social Alternative	Funding should be used for education and healthcare; Use Cavendish Drive not Puhinui Road	Withdraw NoR	85 Puhinui Road
16	Ashok Krishna		akrishna001@gmail.com	Oppose	No	Social	Impacts by displacing families; Better benefits in funding education and healthcare; Inadequate research on benefits of Project	Withdraw NoR	85 Puhinui Road
17	Murdoch Newell Management Limited C/- SFH Consultants Limited		daniel@sfhconsultants.co.nz		Yes	Access Compromised activities Alternative	Proposed hotel and commercial space and apartment building compromised and access disabled; Move alignment onto Hayman Park, away from submitter's site 	Modify NoR to meet concerns	PO Box 86
18	The Legends Property Limited c/- Focus Law ATTN: Kelvin Chiu		kelvin@focuslaw.co.nz		Yes	Extent Access Construction noise and vibration Other construction effects Trees Alternative	Opposes loss of land for Project; Effects of loss or reduction of pedestrian access, closure to through vehicles, loss of customer parking on-site, temporary road closure disruptive; construction noise and vibration effects; Other construction effects on soil contamination and air quality; Loss of trees; Alternative transport use trains more and only need Eastern Busway Botany to Panmure	Withdraw NoR	Level 3, 128 Broadway

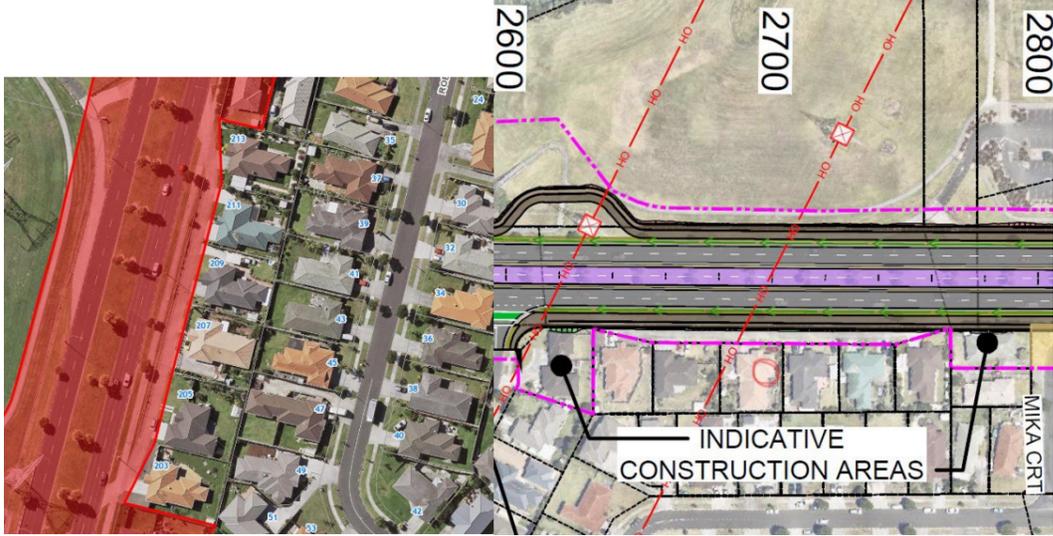
									
19	Kamlesh Rana & 33 Signatories		Kamrana@xtra.co.nz	Oppose	Yes	Consultation and engagement Need Alternative	Inadequate consultation and engagement; Project not needed; Alternative Cavendish Drive route should be used	Alternative route Cavendish Drive OR withdraw NoR	154 Puhinui Road
20	Ormiston Centre Ltd c/- Russell Bartlett ON NOR1		bartlett@shortlandc-hambers.co.nz			Compromised activities Access Lapse period Extent	Existing resource consents and private plan change opportunities affected; Need to retain existing access points with right-hand turns into site; 15 year lapse period a blight and uncertainty; Reduce the land take to the minimum necessary 	Protect existing consented and zoned activities; Protect site accesses; Reduce lapse period to 5 years, Modify NoR to minimise land take	PO Box 4338
21	Renaissance Apartments c/- Asher Davidson	Body Corporate 316863	asher@casey.co.nz	Oppose	Yes	Extent Alternative Lapse period Access Construction noise and vibration	Reduce NoR extent to minimum; Inadequate consideration of alternatives; 15 year lapse period and no funding means NoR is premature and not reasonably necessary for achieving AT objectives; Loss or relocation of vehicle access, car parks, main pedestrian access, emergency vehicle and truck access; Further information required to understand effects and design mitigations; Construction noise and vibration excessive effects; Other construction effects on	Withdraw NoR	

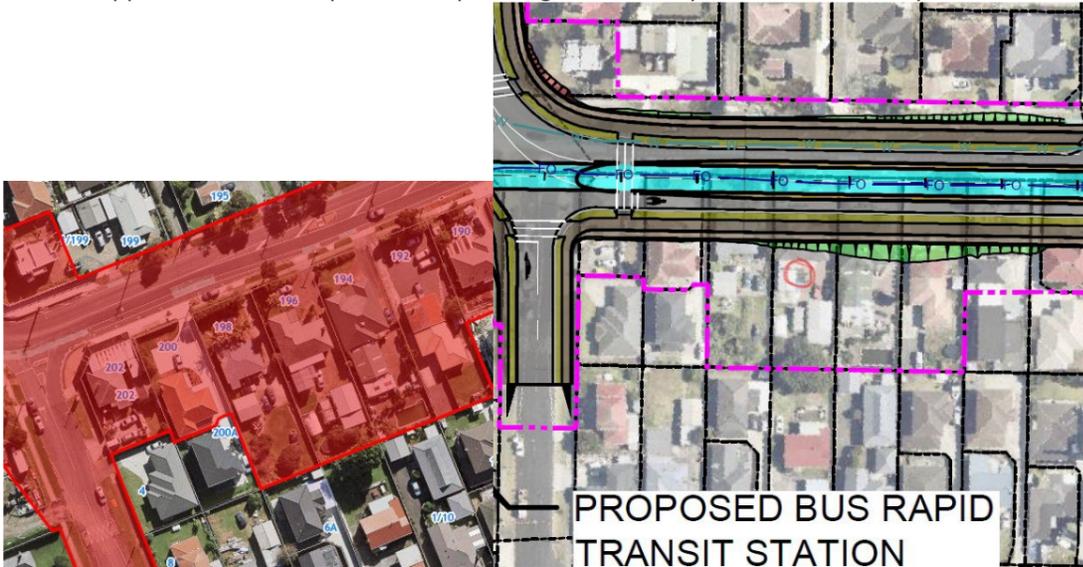
						Other construction effects Operational noise Residential amenity Further information required	access, visual amenity, dust; Operational traffic noise effects if traffic is closer to apartments; Residential amenity adversely affected after construction			
22	Auckland University of Technology c/- Asher Davidson		asher@casey.co.nz	Oppose	Yes	Further information required Infrastructure effects Frontage effects Access Construction noise and vibration Other construction effects Operational noise Urban design and visual effects Lapse period	Insufficient information to understand effects and mitigations; AUT has substantial plant and underground infrastructure within the NoR; Large retaining wall up to 10m high proposed at Great South Rd frontage; NoR affects planned key road circulation route and main pedestrian access; Construction noise and vibration effects on sensitive users, including MF building within 2mm/s vibration contour; Visual construction effects; Campus area required for construction unclear; Loss of mature trees along Te Irirangi Drive frontage; Urban design and CPTED effects at Te Irirangi Dr / Great South Rd intersection; Lapse period uncertainty and affects site planning		Modify NoR to meet concerns, with appropriate conditions; Provide further information; Identify A2B NoR as secondary to AUT designation; Lapse period standard 5 years	
23	Minister of Education c/- Asher Davidson		asher@casey.co.nz	Oppose	Yes	Further information required Infrastructure effects Frontage effects Access Construction noise and vibration Operational noise Urban design and visual effects Trees Lapse period	Further information required Insufficient information to understand effects and mitigations; AUT has substantial plant and underground infrastructure within the NoR; Frontage effects Large retaining wall up to 10m high proposed at Great South Rd frontage; Access NoR affects planned key road circulation route and main pedestrian access; Construction noise and vibration Construction noise and vibration effects on sensitive users, including MF building within 2mm/s vibration contour; Other construction effects Visual construction effects; Campus area required for construction unclear; Operational noise Noise effects on sensitive receivers (education and community facilities) Urban design and visual effects Urban design and CPTED effects at Te Irirangi Dr / Great South Rd intersection; Loss of mature trees along Te Irirangi Drive frontage; Lapse period Lapse period uncertainty and affects site planning		Modify NoR to meet concerns, with appropriate conditions; Provide further information; Identify A2B NoR as secondary to AUT designation; Lapse period standard 5 years	

24	BPG DEVELOPMENTS LIMITED c/- The offices of Ellis Gould ATTN: D Allan		dallan@ellisgould.co.nz	Support with amendments and conditions		Access Other construction effects Parking	<p>Manages 613-615 Great South Road Manukau Junction</p> <p>Access Seeks no post-construction adverse effects on access to and from the sites and their activities</p> <p>Construction effects Seeks avoidance or minimization of adverse construction effects on the operation of the sites</p> <p>Parking Seeks no adverse effects on current parking layout, configuration and quantity both during construction and long-term</p> <p>RELIEF</p> <p>That the designation be amended and conditions imposed on it to ensure that vehicle access between the Site and Cavendish Drive is reinstated and then retained in its current form following completion of construction.</p> <p>That conditions are imposed on the designation to ensure that: There will be no long-term (i.e.: post construction) effects on any of the existing vehicle accesses serving the Site and that those accesses will be retained largely in their current form following completion of construction; That adverse effects on access to and egress from the Site are minimised as far as practicable during construction; The extent of the designation to be reduced as soon as possible once construction in the immediate vicinity of the Site is completed, so that the residual designation includes only those areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it; Prior to the commencement of construction in the vicinity of the Site, a construction traffic management plan applying to the road network in the immediate vicinity of the Site is:</p> <ul style="list-style-type: none"> • Prepared by the requiring authority in consultation with the Submitter; • Provided to Council, along with details of the Submitter's observations and comments on the plan, if any; and • Approved by the Council. 	Amendments and conditions as in Summary RELIEF	
25	Ben Schollitt		jam_in@live.com	Oppose	Yes	Need	<p>Need Project not needed. Waste of money and massive disruptions to traffic and mostly important families and house on the roads that will be affected. Current bus lanes and unifying bus lanes from point A to B would be a better spend of money and current better outcomes for all parties and communities.</p>	Stop the Project. Put bus lanes on existing traffic lanes	35 trinidad street
26	Savitri Devendra		savitrid@xtra.co.nz	Oppose	Yes	Extent Construction noise and vibration Other construction effects Alternative	<p>Extent Land take close to building could affect stability and structural integrity of building</p> <p>Construction noise and vibration Will affect the building structure and property value</p> <p>Other construction effects Dust nuisance is a health and safety issue;</p> <p>Alternative If the buses need to stop at Manukau Bus station, the simplest and most sensible route would be to use Te Irirangi Drive -> Great South Road -> Manukau Station Road -> Manukau Bus Station. In fact there is no particular advantage in taking a turn to Ronwood</p>	Would like to know the reason for including Ronwood Avenue in the proposed plan when simpler, easier and more straightforward routes are	8A-18 Ronwood Avenue

							Avenue when there is a more straightforward route available and Great South Road and Station Road are already quite wide with two lanes and cycle lanes also in place. Alternatively Great South Road -> Cavendish Drive is another option as Cavendish Drive is also a wider road with two lanes.	available with minimal damage to the surrounding residential and commercial properties.	
27	Aaron Chand		avi_n_arish@hotmail.com	Oppose	Yes	Extent Social	Extent 124A Puhinui Road is to be removed to allow build of infrastructure Social A family house with years of memories, good amenities and facilities nearby. As senior citizens we could not recreate another similar home. Auckland traffic and housing shortage would make it difficult to find a replacement	Remove the NoR from my land; no construction to take place on my land. If Project goes ahead then I will need early property requisition and replacement.	124A Puhinui Road
									
28	Dannie Ha		danni.danniha@gmail.com	Oppose	Yes	Consultation and engagement	[Cut batter at frontage] Consultation and engagement No consultation, surprise NoR, big chaos and stress	AT to purchase the property now, at market value, and possibly rent back to the owner until needed for the Project. Auckland Council to waive or reduce rates and house insurance	220 TE IRIRANGI DRIVE
									
29	Australasia Branch Office of		realestate.au@jw.org	Neutral with concern		Extent Construction noise and vibration Access	Otara Congregation of Jehovah's Witnesses, Auckland the legal owners of the property located at: 65 Coachman Drive, Clover Park. This address is approximately 1.5km from Te Irirangi Drive and the Project. There is a Kingdom Hall of Jehovahs Witnesses in nearby Clover Park at 152 Dawson Road, and that property is affected by the NoR2.	Neutral on Project, but want to resolve concerns through the normal processes	

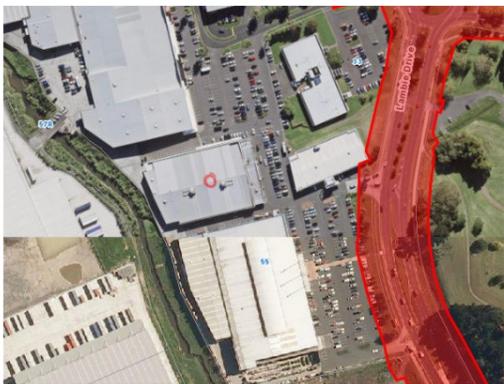
	Jehovah's Witnesses			to manage		Operational noise	<p>Extent Will part of our land be compulsorily acquired for this project? [see maps]</p> <p>Construction noise and vibration Will the building structural integrity be impacted?</p> <p>Access Will there be access to the property during construction? Will there be any impact on access post-construction eg will one of our entry ways be cut off?</p> <p>Operational noise Will there be increased noise post-construction?</p>		
									
30	Reena Rani	karwal.reena@gmail.com	Oppose	No	Social	<p>[All of front unit is taken shown as 103. Rear unit remains, may be 1/103?]</p> <p>Social I have lived in this house for several years, a critical part of my life. This is the only place of such convenience to schools, transportation, recreational parks, and other facilities like this. My house is large and spacious for my family and me. My kids have recently entered adulthood and are venturing into the wider world, so this location is vital for their growth as they have plentiful space to work towards their future as part of New Zealand. The house is a centralized gateway to society for us and has significant value. As an initial immigrant, finding a home had been difficult. After years of hard work, we could finally afford this house, and now, relocating results in a financial burden and a loss of something more than just a home for us. It is where my children were raised and the development of our dedication in New Zealand. This house is where we would like to welcome new members to our family. In addition to this, house prices in Auckland are extremely expensive. Auckland Council will further impact the housing crisis in Auckland negatively due to more people who will be without a home.</p>	Stop the Project	1/103 Puhinui Road	
									
31	Risha Kumar	sharmen-risha@hotmail.co.nz		Yes	Further information required	<p>Further information required How will this affect our property? How safe will it be during construction? Is the Council going to take some of our land? Will we need to move our fence and</p>	Clarity on whether land will be taken and at what price,	207 Te Irirangi Drive	

	ON NOR1					<p>who will pay for that? Will we be able to use the street parking during and after construction? Will there be compensation for disturbance? Have made some renovations and want to do landscaping but not if land to be taken.</p> 	compensation for disturbance including accommodation, safe environment during construction	
32	Ramon Lopez	rclopez31@yahoo.com	Oppose	Yes	<p>Access We will have less space to manoeuvre vehicles in front yard Property value Will go down Residential amenity Less privacy Operational noise More traffic noise</p> 	<p>Just use the central median for the project and do not take any property</p>	2/192 Te Irirangi Drive Flat Bush	
33	Alice Anne Lopez	anneplopez@yahoo.com.ph	Oppose	Yes	<p>Access We will have less space to manoeuvre vehicles in front yard, and less room to move around property Property value Will go down Residential amenity Less privacy Operational noise More traffic noise</p>	Compensation for the property loss in value and for the Project inconveniences	2/192 Te Irirangi Drive Flat Bush	

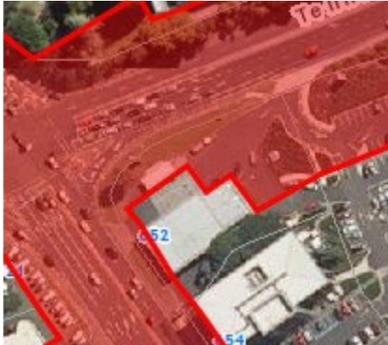
									
34	John Isaac Subhashni Devi Sadd ON NOR3	johnnyisaac22@gmail.com	Oppose	Yes	Social	Social Opposed to the disruption and uprooting of our family and our community	 PROPOSED BUS RAPID TRANSIT STATION	Find another route eg Cavendish Drive	196 Puhinui Rd
35	Simran Krishna	simran.jaharvi@gmail.com	Oppose	Yes	Social Need Alternative	Social Transport bettering should not come at expense of displacing individuals and families and community. Many are minorities who moved here for a better life. Unlikely they will be able to afford to replace what they have now. Research was not undertaken locally, on displacing families, effects on small local businesses and numbers of bus users. Need Current bus services are not busy and not in demand, so cannot justify this Project Alternative Use Cavendish Drive route, not through residential areas	Use Cavendish Drive route, not through residential areas	85 Puhinui Road	

									
36	Minakshi Mohanlal NO A2B RELATED ADDRESS GIVEN Poss 86 Puhinui Road	minakshi.mohanlal@gmail.com	Oppose	Yes	Extent Traffic Operational noise and vibration Need Flooding Alternative	Extent Widening Puhinui Rd means a loss of useful family space in the front yard; Traffic Increase in traffic will mean more accidents; Noise and vibration From buses and lorries Need Underused existing bus services and people working from home means less need for the Project Flooding Flooding and climate change effects from removal of trees and increase in hard surfaces Alternative Other uses of roads, one way routes, more traffic signals, better loop buses, ferries supporting transit		Stop the NoR and Project	3189A Great North Road
37	Avisha Mohanlal NO A2B RELATED ADDRESS GIVEN	avisha.mohanlal@gmail.com	Oppose	Yes	Extent Traffic Operational noise and vibration Need Flooding Alternative	Extent Widening Puhinui Rd means a loss of useful family space in the front yard; Traffic Increase in traffic will mean more accidents; Noise and vibration From buses and lorries Need Underused existing bus services and people working from home means less need for the Project Flooding Flooding and climate change effects from removal of trees and increase in hard surfaces Alternative Other uses of roads, one way routes, more traffic signals, better loop buses, ferries supporting transit		Stop the NoR and Project	3189A Great North Road
38	Business Manukau ATTN: Dr	manager@businessmanukau.co.nz		Yes	Construction noise and vibration Traffic	Reasons for being neutral regarding the Notice of Requirement include the following: a. general impacts on businesses b. access effects on businesses		To avoid, remedy or mitigate these effects, Business Manukau asks that the	PO Box 76 782

	Grant Hewison				<p>Parking Indirect costs Access Community character Alternative</p> <p>c. parking effects on businesses d. effects on freight movements e. construction noise and vibration effects f. assessment of alternatives</p> <p>Noise and vibration Disruption and health effects from construction noise and vibration. MIT and the AUT South Campus along with a number of other buildings/businesses as sensitive receivers of traffic noise effects. Assessment of Construction Noise and Vibration Effects of the AEE identifies a number of buildings/businesses as sensitive receivers of traffic noise effects. Business Manukau asks that the proposal avoid, remedy or mitigate these effects on businesses.</p> <p>Other Construction effects Dust effects on health and amenity</p> <p>Open space and community facilities Loss of open space and community facilities</p> <p>Visual impact Visual impacts due to the establishment of hoarding and changed wayfinding during construction.</p> <p>Traffic Increased traffic congestion resulted in road blockages, truck and heavy vehicle movements and cumulative impacts associated with other construction of nearby projects. Three sections of the NoR 2 route (currently classified under the Auckland Transport Freight Plan), will be affected by the proposal. These are: Te Irirangi Drive (between Great South Road and SH1), Lambie Drive (between Cavendish Drive and Manukau Station Road) and Great South Road (between Cavendish Drive and Manukau Station Road) and Te Irirangi Drive (between SH1 and Dawson Road). These corridors will likely be negatively affected by NoR2 - Rongomai Park to Puhinui Station. Business Manukau asks that the proposal avoid, remedy or mitigate these effects on businesses.</p> <p>Parking Reduction in parking availability due to changed road conditions and demand for parking from the construction workforce. 117 on-street public parking spaces and approximately 295 on-site parking spaces across 14 individual properties, typically along site frontages, will be negatively affected by the proposal. Business Manukau asks that the proposal avoid, remedy or mitigate these effects on businesses.</p> <p>Indirect costs Loss in revenue for local businesses directly affected by construction as road blockages or disruptive construction may redirect regular businesses customers.</p> <p>Social and economic Loss of local employment/ livelihood due to acquisition of local businesses or businesses voluntarily relocating to avoid significant construction impacts. Workers' safety being compromised due to potentially poor safety policy and monitoring (perhaps even fatalities and/or severe workplace incidents). Loss of businesses serving smaller communities. Loss of employment and livelihood as a result of property acquisition or business disruption.</p> <p>Access Changes to pedestrian and vehicular accessibility to the town centres, including commercial and residential land use. Changes to local road access and through-routes for freight. The Project corridor will affect the layout of vehicle crossings within the road reserve (and in some instances within private lots). As such, most driveways will need to be reformed to tie in adequately with the fronting road; All properties currently gain all-movements access onto Puhinui Road. Due to the central BRT corridor, these properties will be restricted to left turn in / out movement (i.e. right turns will be prohibited); Lambie Drive, Ronwood Avenue, Manukau Station Road, and Great South Road currently provide a central solid median, but gaps in the median are intermittently provided to enable all-movement access to some properties, especially retail centres, The Project corridor prohibits all right turn access to these properties; The alternative routes identified add up to 2.5 km additional travel distance. Business Manukau asks that the proposal avoid, remedy or mitigate these effects on businesses.</p> <p>Community character Changes to community character and sense of place due to loss or modification to valued local businesses.</p> <p>Alternative Business Manukau holds concerns that the metrics used to assess the alternatives for the NoR2 did not give sufficient weight to considerations affecting businesses.</p>	<p>proposal include a Development Response Management Plan (DRMP) to be implemented prior to the start of construction to provide a framework to assist businesses affected by the Project during construction. As set out in the Assessment of Effects on the Environment of the NOR, this would be a Condition and broadly include: – Recommendations for measures to be undertaken to manage the impacts of Construction Works on the identified businesses; – A summary of any proactive assistance provided to impacted businesses; and – Identification of opportunities to co-ordinate the forward work programme, where appropriate with infrastructure providers and development agencies. A more detailed discussion of the proposed DRMP is included in the Social Impact Assessment.</p> <p>The NoR should avoid, remedy or mitigate access, road turning, parking, freight route, traffic noise and other construction effects. Further information should be provided on why Option 6 was preferred over Option 5, and what is going to happen to the right-turning options from Ronwood Avenue into Sharkey Street or Osterley Way.</p>	
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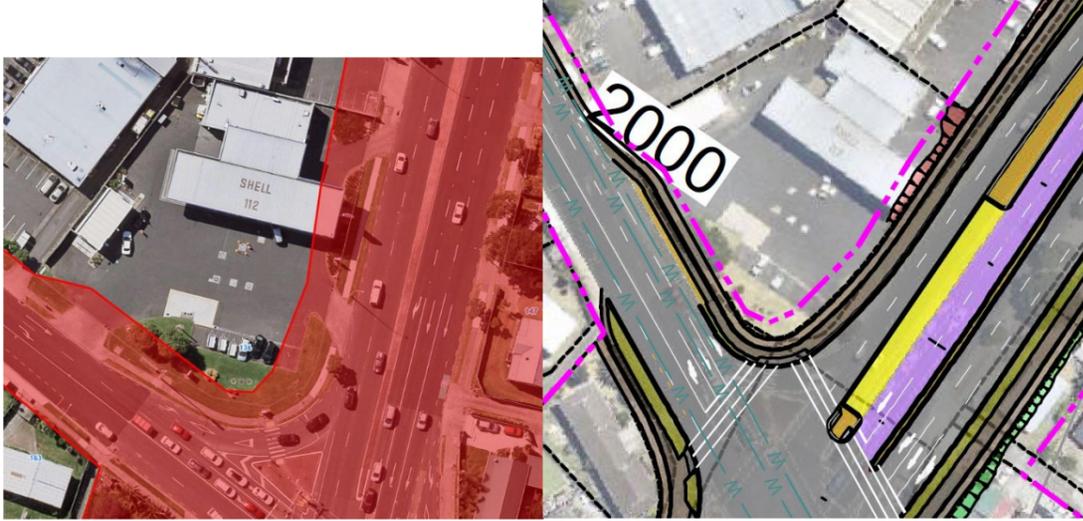
						We believe that Option 5 would impact a smaller number of businesses and we would like to understand more clearly why the proposal has chosen Option 6. With regard to Option 6, Business Manukau would like to know what happens to the right turning options from Ronwood Ave into Sharkey Street or Osterley Way (which is currently a roundabout).		
39	Kmart NZ Holdings Limited ATTN: Jeffrey Peter Broomfield		jeff.broomfield@wesds.com.au	Yes	Compromised activities Traffic Parking Access Construction noise and vibration Other construction effects Alternative	<p>Kmart in Manukau Supa Centa cr Lambie and Cavendish Drives</p> <p>Compromised activities NoR2 will adversely affect the operation of the Manukau Supa Centa, both during construction and once operational</p> <p>Traffic Various lane and road closures, which will increase congestion and travel time, and adversely affect the performance of key intersections surrounding the Manukau Supa Centa</p> <p>Parking Increased pressure on customers shopping at the Manukau Supa Centa with limited carpark access due to restrictions on surrounding access points; Loss of parking along Lambie Drive frontage</p> <p>Access Disruption to access during construction; Business disruption effects including impacts on access to amenities offered and other servicing to Manukau Supa Centa</p> <p>Construction noise and vibration Nuisance</p> <p>Other construction effects Amenity, dust</p> <p>Alternative Inadequate consideration has also been given to alternative sites, routes and methods of undertaking the works for the BRT and in particular alternative routes, sites and methods that would minimise the impact on the Manukau Supa Centa as a whole, in particular, alternatives that minimise land take and adverse effects on the Manukau Supa Centa.</p> 	Amendments to the NoR2, including by way of conditions to address the concerns and such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns.	
40	Michael Sheridan	Van Den Brink 652 Limited	mathew@civilplan.co.nz	Oppose	Yes Extent Compromised activities Parking Access Other construction effects	<p>654 Great South Road and 5 Te Irirangi Drive</p> <p>Extent The batters previously shown along the northern site boundary have been changed to a retaining wall in the lodged documentation. This is supported as it results in less permanent impact on the site. However, given the extent of works has been reduced, the submitter questions whether the extent of the designation could be reduced accordingly. The submitter seeks clarity and assurance that access through this part of the site can be maintained for deliveries during works and that the number of carparks affected during construction works is minimised.</p> <p>Compromised activities the construction and use of the Airport to Botany BRT will have impacts on the land, access and operations of the sites owned by the submitter at 654 Great South Road and 5 Te Irirangi Drive.</p> <p>Parking Approximately 60 carparks will be affected along the northern boundary, at least during the construction phase, and potentially 3-4 carparks will be affected permanently following construction, depending on the space required for the indicated retaining wall.</p> <p>Access Both entrances into the site (the signalled intersection onto Great South Road and the one-way entrance from Te Irirangi Drive) will be impacted to some degree during the construction phase of the works on these roads. If the use of these entrances and exits is restricted or shut down during the construction phase then this will impact the operation of the activities on the site. The submitter seeks that works are managed in a manner that maintains access to the site for staff and customers throughout, and following completion of works. The</p>	As set out in Summary RELIEF	PO Box 97796

						<p>key delivery access to the rear of the Countdown supermarket on the site will also be affected. This has the potential to significantly impact the operation of the businesses on the site during works – particularly on the operation of the Countdown supermarket as this is the single delivery access to the rear of the site.</p> <p>Other construction effects Road widening will involve shifting of two existing free-standing signs. Designation works should include that sign relocation, or compensation</p> <p>RELIEF</p> <p>That access to Countdown from Te Irirangi drive will be maintained throughout, and following construction; That heavy vehicle access along the supply access beside the northern wall of the Countdown building will be maintained for deliveries to the supermarket (and other businesses in that building) during construction; That consideration be given to whether the extent of the designation area could be reduced to minimise impact on the subject site, noting that the extent of land proposed to be incorporated for construction works, but not for the actual infrastructure, is quite wide; That the requiring authority agrees to compensation for costs associated with moving signage; That the requiring authority agrees to compensation for costs associated with moving/reconfiguring any other aspects of existing activities on the site necessary to facilitate the works; That access via the Great South Road intersection to 654 Great South Road is maintained throughout works to minimise impact on business; That a Construction Traffic Management Plan condition will be imposed on the designation to ensure the effects related to vehicle access and design are mitigated and addressed prior to the commencement of work; That a condition is imposed on the designation requiring that the designation is uplifted within 3 months of completion of works from land no longer required for the work (ie outside the new road corridor).</p>		
								
41	Deanna Self	A.M. Self Limited	mathew@civilplan.co.nz	Oppose	Yes	<p>Extent Access Other construction effects</p> <p>652 Great South Road</p> <p>Extent The boundary of the designation along Great South Road is shown along the edge of the roof of the service court with a proposed pedestrian and cycle path and berm likely to be located between the current site boundary and the edge of the service court roof. Therefore, the existing access areas, infrastructure and signage within that part of the site will be temporarily or permanently affected by the NoR2.</p> <p>Access The plans do not show consideration of the existing crossings along Great South Road, however the transport assessment and proposed conditions for the NoR2 state that the ability to access and leave all properties will be retained. Direct entrance off Great South Road is critical to the operation of the service station on the site and proposed works must be configured to ensure this. The existing access from Te Irirangi Drive is shown to be narrowed, but must retain the functionality of the Caltex site.</p> <p>Other construction effects The extension of the designation would result in the existing signage along the front of the site having to be moved. This should be compensated for, and a suitable alternative signage location ensured as part of the proposed works. The designation boundary from Te Irirangi Drive extends over the car wash as well as most of the access areas and 12 of the carparks to the north of the service station building. It is noted that these areas may only be required during construction, however the submitter is concerned with respect to</p>	As set out in Summary RELIEF	PO Box 97796

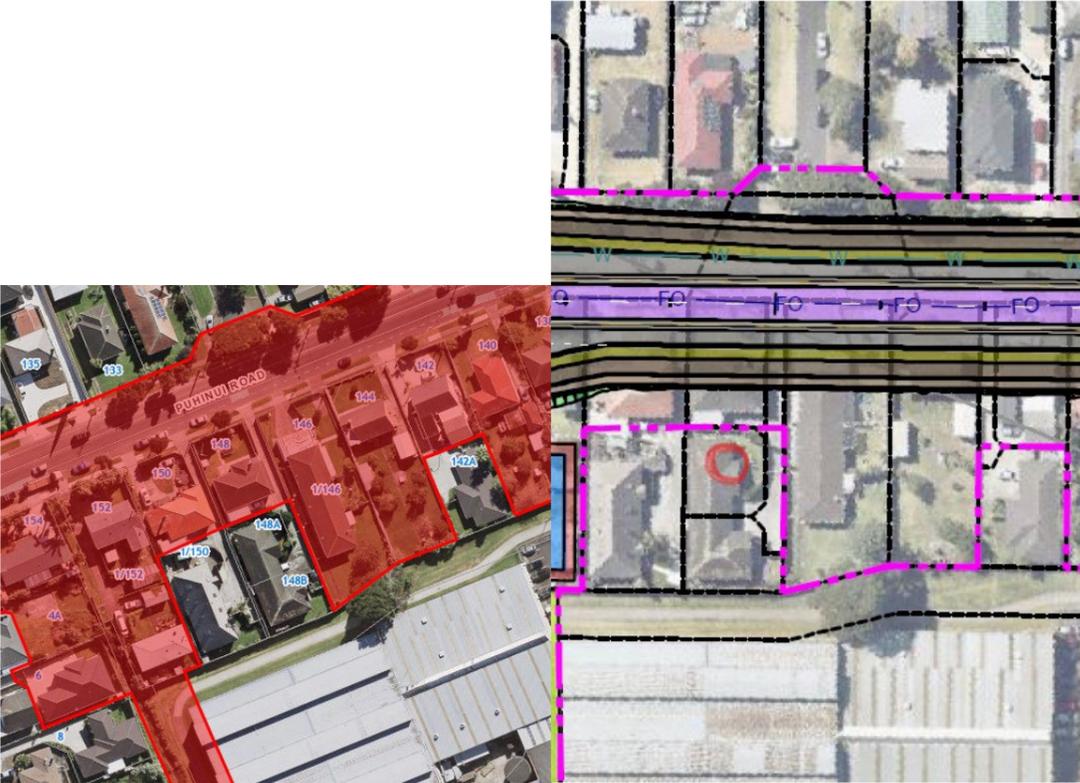
						<p>the impact this may have on the operation of the site during works. Whilst it is understood that the NoR is currently just seeking to achieve route protection, the conditions of the designation should ensure that construction operations are agreed with the site owner and operator prior to works, that disruption to the business is minimised, and that upon completion of works the designation is removed from the parts of the site no longer required, as quickly as possible.</p> <p>Infrastructure There are underground services located within the site between the existing footpath on Great South Road and the edge of the service court roof. The proposed works will need to ensure that these can be moved to a suitable location to maintain functionality of the site.</p> <p>RELIEF</p> <p>That access to the site will be maintained from Great South Road, and that this is ensured through a condition on the designation; That access from Te Irirangi Drive will be maintained throughout construction, or any disruption minimised as far as practicable and agreed with the landowner; That disruption to the use of parking and vehicle access around the service station and use of the carwash be minimised throughout works and a management plan agreed with the site owner and operator prior to commencement of works on the site, with appropriate compensation provided for any disruptions; That consideration be given to whether the extent of the designation area could be reduced to minimise impact on the subject site; That a Construction Traffic Management Plan condition be imposed which will ensure the effects related to vehicle access and design are mitigated and addressed prior to the commencement of work; That the requiring authority agrees to compensation for costs associated with moving signage; That the requiring authority agrees to compensate for costs associated with moving/reconfiguring any other aspects of existing activities on the site necessary to facilitate the works; That an updated design for the access from Te Irirangi Drive is provided that maintains direct access to 652 Great South Road; That a condition is imposed on the designation requiring that the designation is uplifted within 3 months of completion of works from land no longer required for the work (i.e., outside the new road corridor).</p>		
						 		
42	Sandeep Kumar		nzsandee.p.kumar@gmail.com	Support	Yes	<p>Social Prospect of losing our first home is really devastating to us which we bought after years and years of hard work, struggles, and compromises. This is really heart-breaking for us to hear that the house which is so precious and special to us might be demolished in the future. We are also very much concerned about how negatively this notice of requirement is going to impact the market value of our property.</p> <p>Lapse period 15 year lapse period means more than a decade of stress, anxiety and uncertainty about the fate of our property, is unfair and uncompensated. If we want to sell early, the Project will devalue our property.</p>	Market value is not a fair parameter in deciding the compensation for the property as we are not selling it as per our will but it is being taken away from us. Market price includes no compensation for emotional	3/89 Puhinui road

						<p>Consultation and engagement Want to be kept fully informed in the acquisition and compensation process.</p> 	<p>damage, mental agony, stress, and anxiety that comes with this decision of AT. We want AT should keep all these issues in view while deciding the compensation process and various other stages of the project. Bring this project forward by a few years so that we wouldn't have to bear this stress and anxiety for such a long time. We want to be engaged and included in deciding the compensation process. We also want that the AT will maintain clear and transparent communication with us and provide a clear road map about the various stages of the project.</p>	
43	McAlvin Sembrano		1/192 Te Irirangi Drive Flat Bush Flat Bush Auckland 2019	Oppose	Yes	<p>Social Need Property value and land acquisition Consultation and engagement Access Operational noise</p> <p>[Fill batter at front of site] Social The distance land required is too close to the road from the actual wall of the property (house), this will cause disruption both mental and physical health state of the residents (our family) will experience with the roads expanding with bus and cycle lane extensions. The "social impact assessment" gives a conscious bias towards what the overall positive impact it has within a growing populace within the area and the value it brings to reducing traffic. In contrast it does not consider the heavy toll it has with a family that requires space to live and the ability to not protect the heritage of the land that has been invested over the years when my parents purchase and bought the property, working hard till today to pay the mortgage off over the past decade. Need Need for 13 by 6m of front of our site has not been justified, and the dimension varies with each property along the street Compensation Seek fair compensation for any land taken, using our valuers at the time the land is used for the Project Compromised activities Access, comfort and space are compromised by the land being taken and the Project Consultation and engagement Insufficient consultation and time for submission Access Access to/from site unsafe if walkway and cycleway nearby Noise Of traffic after construction high noise level effects</p>	<p>Need to know what options there are. Need more time to validate our concerns.</p>	1/192 Te Irirangi Drive Flat Bush Auckland 2019
44	Scentre (New Zealand) Limited C/- Jacob Burton Russell McVeagh		jacob.burton@russellmcveagh.com		Yes	<p>Compromised activities Scentre seeks that the NoR2 has conditions imposed to ensure that proper consideration is given to the positioning of bus stations and/or shelters to avoid the impact on neighbouring land. Scentre wishes to ensure that Auckland Transport consults with Scentre in relation to the location of any BRT facilities such as bus stations and/or shelters on Ronwood Avenue to the north of Westfield Manukau, in order that they are appropriately located, and do not compromise fire egress from the Westfield Manukau cinemas, potential future street activation, linkages from Ronwood Avenue to the centre or other practical access issues.</p>	<p>Scentre seeks that the Council recommends the NoR2 be amended to impose conditions requiring ongoing consultation with landowners in relation to the location of any BRT facilities such as bus stations and/or shelters to ensure these are appropriately located; and</p>	Level 30 Vero Centre 48 Shortland Street PO Box 8/DX CX10085 AUCKLAND 1140

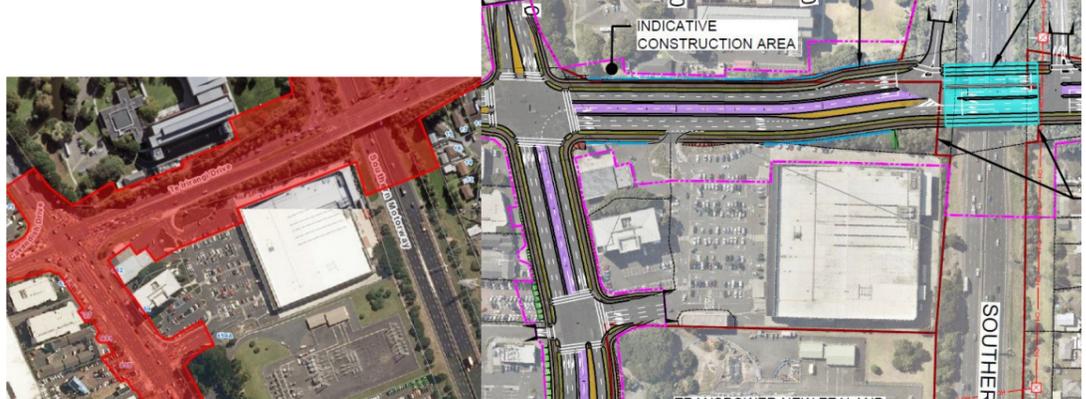
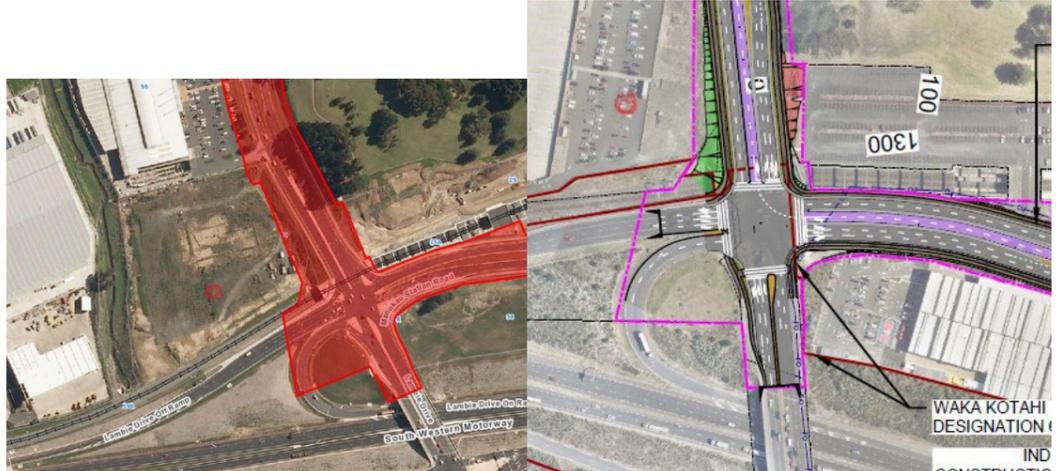
							such other or further relief to address the concerns outlined in the submission	
45	Z Energy Limited c/- 4Sight Consulting Limited	philipb@4sight.co.nz	Oppose	Access Compromised activities Lapse period	<p>Re 136 Dawson Road</p> <p>Access The existing Z site access provides a high level of accessibility from both Dawson Road and Te Irirangi Drive. This level of accessibility is important to maintain in terms of transport efficiency and safety, as well as the economic performance of the site, by providing convenient access for customers. The proposed changes have potentially significant adverse effects on safe and convenient access to and from the Z site for vehicles and refuelling tankers, during construction and thereafter. As a 24/7 vehicle-oriented activity, passing traffic and convenient and safe access to the Z site is critical for the Submitter for the duration of the works. The Submitter suspects that there will be periods where access is disrupted and measures will be important to minimise this disruption. The proposed conditions rely heavily on a range of further information, including management plans, to address effects. Those conditions do not appear to clearly require consultation with affected parties or establish outcomes to be achieved. As such, the extent to which the works will affect and/or compromise the Submitter's business cannot be ascertained and the ability of the Submitter to influence the detail of how the works are managed to minimise effects as far as practicable are extremely limited.</p> <p>Compromised activities The NoR2 extends across a car parking space, into the frontages including a perimeter sign and landscaping, under the canopy, over a pump island and its two refuelling lanes and into hazardous areas needing to be under the control of the service station operator. The full nature and extent of changes on the site and effects on the layout and viability of the site are not clear from the AT assessment. Service station was established by resources consents. Any change to the layout of the Z site arising from the designation will make it difficult for the Submitter to comply with those resource consents, and any subsequent resource consents issued. Similar applies in relation to compliance with other legislation and regulation. These impacts need to be considered in some detail and may necessitate obtaining variations or new consents. In the absence of further information, the nature of any such changes and likelihood of obtaining the potentially required approvals is unknown. That process creates uncertainties for the Submitter and may ultimately render the site unviable with corresponding adverse social and economic effects.</p> <p>Lapse period The extended lapse period and long construction time frame proposed increases the potential for adverse effects on the ongoing operation, maintenance, and upgrade of the Z site with corresponding adverse social and economic effects.</p>	<p>Decline the NoR2 OR Designation is amended to avoid, remedy, or mitigate all matters of concern raised in the submission, including, but not limited to the following:</p> <ul style="list-style-type: none"> • Minimising the encroachment of the designation boundary into the Z site and ensuring that any temporary or permanent effects do not impact on practicability or feasibility of the ongoing operation of the Z site, including with regard to access/egress, manoeuvring, parking, drainage, the storage and use of hazardous substances (including tanks, remote fills, vents, dispensers), the forecourt canopy, signage, and landscaping. • Retaining safe and convenient entry and exit crossings via Dawson Road, including right turns out, and entry and exit via Te Irirangi Drive. • Retaining safe and convenient tanker access to and from the site and the remote fill points • Retaining safe and convenient on-site manoeuvring, including to 	201 Victoria St West PO Box 911310, Victoria St West, AUCKLAND 1142	

							<p>safely and conveniently exit the car wash.</p> <ul style="list-style-type: none"> • Ensuring that any resultant changes will not result in the submitter being unable to operate lawfully in reliance on its resource consents, including by AT avoiding impacting the Submitter's land in a way that would cause that outcome. • Ensuring that works are appropriately managed through conditions to avoid, remedy, or mitigate adverse effects on the Submitter. This includes requirements to engage with the Submitter and appropriately address matters raised by the Submitter in relation to both temporary construction effects and the final form of the corridor. The Submitter has a particular interest in the following management plans: Stakeholder Communication and Engagement Plan; Development Response Management Plan; Urban and Landscape Design Management Plan; Construction Environmental Management Plan; Construction Traffic Management Plan; Network Utility Management Plan (NUMP); • Requiring Council certification that management plans achieve the specified outcomes and are not simply submitted for information. • Amend the NUMP condition to also apply to activities in proximity to existing service stations and specifically reference AS/NZS 	
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							60079.10.1:2009 Explosive atmospheres at (b)(iii).	
46	Bunnings Limited C/- Jacob Burton Russell McVeagh	jacob.burton@russellmcveagh.com		Compromised activities Traffic Parking Access Construction noise and vibration Other construction effects Alternative	55 Lambie Drive Compromised activities NoR2 will adversely affect the operation of Bunnings Warehouse Manukau, as it will result in adverse effects (both during construction and once operational) on the operation of Bunnings Warehouse Manukau which have not been adequately avoided, remedied or mitigated Traffic Various lane and road closures, which will increase congestion and travel time, and adversely affect the performance of key intersections surrounding the Bunnings Warehouse Manukau Parking Increased pressure on customers shopping at the Bunnings Warehouse Manukau with limited carpark access due to restrictions on surrounding access points; Loss of parking along Lambie Drive frontage Access Disruption to access during construction; Business disruption effects including impacts on access to amenities offered and other servicing to Bunnings Warehouse Manukau Construction noise and vibration Nuisance Other construction effects Amenity, dust Alternative Inadequate consideration has also been given to alternative sites, routes and methods of undertaking the works for the BRT and in particular alternative routes, sites and methods that would minimise the impact on the Bunnings Warehouse Manukau as a whole, in particular, alternatives that minimise land take and adverse effects on the Bunnings Warehouse Manukau. Auckland Transport has also not adequately considered appropriate weighting of the Notice of Requirement criteria along Lambie Drive. In particular, whether the proposed designation boundary and BRT could shift further to the east of Lambie Drive to minimise or even avoid the extent of land required on the western side of Lambie Drive.		Amendments to the NoR2, including by way of conditions to address the concerns and such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns.	Level 30 Vero Centre 48 Shortland Street PO Box 8/DX CX10085 AUCKLAND 1140
47	Chalmers Properties Ltd c/- Barker & Associates Ltd Attn: Matt Norwell	mattn@barker.co.nz		Extent	Ronwood Centre 1 and 5 Ronwood Avenue Extent There does not appear to be a logical rationale for the extent of the designation boundary, which, in many locations, extends far beyond the anticipated extent of works. The proposed extent of the designation boundaries is unnecessary and has the consequential effect of unduly restricting the future development potential of a significant portion of land owned by Chalmers Properties because no person may do anything in relation to the designated land without the written consent of the requiring authority as section 176 of the RMA would apply. This does not represent the sustainable use and development of natural and physical resource, will not meet the sustainable management purpose of the RMA.		That the extent of the designation boundary of NoR2 be reviewed and reduced; and that Schedule 1 of the proposed conditions of NoR2 be amended following review of the use of the extent of the designation boundary.	PO Box 1986

48	Fa'ana Campbell		faana1957@gmail.com	Oppose	Yes	Social Operational noise Traffic Residential amenity Alternative	<p>Social Puhinui Road is residential and people will be uprooted, lose their homes and the convenient accessibility to amenities and services. There are three to four generational families living together, and elderly who have lived here 40 years, and uprooting them from their homes will be detrimental to health and wellbeing</p> <p>Operational noise We will become a front site, exposed to high road noise</p> <p>Traffic We need to be safe from accidents caused by traffic speeds on Puhinui Road, and have safe access into and out of our driveway. If the busway median prevents us crossing Puhinui Road access to local amenities and facilities will be very inconvenient</p> <p>Residential amenity We will lose our privacy if the front unit is demolished</p> <p>Alternative Use Cavendish Drive instead of Puhinui Road, as a direct connection to Te Irirangi Drive and of sufficient width for this Project</p> 	Effective noise barriers to limit traffic noise; Speed limit 50kph; Landscaping or garden beds for privacy; Safety barriers to protect against traffic accidents; Safe access into and out of our driveway; Easy car access to York Road and Wallace Road retained; Safe walkways for pedestrians to cross road; Community input into design and landscaping; Further information provided about works details	148A Puhinui Road, Papatoetoe
49	PSPIB/CPPI B Waiheke Inc C/- Jacob Burton Russell McVeagh		jacob.burton@russellmcveagh.com	Yes	Compromised activities Traffic Construction noise and vibration Access Other construction effects Business effects Alternative	<p>Owner of Manukau Supa Centa 55 Lambie Drive (cr Lambie and Cavendish Drives)</p> <p>Compromised activities Waiheke Inc opposes the NoR2 being confirmed as currently proposed on the basis that NoR2 will adversely affect the operation of the Manukau Supa Centa</p> <p>Traffic Adverse effects on traffic and the transport network during construction, including: various lane and road closures, which will increase congestion and travel time, and adversely affect the performance of key intersections surrounding the Manukau Supa Centa; a reduction in the Level of Service at peak commuter times arising from the replacement of the Lambie Drive / Ronwood Avenue roundabout with a signalised intersection; and increased pressure on customers shopping at the Manukau Supa Centa with limited carpark access due to restrictions on surrounding access points.</p> <p>Construction noise and vibration effects</p> <p>Access To and from site during construction will be disrupted.</p> <p>Other construction effects On the Manukau Supa Centa, its tenants and customers, including amenity and dust,</p> <p>Business effects Economic impacts on Manukau Supa Centa and its tenants including: direct loss of land; impacts on business revenue; impacts on entry and exit access for suppliers</p>	Amendments to the NoR2, including by way of conditions to address Waiheke Inc's concerns; further and continuous engagement is undertaken by Auckland Transport with Waiheke Inc; and (c) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns	Russell McVeagh Barristers and Solicitors Level 30 Vero Centre 48 Shortland Street PO Box 8/DX CX10085 AUCKLAND 1140	

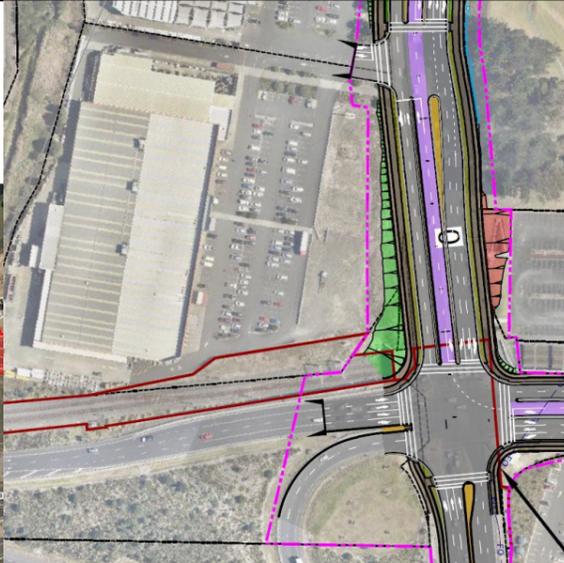
					<p>and other site servicing needs; loss of road frontage space; and adverse effects on carparking through the loss of parking spaces at Manukau Supa Centa on Lambie Drive.</p> <p>Alternative Inadequate consideration has also been given to alternative sites, routes and methods of undertaking the works for the BRT and in particular alternative routes, sites and methods that would minimise the impact on the Manukau Supa Centa as a whole, in particular, alternatives that minimise land take and adverse effects on the Manukau Supa Centa. There has also been a lack of engagement from Auckland Transport through the Multi Criteria Analysis process and assessment of alternatives.</p>		
							
50	Auckland Body Corporate Limited C/- Jacob Burton Russell McVeagh	jacob.burton@russe.lmcveagh.com	Yes	<p>Compromised activities</p> <p>Traffic</p> <p>Construction noise and vibration</p> <p>Access</p> <p>Other construction effects</p> <p>Business effects</p> <p>Alternative</p>	<p>Control common areas of Manukau Supa Centa</p> <p>Compromised activities Auckland Body Corporate Limited opposes the NoR2 being confirmed as currently proposed on the basis that NoR2 will adversely affect the operation of the Manukau Supa Centa.</p> <p>Traffic Adverse effects on traffic and the transport network during construction, including: various lane and road closures, which will increase congestion and travel time, and adversely affect the performance of key intersections surrounding the Manukau Supa Centa; a reduction in the Level of Service at peak commuter times arising from the replacement of the Lambie Drive / Ronwood Avenue roundabout with a signalised intersection; and increased pressure on customers shopping at the Manukau Supa Centa with limited carpark access due to restrictions on surrounding access points.</p> <p>Construction noise and vibration effects</p> <p>Access To and from site during construction will be disrupted.</p> <p>Other construction effects On the Manukau Supa Centa, its tenants and customers, including amenity and dust,</p> <p>Business effects Economic impacts on Manukau Supa Centa and its tenants including: direct loss of land; impacts on business revenue; impacts on entry and exit access for suppliers and other site servicing needs; loss of road frontage space; and adverse effects on carparking through the loss of parking spaces at Manukau Supa Centa on Lambie Drive.</p> <p>Alternative Inadequate consideration has also been given to alternative sites, routes and methods of undertaking the works for the BRT and in particular alternative routes, sites and methods that would minimise the impact on the Manukau Supa Centa as a whole, in particular, alternatives that minimise land take and adverse effects on the Manukau Supa Centa. There has also been a lack of engagement from Auckland Transport through the Multi Criteria Analysis process and assessment of alternatives.</p>	Amendments to the NoR2, including by way of conditions to address submission concerns; further and continuous engagement is undertaken by Auckland Transport with Auckland Body Corporate Limited; and such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns.	Russell McVeagh Barristers and Solicitors Level 30 Vero Centre 48 Shortland Street PO Box 8/DX CX10085 AUCKLAND 1140

51	General Distributors Limited C/- Jacob Burton Russell McVeagh		jacob.burton@russellmcveagh.com	Yes	Traffic Parking Construction noise and vibration Compromised activities Other construction effects Alternative	<p>654 Great South Road</p> <p>Traffic Adverse effects on traffic and the transport network including: various temporary lane and road closures, which will increase congestion and travel time, and adversely affect the performance of Countdown Manukau and the adjoining retail unit; and increased pressure on the customer and staff carparking at the Centre; and the loss of truck access to the loading bay area at the rear of the Countdown store, which is exclusively used by Countdown and its subtenant (being the sole means of goods delivery to Countdown's leased premises).</p> <p>Parking Adverse effects on carparking through: the temporary and/or permanent loss of parking spaces at the Centre, including the current access to the basement carpark and car parks off Great South Road; and suboptimal carpark area circulation (in terms of the accommodation of vehicle movements in a safe and efficient manner).</p> <p>Noise and vibration Adverse noise and vibration effects, including as a result of high noise generating activities during construction.</p> <p>Compromised activities Business disruption and other economic effects caused by: reduced access to essential services such as Countdown Manukau; impacts on GDL's sublessee, both in terms of loss of carparking and servicing access, and other effects outlined in the submission.</p> <p>Other construction effects Adverse visual and amenity effects, including as a result of effects from construction activities (eg noise and dust, traffic) surrounding Countdown Manukau.</p> <p>Alternative Inadequate consideration has been given to alternative sites, routes and methods of undertaking the works for BTR and in particular alternative routes, sites and methods that would minimise the impact on Countdown Manukau.</p> 	Withdraw NoR2 OR Modify NoR2 including by conditions to address GDL's concerns	Russell McVeagh Barristers and Solicitors Level 30 Vero Centre 48 Shortland Street PO Box 8/DX CX10085 AUCKLAND 1140
52	JOLT Charge (New Zealand) Limited c/- Bentley & Co. Ltd		marbuthnot@bentley.co.nz	Yes	Compromised activities	<p>61 Lambie Drive Mitre 10 site</p> <p>Compromised activities NoR2 removes the freestanding advertising unit, which provides funding for the free electric vehicle charging</p> 	Reject NoR2 OR Amend the notice of requirement to retain JOLT's freestanding advertising unit in a location proximate to the proposed signalised intersection with 61 Lambie Drive, to the satisfaction of JOLT	Bentley & Co. Ltd PO Box 4492, Shortland Street Auckland 1140

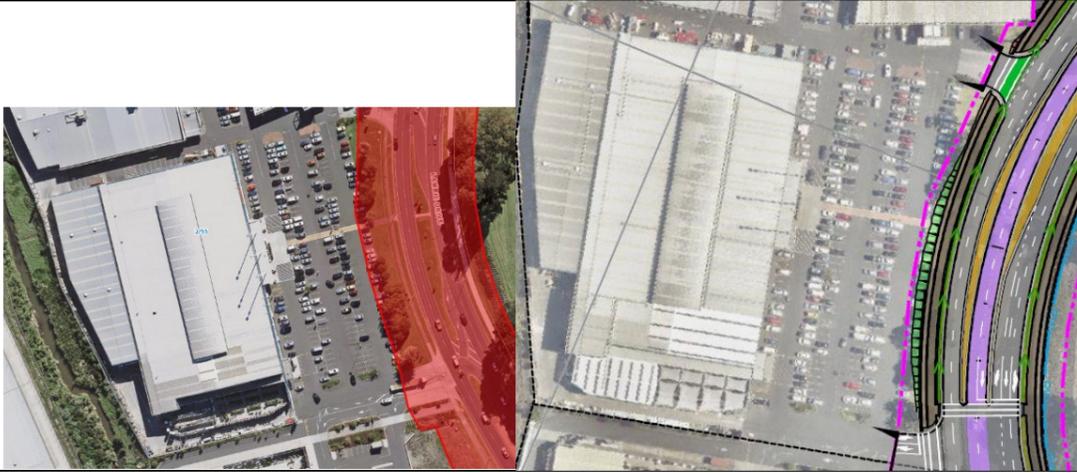
53	Heather Haylock		heather@heatherhaylock.nz	Oppose	Yes	Operational noise and vibration Zoning and Surplus designated land Other construction effects Consultation and engagement Extent Flooding Property value and land acquisition Alternative	Operational noise and vibration Aircraft noise and traffic noise, worsened if buffer houses fronting Puhinui Rd are removed. Only some properties have taken up the HANA noise mitigation packages. Zoning AEE shows a zoning not in the legend so uncertain [Currently zoned Single House, PC78 changes it to MHU and THAB] Re-development of surplus land on Puhinui Rd should be open space ribbon park, not intensive housing. Commercial development may occur [but not yet zoned for that or resolved by NoR] Other construction effects Nuisance Consultation and engagement Not specifically targeted to those affected. Extent Existing houses buffered by road-fronting houses which are to be removed. Flooding Land Acquisition Alternative route and stations Surplus designated land	AT to compensate residents along entire BRT route who lose the visual and noise buffer of houses removed in front of them; AT and Council to clarify future zoning of block bounded by Puhinui/Ranfurly/Cavendish/Clendon; AT to re-design surplus land as ribbon park and Council to rezone it as Open Space; AT/Council to clarify future zoning plans for remainder of BRT route	172 Puhinui Road
54	Harvey Norman Properties NZ Limited and Harvey Norman Stores Pty NZ Limited c/- Haines Planning Consultants Limited c/o Michael Treacy		michael.treacy@hainesplanning.co.nz	Oppose	Yes	Traffic Access Compromised activities Other construction effects	72 Cavendish Drive Traffic Of particular relevance to the Submitter is the proposed upgrade and widening of Lambie Drive to include a two-way rapid transit corridor and four-lane arterial road with separated active modes. Access NoR2 proposes to convert the existing roundabout at the Ronwood Avenue / Lambie Drive intersection to traffic signals and remove two driveway crossings, a left-turn entry and right-turn exit, connecting with Lambie Drive. 4,498m ² of land from the eastern landscaped road frontage of the Site. This is identified as being required predominantly for the construction of fill batter slopes to integrate the future transport corridor with the Site. There are two large indentations in the NoR2 extent proposed in the location of the two existing vehicle crossings off Lambie Drive. AT has advised that this area is needed to re-level the new road corridor and enable upgraded access to the property. This portion of NoR2 is therefore understood to be a temporary land take. However, the drawings show the existing ingress-only and egress-only vehicle crossings to Lambie Drive will be removed. Submitter requested detailed site-specific plans but not provided. The NoR also adversely affects the existing "service lane" which extends around the perimeter of the Supa Centa between Lambie Drive and the eastern row of LFR buildings. This will have consequential effects on traffic movements and access within the wider retail centre. The loss of truck dock areas and any consequential need for "front door" servicing of stores by HGV's will give rise to potentially significant adverse safety effects on pedestrians and drivers of light vehicles within the Supa Centa. Compromised activities Access, manoeuvring and truck loading areas are compromised. The Proposal will also result in the removal of at least 52 car parking spaces along the Lambie Drive frontage, including two mobility spaces. The ATE report incorrectly states that these spaces are associated with office activities, they are available for customers and staff of the various retail stores within the Supa Centa, with office activities being relatively minor. The loss of the car parking spaces in this location will put additional pressure on the remaining car parking spaces within the Site (and associated manoeuvring areas and aisles), especially during the busiest trading days. This could make it difficult for customers to find a parking space, with consequential trading losses for the Submitter and the Supa Centa generally. Other construction effects There will be construction-related effects associated with the works including access disruption from Lambie Drive, construction noise and vibration, and potential parking of construction vehicles within the car park. These additional effects will also adversely impact the operation of, and trade within, the Supa Centa.	NoR 2, as it relates to Lambie Drive between Cavendish Drive and Manukau Station Road, should be refused in order to address the significant adverse effects of the NoR that are unable to be avoided, remedied, or mitigated.	Level 10 17 Albert Street

							 		
55	Gordon Ikin as a trustee of Kotare Trust	Kotare Trust	gordon@ikin.nz	Oppose	Yes	Access Parking	Part of 1/65 Cavendish Drive (cr Lambie Drive and Cavendish Drive) Access & Parking NoR2 on this portion of the property's Lambie Drive frontage will adversely impact vehicle movements and car parking on the property.	Remove NoR2 from this property.	PO Box 78-403

									
56	David Gell	Mitre 10 Holdings Limited	pa@planningfocus.co.nz	Oppose	Yes	Extent Access Compromised Activities	<p>61 Lambie Drive</p> <p>Extent Extent of the land take associated with the NoR2 as it affects land owned by Mitre 10. As it affects 61 Lambie Drive, the NoR2 includes a land take of approximately 1,900m2 along the eastern edge of the site fronting Lambie Drive. The NoR2 as it affects the site does not appear to be required for widening of the existing carriageway, but is to be used to provide a fill batter slope and residual land. Mitre 10 has been advised that the residual land is to be handed back following completion of construction works, though this does not appear to be specified in the NoR2.</p> <p>Access Continued provision of vehicular and access to land owned by Mitre 10, including existing uncontrolled vehicle crossing providing for all turning points on to and off Lambie Drive. The NoR2 includes the provision of a signalised intersection at the existing site access (shared with the property to the north referenced 55 Lambie Drive). The signalised intersection will provide for full turning movements to and from the site.</p> <p>Compromised activities Mitre 10 obtained consent to establish a block of retail units along the eastern (Lambie Drive) frontage of the site (reference 39288), which has since lapsed. Mitre 10 will soon be lodging a resource consent application to establish a semi-enclosed storage area in the metalled south-eastern corner of the site, due to space constraints at the existing store. Mitre 10 recognises the potential of the BMC zoning of the site, and that the existing Mitre 10 store does not necessarily represent the 'highest and best' use of the site, or the type of development envisaged on the site under the BMC zoning. In the long term, Mitre 10 would like to explore a mixed-use development on the subject site, realising both the potential of the site and the outcomes anticipated by the BMC zoning. Within the BMC zone, the AUPOP anticipates development to 'front' the street, achieved by constructing buildings to the edge of the footpath at ground level, with glazed shop frontages abutting the street and apartment and/or office space above. As submitted, the NoR2 is disabling of this outcome, in providing for and protecting a batter slope supporting the road and residual land beyond, thus preventing the streetscape outcome promoted by the BMC zoning of the site. In the opinion of Mitre 10, such batter slopes are more suited to industrial and low density residential environments, and are inappropriate in metropolitan centres.</p>	Extent of NoR2 as it affects 61 Lambie Drive be reduced such that the only part of the site affected by is that part of the site required to form a signalised intersection; OR That the NoR2 be amended such that that any land taken within the site will be temporary and for construction purposes only, except that land required for the establishment of the signalised intersection; AND That it is made clear in the NoR that the requiring authority will make good all services and infrastructure serving the site that are affected by the works.	Level 5 Tower 1 Auckland Auckland 1142

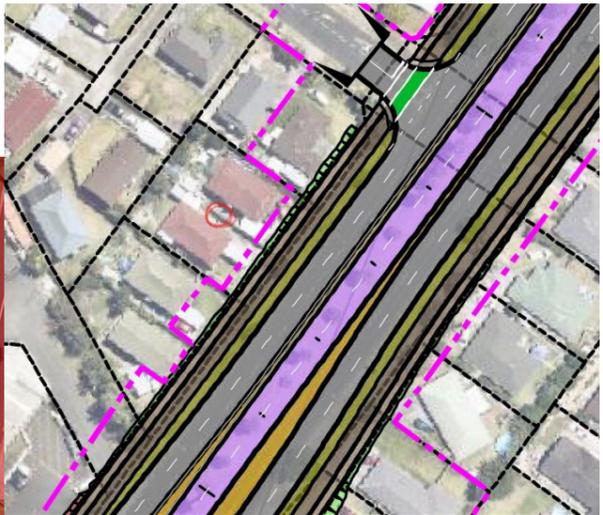
							 		
57	Phisan Charoenmongkhonwilai	aungood@gmail.com	Yes	Extent	<p>3/146 Puhinui Road [GenArrPlan shows entire 3 unit site within NoR, but only the front unit physically within the works] Extent NoR2 may affect our property</p>	 	Need to be informed at every step of decision-making	53 Malaspina Place	
58	Mr Martyn Chalmers and Mrs Nurhayati Chalmers	martync@chalmsnz.kiwi	Oppose	<p>Yes</p> <p>Consultation and engagement Extent Social Infrastructure Alternative</p>	<p>[Cut batter slope at frontage] Consultation and engagement Inadequate consultation on road widening, as only covered busway. Consultation should be re-started. Extent NoR2 extends approx. 7m onto our land, making all of our lawn needed for vehicle access and manoeuvring (access previously moved west for intersection safety reasons). Social Some full sections up for compulsory acquisition. Redevelopment of the area likely up to six storey. Infrastructure Watercare Hunua 4 watermain runs under Puhinui Rd, is it deep and strong enough to sustain traffic loads? Alternative Use 80, 82, 84 and 86 Puhinui Road to create a proper transit station separate from the road, allowing Bus Route 36 to use it and providing protection for pedestrians. Extend the Manukau Branch Rail Line through under Westfield, Great South Rd and the Motorway to Te</p>	 	Withdraw NoR2 and use alternative route	84 Puhinui Road	

						<p>Irirangi Dr and then surface run the train along the central median. Extend a rail line from Puhinui Station to the Airport. Use trolley buses for local access to the rail stations.</p> 		
59	Centuria Capital (NZ) Limited c/- Brendan Abley Chapman Tripp	brendan.abley@chammantripp.com	Yes	<p>Extent Access Parking Flooding Lapse period Alternative</p>	<p>1/55 Lambie Drive (Bunnings as tenant)</p> <p>Extent The extent of the Property required for the designation and the effects on the ongoing operation of the retail activity located at the Property, (which is currently operated as a Bunnings Warehouse store by Bunnings Limited as a tenant of the Property).</p> <p>Access The effects of the modifications to Lambie Drive, including the altered access arrangements and signalised intersections, on the ongoing safe and efficient operation of the Property and on the surrounding transport network. The site currently has two vehicle access points onto Lambie Drive, which may become signalised. The ATE assesses commuter peak time traffic and not interpeak and weekends.</p> <p>Parking The loss of 46 on-site parking spaces. AUPOP does not constrain parking for retail activities in BMC zone, so cannot conclude no effect merely because no minimum parking standards are infringed. Public transport is not the preferred transport mode for trade retail activities and bulky goods retail. Bunnings resource consent requires maintenance of parking.</p> <p>Other construction effects Need site-specific construction management plans.</p> <p>Flooding Potential flooding effects of the proposed works – unclear if works will exacerbate flooding, an assessment is needed and consequential conditions on NoR2</p> <p>Lapse period 15 years means uncertainty for affected landowners and a blighting of the properties. There is no certainty of funding or construction timeframe to justify a longer lapse period, given the extent of the land requirement proposed.</p> <p>Alternative AT has not adequately considered alternative methods for undertaking the A2B Project works in the vicinity of the Property, including a retaining wall instead of the batter slopes; Modifying the design of the busway so flanking medians are not needed in the vicinity of the Property; Move NoR2 further to the east of Lambie Drive to avoid or minimise impacts on private land on the western side of Lambie Drive.</p>	<p>Modify NoR2 boundary to not include existing carparks; Provide appropriate conditions, including consultation with owners and occupiers on management plans; Limit the lapse period</p>	<p>Level 34, PwC Tower 15 Customs Street West PO Box 2206, Shortland Street Auckland 1140</p>	

								
60	Joo Han Song A2B RELATED ADDRESS NOT PROVIDED	jhsong2022@gmail.com		Yes	Compromised activities	Compromised activities Had planned to build two units on a site. Now a big rent burden if I am forced to sell the property.	Seeks advice on how to proceed	44 Merrielfield Avenue
61	Su Me Lee A2B RELATED ADDRESS NOT PROVIDED	sumelee77@gmail.com		Yes	Compromised activities	Compromised activities Had planned to build two units on a site. Now a big rent burden if I am forced to sell the property.	Seeks advice on how to proceed	44 Merrielfield Avenue
62	Vaine Tutai Richard A2B RELATED ADDRESS NOT PROVIDED	tai.richarriltd@gmail.com		No	Further information required	Further information Need information on exactly what is required and what will happen to my property and house	Need information on exactly what is required and what will happen to my property and house	
63	Christian Lewis Sims	christian.lewis.sims@gmail.com		No	Need Alternative	Need There are already new bus lanes and cycleways in many of the affected areas. In multiple regions the proposed designs retain the number of bus lanes and cycleways, not adding new infrastructure but simply reorganising it to the detriment of the households and families in the area. Many families are being displaced with no real benefit to the community. We already have bus lanes that are filled with empty buses. I struggle to believe that moving these lanes to the centre of the road will increase public transport adoption. Many of the affected properties feature large families with multiple generations that require and will continue to require multiple vehicles. I do not believe the proposed infrastructure will change this. What it will do is make it difficult for these families to access their properties and park their vehicles. Already street parking has been reduced and the result of that wasn't fewer cars, but instead, more dangerously parked vehicles. The development of Public transport is needed, but it shouldn't come at the cost of displacing so many households. Spending billions of dollars to develop public transport when currently the usage is low doesn't make sense in the slightest. If however, the current infrastructure was at max capacity, then this development might make sense. But as it stands, the demand for public transport in these areas does not justify a development of this size.	Use an alternative route that doesn't require displacing so many families, focusing on non-residential areas instead. Better utilising the newly developed infrastructure already in place as a stepping stone to prove that there is an actual demand for large-scale public transport developments in this area.	

						Alternative An alternative route that doesn't require displacing so many families, focusing on non-residential areas instead. Better utilising the newly developed infrastructure already in place as a stepping stone to prove that there is an actual demand for large-scale public transport developments in this area.		
64	Danny Charanjit Singh		Danny.Singh@hotmail.co.nz	Yes	Extent Need	Extent Do not take my property. Use the central median only for the Busway, and do not widen Te Irirangi Drive. Leave the existing pedestrian overbridge as it is needed and well-used. Need Project is not needed, commuters prefer their own transport and public transport is not safe	Reject the NoR OR confine it to the central median of Te Irirangi Drive	1 Belinda Avenue
65	Mr Shane Robert Haylock		shane@invotech.co.nz	Oppose	Yes Consultation and engagement Need Alternative Property value and land acquisition	Consultation and engagement Lack of real consultation, with affected landowners; Lack of overall public awareness; Some information provision, but not engagement; Need Insufficient cost benefit analysis to demonstrate need for the Project. There are already underused buses. Alternative Consideration of alternatives seems to have been pre-determined, and there is no weighting of criteria to support final scores of alternatives. Proposed station at corner of Lambie and Puhinui is not needed. No consideration of routes that avoid residential areas. Replace the Manukau to Puhinui rail line with a bus rapid transit. Widen the bridge at the Airport end to avoid bottleneck. Land Acquisition Process not explained to affected parties; No compensation proposed for stress and property devaluation caused by the Project	Put the Project on hold until the concerns are addressed and there are better outcomes	172 Puhinui Rd
66	Heritage New Zealand Pouhere Taonga ATTN: Alice Morris		amorris@heritage.org.nz		Yes Historic heritage	Historic heritage HNZPT does not support the use of the HHMP as it is presently proposed. HNZPT is concerned that while there have been both archaeological and built heritage assessment reports completed for the entire length of the Botany to the Auckland Airport (NoR 1 – 4b) the mitigation of the effect of the designation and future construction of the Bus Rapid Transit corridor, walking and cycling facilities on the known and potential historic heritage will not be managed until the Outline Plan of Works stage. The framework of the proposed HHMP conflates matters relating to historic heritage under the RMA and archaeological requirements provided for under the HNZPTA 2014 with respect to archaeological monitoring, investigation, and reporting. This is an unnecessary duplication of HNZPTA archaeological processes, where the archaeological authority will have its own separate Archaeological Works Plan required to be adhered to under that process. The consideration, management and mitigation of effects from the purpose of the designation on known or potential Historic Heritage should be addressed through the NoR process instead of being deferred to the Outline Plan process. RELIEF The objective of the HHMP is rewritten to remove all duplication of processes with the HNZPTA. The purpose of the HHMP should be focussed on the provision of details such as: • Roles, responsibilities and contact details of the project personnel, Requiring Authority's representative, Mana Whenua and HNZPT while are involved with heritage and archaeological matters. • Provision for access for Mana Whenua to carry out tikanga and cultural protocols. • Methods for protecting or minimising adverse effects on heritage and archaeological sites within the designation during works (for example fencing to protect form construction works). • Advice that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in part) shall apply when an archaeological Authority from HNZPT is not otherwise in place. • Methods for interpretation and appropriate public dissemination of knowledge gained from heritage investigations.	As set out in Summary RELIEF	PO Box 105 291
67	Mark Elder	Puhinui School	office@puhinui.school.nz	Yes	Traffic Zoning Parking	Traffic During construction of the transport project: for the safety of the pupils that attend the school and their families, the school is on Puhinui Road, and this road is used by many of the students and their families to access the school gates. There is a driveway and entranceway that can be used from Grayson Ave, this is still primarily accessed from Puhinui Road. This has the potential to make it unsafe for families either walking or driving to school; We	AT need to work with the School on safety options, traffic management and parking	116 Puhinui Road

						<p>are concerned about right-turning into Grayson Ave from Puhinui Rd. This will potentially become more difficult for parents. If we will only be able to turn left from Grayson Ave to Puhinui Rd, this will restrict traffic to/from our drop-off zone. As well, with the proposed bridge connecting Puhinui Rd, so that the rapid transport is not held up, we are unclear on the impact that this will have on our children. Once the project is complete, young children especially, will have multiple long bendy buses initially and potentially trams or other light rail vehicles going past both at drop-off and pick-up time not only at school, but also on the way to school.</p> <p>Surplus land It is understood that once this project is complete any surplus or spare land could be used in any way that is deemed to be related to this project, for example to build multiple flats or other housing units. This is despite it appearing on the surface of being not related to the transit project directly. If this were to occur, it could have an impact on the school and planning.</p> <p>Zoning In relation to private developments, any housing within 800 metres of key transit corridors can be up to six storey high by right. This will cover a large amount of the school zone on either side of Puhinui Road and side streets. Parents also consider there may be commercial development on the southern side of Puhinui Road. This will put potentially many residential sections for the school community on the opposite side of Puhinui Rd, requiring additional traffic safety measures like railing and speed reduction zones to ensure the students wellbeing.</p> <p>Parking Concerns about the parking options available for parents. This is already an ongoing concern for us and with a busier road, with more vehicles and increased roll growth this would be a significant concern. We would like the opportunity to work on a strategy for how this could look for our community.</p>		
								
68	Abhisekh Mohanlal A2B RELATED ADDRESS NOT PROVIDED		abhisekh.mohanlal@gmail.com	Oppose	No	<p>Extent Widening Puhinui Rd means a loss of useful family space in the front yard;</p> <p>Traffic Increase in traffic will mean more accidents;</p> <p>Operational noise and vibration From buses and lorries</p> <p>Flooding Underused existing bus services and people working from home means less need for the Project</p> <p>Alternative Flooding and climate change effects from removal of trees and increase in hard surfaces</p> <p>Alternative Other uses of roads, one way routes, more traffic signals, better loop buses, ferries supporting transit</p>	Stop the NoR and Project	3189A Great North Road
69	Avisha Mohanlal A2B RELATED		AvishaM@douglas.co.nz	Oppose	No	<p>Extent Widening Puhinui Rd means a loss of useful family space in the front yard;</p> <p>Traffic Increase in traffic will mean more accidents;</p> <p>Operational noise and vibration From buses and lorries</p>	Stop the NoR and Project	3189A Great North Road

	ADDRESS NOT PROVIDED				Flooding Alternative	Need Underused existing bus services and people working from home means less need for the Project Flooding Flooding and climate change effects from removal of trees and increase in hard surfaces Alternative Other uses of roads, one way routes, more traffic signals, better loop buses, ferries supporting transit			
70	Roy Sembrano		roy.sembrano@nz.needle.com	Yes	Social Need Property value and land acquisition Compromised activities Consultation and engagement Access Operational noise	[Fill batter at front of site] Social The distance land required is too close to the road from the actual wall of the property (house), this will cause disruption both mental and physical health state of the residents (our family) will experience with the roads expanding with bus and cycle lane extensions. The "social impact assessment" gives a conscious bias towards what the overall positive impact it has within a growing populace within the area and the value it brings to reducing traffic. In contrast it does not consider the heavy toll it has with a family that requires space to live and the ability to not protect the heritage of the land that has been invested over the years when my parents purchase and bought the property, working hard till today to pay the mortgage off over the past decade. Need Need for 13 by 6m of front of our site has not been justified, and the dimension varies with each property along the street Compensation Seek fair compensation for any land taken, using our valuers at the time the land is used for the Project Compromised activities Access, comfort and space are compromised by the land being taken and the Project Consultation and engagement Insufficient consultation and time for submission Access Access to/from site unsafe if walkway and cycleway nearby Noise Of traffic after construction high noise level effects	 	Need to know what options there are. Need more time to validate our concerns.	1/192 Te Irirangi Drive Flat Bush Flat Bush Auckland 2019
71	Andrea Mead & Dr Stephanie Mead		b.mead@xtra.co.nz	Oppose	Extent Trees Access Flooding Operational noise Residential amenity Consultation and engagement Property value and land acquisition	Re 2/2 Ihaka Place Extent Extent of NoR2 over the property significantly impacts on our ability to use and enjoy our property both now and in the future. NoR2 means that our property cannot be developed to maximise the potential of the affected land, and significantly reduces the value of our property for a project that may never actually go ahead Trees Line of Norfolk Pine trees down centre of Lambie Drive will be lost, including their ecological purposes and attractive visual backdrop. Loss of trees and grassed median will mean less soakage for rainwater and a significant ecological loss. Loss of the trees will also mean a loss of outlook from our unit. Access Our front path would now connect to a walkway / cycle way. It is unclear whether we will be able to maintain access to Lambie Drive from the front of Our Property or whether that will be cut off by the development.		Withdraw the NoR	99 Pah Road

						<p>Flooding Large grassed median island with a row of Norfolk Pine Trees will be replaced by concrete as the whole area would be concreted over for Rapid Bus Transit lane and bus stop. The concreted area will also be significantly wider, due to the front of residential properties being taken for concreted cycle ways and walkways. This increase in concrete and changes to the level of the land will mean a significant increase in flood risk for our property. Any overflow of rainwater will put our property at a direct and significant flood risk. Currently our property has never flooded as the grassed areas provide sufficient soakage. Any raise in land height placing the road height above our property will also increase our flood risk with surface water flowing off the concrete and onto our property.</p> <p>Operational noise Noise from buses will increase to a significant impact on us</p> <p>Residential amenity Bus stop location will mean more littering</p> <p>Consultation and engagement Inadequate and have breached natural justice and fair process principles, the documents are confusing, unclear and inconsistent with each other</p> <p>Property value Concerned that Project will lower property value, make it difficult to sell and no compensation until the land is taken for the development</p>		
						 		
72	Tim Fischer & Tracey Turner	Eke Panuku Development Auckland	tim.fischer@simpsongrierson.com	Support	Yes	<p>Extent Manukau Sports Bowl: The NoR2 proposes to designate approximately 8,145 m2 of land within the Manukau Sports Bowl site for stormwater management purposes. The proposed stormwater management area is located within the south-eastern corner of the site on land that was identified, through the master plan process, for use as a play area, shared path and potential residential development in the future. Eke Panuku would be unable to implement the Master Plan and is particularly concerned about the adverse effects of the proposed stormwater management area, which include: loss of open space and associated recreation opportunities such as informal play, loop walks or community spaces; the location creates a direct spatial conflict with planned community facilities including the 'children's play hub'; reduced connectivity and access to the proposed wider walking and cycling network and to the surrounding neighbourhoods; and limit future residential development that would provide more housing in this location. The Assessment of Flood Effects does not link the proposed stormwater management area to stormwater requirements or include any consideration of alternative sites or methods. Eke Panuku considers alternative options are available that would provide for appropriate management of stormwater effects while minimising impacts on the Manukau Sports Bowl site.</p> <p>Urban design Davies Avenue and HaymanPark: Adverse effects on access to Hayman Park during construction and operation of NoR2, including the further severance of the Park from the surrounding urban environment and loss of appropriately located mobility parking spaces; Adverse effects on the urban interface and streetscape design between Hayman Park and Davies Avenue, including as a result of the removal of existing vegetation, street furniture, car parks and</p>	Modify NoR and conditions as set out in Summary RELIEF	Private Bag 92518, Auckland, 1141, New Zealand

						<p>footpath; Adverse visual and amenity effects, including as a result of the proposed BRT station, encroachment on Hayman Park and a hard western alignment of the BRT which reduces permeability and legibility; Adverse effects on connectivity between the Park and surrounding streets including to Amersham Way and Putney Way.</p> <p>Consultation and engagement Eke Panuku has some concerns about the lack of detail and information provided in support of the NoR2. Eke Panuku does not support aspects of the NoR2 (as notified) because it would result in adverse effects that compromise its ability to deliver regeneration outcomes consistent with the HLPP, Framework Plan and the Manukau Sports Bowl Master Plan. The proposed BRT route will impact a number of future streetscape projects within the Transform Manukau area including walking and cycling upgrades projects proposed to be delivered by Eke Panuku along Cavendish Drive, Sharkey Street, Amersham Way, Davies Avenue and Ronwood Avenue. It will also interact with several sites that Eke Panuku has identified for public realm upgrades (eg Manukau Sports Bowl site and Hayman Park) or future development (eg future development sites along Davies Avenue).</p> <p>Traffic Eke Panuku is concerned that there may not be appropriate access to public open space, including Hayman Park, during construction. It seeks that this be addressed through the Construction Traffic Management Plan. There is a need to provide for appropriate management of operational effects on access to Hayman Park through additional conditions. In particular, Eke Panuku requests the inclusion of conditions that provide for safe access, via crossings, from the surrounding city centre to Hayman Park including at Amersham Way.</p> <p>Parking Eke Panuku is also concerned about the loss of mobility parking spaces on Davies Avenue. It seeks amendments to the conditions and associated plans to ensure appropriate mobility parking spaces are provided in proximity to the Hayman Park playground.</p> <p>RELIEF</p> <p>Amend the proposed NoR2 boundaries to exclude the identified stormwater management area within the Manukau Sports Bowl site, and provide for a more suitable and appropriate method of stormwater management; Amend the proposed NoR2 boundaries to exclude the indented area of Hayman Park adjacent to Davies Avenue, which relates to the proposed station platforms; and Amend the proposed NoR2 description and General Arrangement Plans to adopt a BRT route along Davies Avenue that provides for walking and cycling paths adjacent to Hayman Park. Eke Panuku also seeks that the Council recommend the following: A new condition that incorporates the stormwater management approach as shown in Figure 10 of the AEE; A new condition that provides for and requires Eke Panuku (and other stakeholder) input in determination of the stormwater management approach in relation to the Manukau Sports Bowl; A new condition that acknowledges the role of Eke Panuku as a principal partner that requires meaningful engagement as the BRT corridor travels through the Transform Manukau project area and interacts with several sites that are subject to regeneration proposals (for example, a condition similar to condition 5 (Te Ākitai Waiohua – Southwest Gateway Programme); Amendments to the conditions, including condition 13, to: To identify Eke Panuku (or its successor) as a specific organisation required to participate in all stages of the preparation of the ULDMP; and Prescribe design guidelines for the ULPMP that achieve appropriate connectivity and integration with existing and planned development consistent with the HLPP and Framework Plan, and create high-quality civic spaces and balance the needs of private vehicles, buses pedestrians and cyclists; Amendments to condition 18 to require the Construction Traffic Management Plan to provide appropriate access to public open space, including Hayman Park, during construction; Amendments to the conditions and associated plans to require mobility spaces on Davies Avenue be relocated to a place that retains appropriate accessibility to the Hayman Park playground.</p>		
73	Michael Campbell	Quadrant Properties Ltd C/-	michael@campbellbr own.co.nz	Yes	Consultation and engagement Extent	Property manager of 285 Puhinui Rd, 305 Puhinui Rd; 307 Puhinui Rd; 7 Ronwood Ave; 9 Ronwood Ave	Modify NoR as set out in Summary RELIEF	PO Box 147001 Ponsonby

		Campbell Brown Planning Limited			<p>Consultation and engagement Insufficient and unreasonable timeframe to review and provide submissions. Information lacks clarity and detail.</p> <p>Extent The submitter is concerned that the Requiring Authority is designating more land than required. Large parts of the Submitters properties are proposed to be designated; however, this does not appear to be required for the proposed physical works themselves. Given the designation is proposed to be in place for 15 years, and given the boundaries are likely to impact existing and future development along the Project alignment for some time, the submitter considers that designating this extent of land would compromise urban development and is not an efficient nor effective use of land</p> <p>Flooding As proposed, the NORs would enable the Requiring Authority to increase in the level of flooding toward adjoining properties. The submitter considers that flooding effects should be managed within the NoR boundary, and not worsened as it relates to neighbouring properties.</p> <p>RELIEF</p> <p>That the designation boundaries are amended so that there is no encroachment of the Submitters property boundaries including by physical infrastructure, and all physical infrastructure including but not limited to- bus ways, traffic lanes, cycle lanes, foot paths, berms, are contained within the existing road corridor; If unavoidable, that any earthworks and battering extents beyond the existing property boundary are to be designed in consultation with the relevant property owners to minimise any impact to private land, and maintain the same utility of the said land; That the designation boundaries are amended to align with the above; That a condition is included to require the Requiring Authority to ensure that the Project does not worsen any flooding effects onto neighbouring properties; Such other consequential amendments to the provisions of the NOR's as may be necessary to give effect to the relief sought in the submission.</p>		AUCKLAND 1144
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74	Naresh Perinpanayagam	Arena Williams MP	Naresh.Perinpanayagam@parliament.govt.nz		Consultation and engagement Lapse period	<p>Consultation and engagement Lack of information sharing with community. Despite some information available at the community meeting in November 2022, and some official information online from December 2022, the first opportunity for most residents to see details was when households received the Notice of Requirement on 10 March 2023, which explained the impact on individual properties. No opportunity to input into the drafting process. Lack of support for submission process. Many residents raised with me their confusion about the complex technical language in the Notice, and the numerous large files attached to the Notice which were only available online. Lack of time for submission process</p> <p>Lapse period Lack of consultation about the extended lapse period of 15 years that has been proposed. The project proposal states that "there is a need to designate the corridor from inappropriate development until funding is allocated, and therefore a lapse period of 15 years is required". The 15-year timeline also raises further questions why only 20-working days was provided for submissions on this complex project.</p>	Supports with concerns	FREEPOST Private Bag 18-888, Wellington 6160
75	Chris Horne	Telecommunications Submitters	chris@incite.co.nz	yes	Infrastructure	<p>Infrastructure Chorus fibre and copper lines and 8 mobile network sites are located within the Project footprint. Existing and future telecommunications infrastructure needs to be protected by the Project works and consultation. The NUMP condition should recognise the complexity of network utility operators involved.</p> <p>Amend the NUMP condition by adding an advice note for each notice of requirement as follows: Network 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. The NUMP shall include methods to: provide access for</p>	Amend conditions as in summary	PO Box 3082

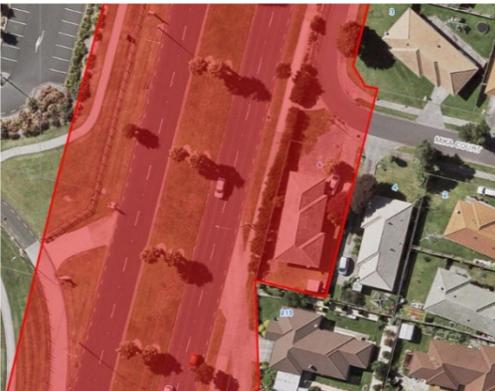
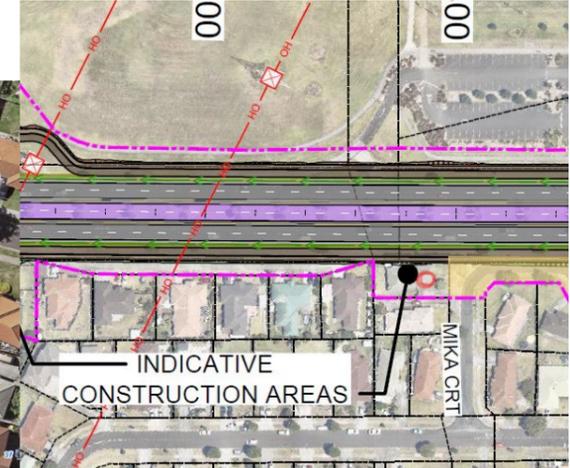
						<p>maintenance at all reasonable times, or emergency works at all times during construction activities; manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; and 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.</p> <p>(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).</p> <p>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.</p> <p>(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.</p> <p>(f) Any comments received from the Network Utility Operator (including Auckland International Airport Limited) shall be considered when finalising the NUMP.</p> <p>(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.</p> <p>Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</p> <p><u>Add a new condition to each notice of requirement as follows:</u> XX: The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to identify opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan or Plans prepared for the Project.</p>		
76	Brendon Liggett	KĀINGA ORA HOMES AND COMMUNI TIES (Kāinga Ora)	michael@ campbell brown.co. nz / developm entplanni ng@kaing aora.govt. nz	yes	<p>Consultation and engagement</p> <p>Extent</p> <p>Urban design</p> <p>Flooding</p> <p>Construction noise and vibration</p> <p>Operational noise</p> <p>Project scope</p>	<p>Consultation and engagement High number of Kāinga Ora properties within NoRs means engagement should begin early to address displacement effects. Kāinga Ora wishes to be involved in preparation of management plans and OPWs.</p> <p>Extent More land is being designated than is needed for the Project. Requests a condition requiring periodic review of land needed after OPWs lodged. Condition 3 requires review 6 months after completion of construction, but Kāinga Ora considers that the condition should also include a requirement for the Requiring Authority to provide the land in a suitable state once the land is relinquished from the designation and surrendered, in agreement with the property owner.</p> <p>Urban design Greater emphasis should be placed on the importance of quality Urban Design outcomes, including addressing issues of severance, and improving connectivity, levels of services, travel mode priority and amenity for pedestrians, cyclists and micro-mobility options.</p> <p>Flooding Kāinga Ora is concerned that the positive overall flood management effect appears to be achieved at the expense of neighbouring properties. Proposed condition 14 'Flood Hazard' would enable an increase in the level of flooding toward adjoining properties, as it proposes that a 10% reduction in free board for existing habitable floors is permitted, and an increase in flood levels of 50mm is permitted where there is no existing dwelling (among others). The Project should be required to manage the flooding effects within its own boundary. A flood hazard condition is added to not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of construction activities.</p>	As set out in Summary RELIEF	PO Box 147001 Auckland / PO Box 74598 Greenlane, Auckland

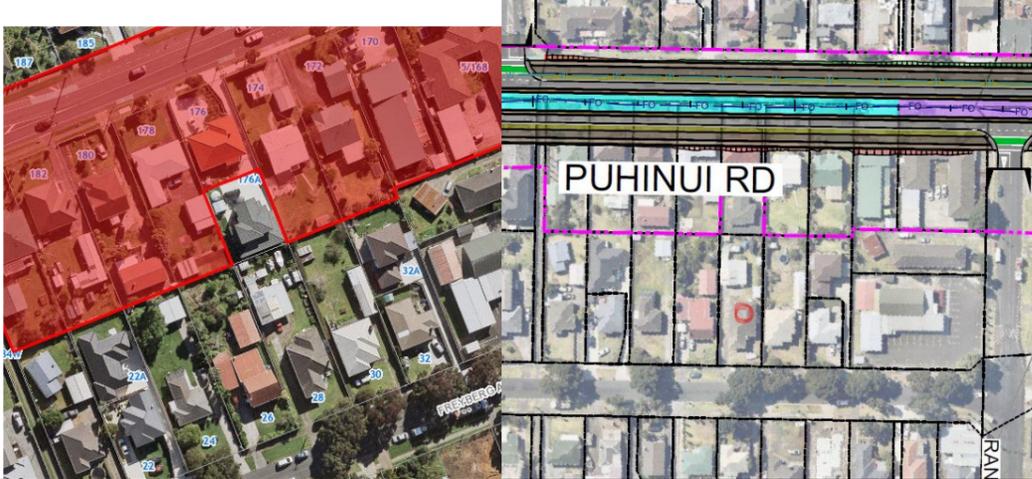
						<p>Construction noise and vibration Kāinga Ora requests that they are directly consulted as part of the preparation of the CNVMP and CNVMS</p> <p>Operational noise Kāinga Ora requests further information regarding the health and safety effects of the operational noise (traffic) of the Project including the cumulative effects, prior to the hearing. This does not appear to have been provided within the application documents due to the above, and due to the AEE not identifying this as a potential adverse effect. Kāinga Ora requests a condition requiring operational noise levels to not exceed 55 dB LAeq beyond the boundaries of the designation or, where exceeded at a sensitive receiver, mitigation is provided. Condition 28 (Low Noise Road Surface) is amended to require the use of low noise and vibration road surfaces, such as an Asphaltic mix surface, for all road surfaces within this designation, unless further information confirms that this is not warranted from a health and safety perspective.</p> <p>Project scope Concerns with the validity of the advice note associated with condition 13 (UDLMP) which states that a front yard setback is not required from the designation boundary as the designation is not proposed for road widening purposes. The proposal is, at least in part, for road widening to accommodate the Project. A designation cannot modify a rule in the plan, and it is expected that the Council are likely to require the front yard to be taken from the designated boundary which would potentially result in unintended consequences along the alignment of the Project, and compromise efficient land use and development along the Projects alignment.</p> <p>RELIEF</p> <p>(a) That the Requiring Authority continues to engage with Kāinga Ora, prior to hearing, on the effects of displacement on Kāinga Ora tenants as a result of the proposed property acquisition.</p> <p>(b) That the Requiring Authority adopts a more 'refined' approach in determining the extent the proposed designation boundary and the construction requirements, to ensure that only the minimum amount of land required is designated, and that the designation boundaries are refined accordingly with details provided prior to the hearing.</p> <p>(c) That the Requiring Authority further explores, in consultation with Kāinga Ora, opportunities for additional safe mid-block crossing points and stations, including but not limited to between Ormiston and Dawson Roads, and at the intersection of Te Irirangi and Hollyford Drives and Boundary Road, as well as safe mid-block crossing points along the Project's length.</p> <p>(d) That the Requiring Authority provides further information regarding how the interface and treatment of existing (to be altered) slip roads will be addressed, including how access will be retained while providing for an appropriate LoS for active modes.</p> <p>(e) That the Requiring Authority undertakes an assessment of the health and safety effects of the operational traffic noise, inclusive of the cumulative effects prior to the hearing.</p> <p>(f) That the design of the Project is updated to incorporate the full suite of recommendations contained within (a) to (e) above, or alternatively that appropriate conditions are recommended requiring the recommendations within these assessments to be incorporated.</p> <p>Kāinga Ora seeks the following decisions from Auckland Council regarding the NoRs:</p> <p>(a) That Kāinga Ora, as a key stakeholder, is explicitly included as partners to be involved in the preparation of management plans and future OPW's for the Project, with associated amendments to the conditions to reflect this.</p> <p>(b) The provision of a condition that requires the LoS for pedestrians, cyclists and public transport will be 'A' along the Project's length.</p> <p>(c) The provision of a condition that requires the safety and accessibility of active modes, micro-mobility and public transport to be prioritised over the private vehicle.</p> <p>(d) That condition 18 (CTMP) be amended to identify a key objective of the CTMP as being to provide active and micro-mobility modal users with safe, direct and appealing routes of access during construction.</p> <p>(e) The provision of a condition which requires the provision of facilities for micro-mobility and active modes at, or nearby to, RTS as part of future OPW's.</p>	
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						<p>(f) The provision of a condition which requires that, where property access that exists at the time of submitting the OPW is altered by the Project, that the Requiring Authority shall consult with the directly affected land owner regarding the changes requires and the OPW should demonstrate how safe alternative access will be provided.</p> <p>(g) That condition 14 is amended to require the Requiring Authority to ensure that the Project does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities.</p> <p>(h) The provision of a condition requiring operational noise levels to not exceed 55dBA beyond the boundaries of the designation and, where exceeded at a sensitive receiver, mitigation to then be provided by the Requiring Authority.</p> <p>(i) That where the operational noise effects require mitigation, that the offer for mitigation is retained in perpetuity, until an offer is taken up.</p> <p>(j) A condition requiring that the Requiring Authority undertake monitoring of operational noise be included within the designation.</p> <p>(k) That condition 28 (low road noise) is amended to require this to be on all roads within the designation.</p> <p>(l) That condition 27 (NUMP) be amended to include a requirement to provide for upgrading and / or future proofing of existing infrastructure and utilities in consultation with key stakeholders, including Kāinga Ora and utility providers.</p> <p>(m) That condition 13 (ULDMP) is amended as attached in Attachment A.</p> <p>(n) That condition 3 (Designation Review) should be amended to: add a clause requiring the Requiring Authority to, once the land is relinquished from the designation, leave the subject land in a suitable condition in agreement with the property owner/s; and add a clause requiring the Requiring Authority to assess in conjunction with the land owner, every 12 months following the lodgement of OPW(s), whether any areas of the designation that have been identified as required for construction purposes are still required, and identify any areas that are no longer required, and give notice to the Council in accordance with section 182 for the removal of those parts no longer required.</p> <p>(o) Such further or other relief, or other consequential or other amendments, as are considered appropriate and necessary to address the concerns set out in the submission.</p> <p>(p) Any other alternative or consequential relief to give effect to the submission.</p>		
77	Mark Bishop	Watercare Services Limited ("Watercare")	Mark.Bishop@water.co.nz	yes	Consultation and engagement	<p>Consultation and engagement Watercare seeks to be engaged before detailed design and during the ongoing design phases to identify opportunities to enable, or otherwise not preclude, the development of new infrastructure within the Project areas. This could involve the development of an "Infrastructure Integration Plan" prior to detailed design with third party infrastructure providers like Watercare (which can also be updated throughout construction of the Project) to ensure that the Project takes into account and appropriately integrates with potential future infrastructure like wastewater and water services. Watercare supports in depth collaboration and consultation (including information, data sharing and identification of opportunistic works) across infrastructure providers on the development (or redevelopment) of urban environments and wishes to ensure that there is ongoing and timely engagement and collaboration as this Project develops. Watercare seeks early engagement from the requiring authorities for future planning and construction works including prior to detailed design and during implementation of construction works. Early and fulsome engagement with Watercare, along with other infrastructure providers, can enable opportunities to plan and future-proof the delivery of assets to provide for well-functioning urban environments. For Watercare, this includes applying for, in a timely manner, 'Works Over' Approvals, in compliance with Watercare's 'Water Supply and Wastewater Network Bylaw 2015' (updated 2021).</p>	<p>Watercare seeks that Auckland Council recommends:</p> <p>(a) amendments to the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; and</p> <p>(b) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out in the submission.</p>	Private Bag 92 521 Wellesley Street AUCKLAND 1141

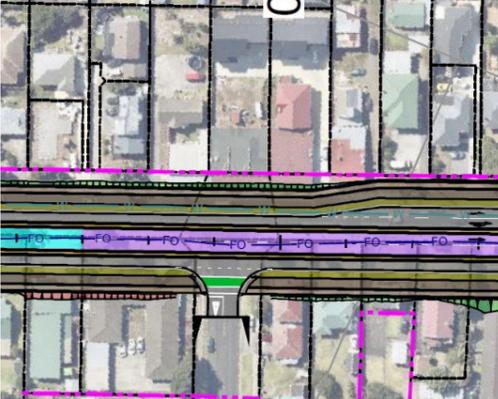
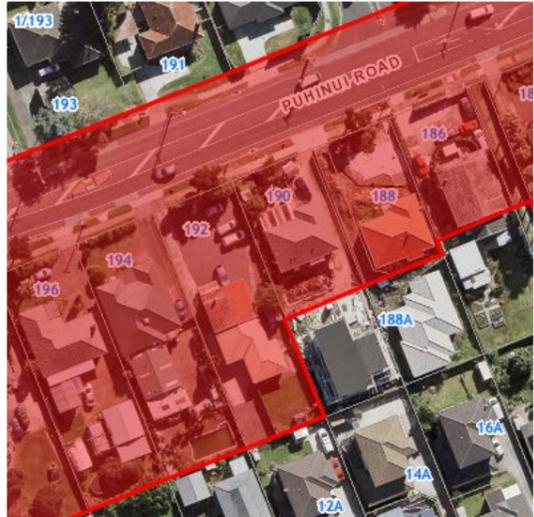
78	Gemma Hayes	Ministry of Education - Te Tāhuhu o te Mātauranga ('the Ministry')	gemma.hayes@education.govt.nz		yes	Construction noise and vibration Other construction effects	<p>Construction noise and vibration The submission relates to the construction noise and vibration effects on students in Puhinui and Manukau</p> <p>Other construction effects Potential road safety effects from heavy construction vehicles. The Ministry appreciates Supporting Growth's willingness to prioritise student safety during construction. There are other schools nearby asides from Puhinui School that should also be considered in the CTMP. These include Redoubt North School, Tangaroa College, Dawson School, Kia Aroha College, Chapel Downs School, Flat Bush School and Papatoetoe South School which are all located near the proposed BRT corridor (NoR2) and there is the potential for these schools to be affected by heavy construction traffic given they are located on a potential construction traffic route. The Ministry requests that these schools be included in the CTMP and all heavy construction vehicles must avoid these schools at peak pick-up and drop-off times to maintain a safe environment for students to walk and cycle to school.</p> <p>RELIEF</p> <p>The Ministry is neutral on the Airport to Botany NoRs if the following relief is accepted and any consequential amendments required to give effect to the matters raised in this submission.</p> <p>The Ministry requests the following designation conditions:</p> <ol style="list-style-type: none"> 1. Before construction commences, the applicant must engage with Puhinui School to discuss and agree any potential noise mitigation during and after construction. 2. The Construction Traffic Management Plan shall include details of consultation (including outcomes agreed) with the applicant and Puhinui School and Redoubt North School with regard to maintaining the safety of school students during construction. Details of all safety measures and interventions will be documented in the Construction Traffic Management Plan. The Construction Traffic Management Plan shall include details on how all heavy construction vehicles must avoid the schools at peak school pick up and drop off times (during term time only) outlined in the table below. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be added to the table below. Engagement should be undertaken with the Ministry to confirm the information in the table below is still accurate closer to the time of construction. <p>Table 1: Schools that heavy construction vehicles must avoid at peak school pick-up and drop-off times</p>	Add conditions as in Summary RELIEF	Eden 5, Level 3/12-18 Normanby Road Mount Eden Auckland 1011
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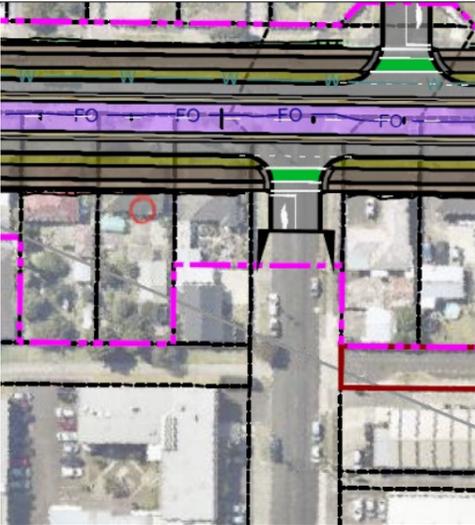
							School Name	Address	Associated no travel route	Times heavy vehicles must avoid the schools (based off each school's individual start and finish times)¹		
							<u>NoR 2</u> <u>Puhinui School</u>	116 <u>Puhinui Road</u> , Papatoetoe, Auckland 2104	<u>Puhinui Road</u> (between <u>Clendon Avenue</u> and <u>Greath Souh Road</u>)	8.10am 8.50am 3.00pm to 3.30pm		
							Redoubt North School	47 <u>Diorella Drive</u> , Clover Park, Auckland 2023	<u>Te Irirangi Drive</u> (between Great South Road and Dawson Road) and <u>Diorella Drive</u>	8.15 to 9.00am 3.00pm to 3.30pm		
							Tangaroa College	<u>Haumia Way</u> , <u>Ōtara</u> , Auckland 2023	Dawson Road (between Mathewson Road and Hannah Road)	8.15am to 9.00am 3.00pm to 3.30pm		
							Dawson School	15 <u>Haumia Way</u> , <u>Ōtara</u> , Auckland 2023	Dawson Road (between Mathewson Road and Hannah Road)	8.15am 9.00am 2.45pm to 3.15pm		
							Kia Aroha College	51 Othello Drive, Clover Park, Auckland 2023	Othello Drive or Boundary Road	8.00am to 8.45am 2.45pm to 3.15pm		
							Chapel Downs School	170 Dawson Road, Flat Bush, Auckland 2023	Dawson Road (between <u>Te Irirangi Drive</u> and Donegal Park-Drive)	8.15am to 9.00am 3.00pm to 3.30pm		
							Papatoetoe South School	58A Milan Road, Papatoetoe, Auckland 202	<u>Kenderdine Road</u> and Milan Road	8.10 – 8.50am 3.00pm to 3.30pm		

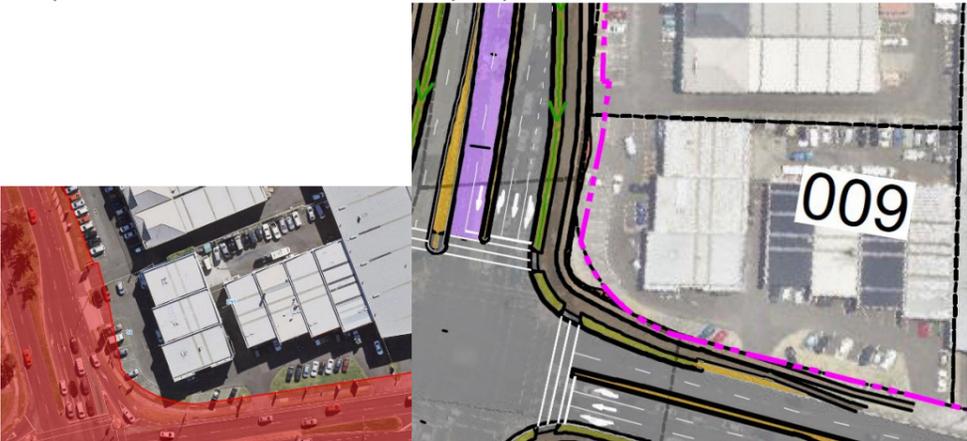
79	Firdosh and Kashmira Sigaporia		firdosh@xtra.co.nz		Operational noise	<p>Operational noise Will increase. Request planting bunds, acoustic wall fencing and double-glazed windows</p> <p>Access How will access to and from the property be provided safely?</p>  	Request planting bunds, acoustic wall fencing and double-glazed windows Request safe access be provided to and from the property.	191 Te Irirangi Drive
80	Selemena Afamasaga ON NOR1		selemena@gmail.com		Social	<p>Social First of all, we have lived here for 23 years. Second, we feel at home in both our house and the neighborhood. Thirdly, closer proximity to the places where my kids go to school, work, and shop. Fourth, medical facilities and doctors. My concern is that there aren't enough homes in Auckland to accommodate the city's population. if you knock down all of these residences along Te Irirangi Drive. Where else are we going?</p>  	Withdraw the NoR(1)	6 Mika Court
81	Gordon Barthow ON NOR3		gwbarthow@xtra.co.nz		Social	<p>Social Transit lane along the middle of Puhinui Road will cause severance from Papatotetoe, making it more inconvenient to get there. We will lose some neighbours and close friends who reside on Puhinui Road.</p>	Withdraw the NoR(3)	28 Freyberg Ave

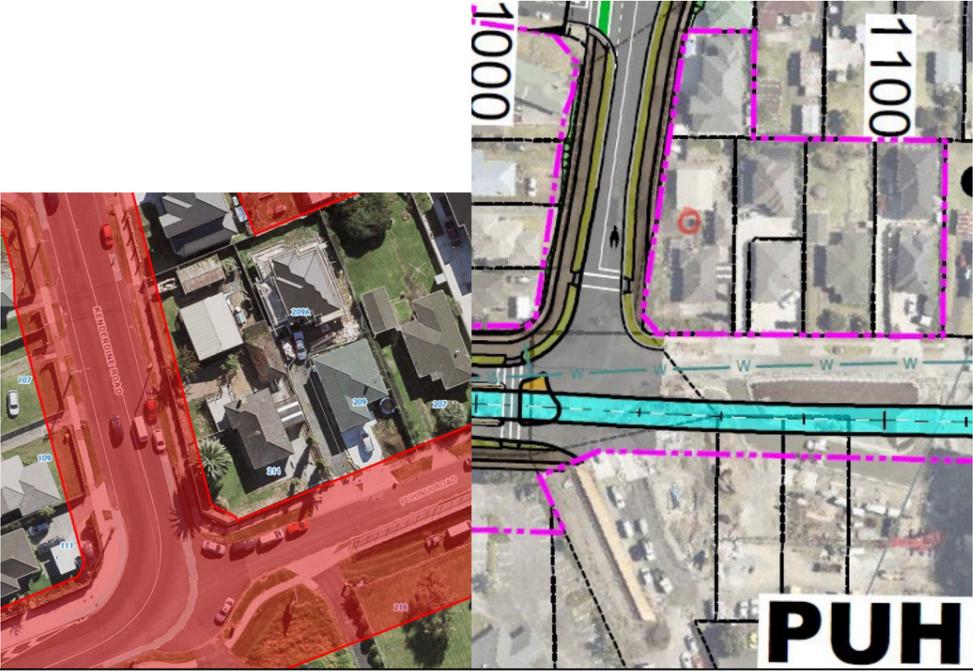
									
82	Te Ākitai Waiohua Waka Taua Trust Received 19 April		karen.a.wilson@xtra.co.nz	Neutral	yes	Conditions	Te Akitai Waiohua Waka Taua Trust is neutral on the notices of requirement provided the proposed conditions are retained as requested to ensure ongoing participation in the project.	Retain the conditions as proposed	PO Box 59 185
83	Huong Thi Nguyen & Van Dung Nguyen Received 27 April		huonglanz@gmail.com	Support	yes	Support	No reasons given	Support	83 Te Irirangi Drive

A2B NoR3 Notice of Requirement - Bus Rapid Transit – Puhinui Station (in the vicinity of Plunket Avenue) to SH20/20B Interchange (Auckland Transport)									
Summary of Submissions									
Sub #	Submitter Name	Organisation Name	Address for Service	Oppose /Support	Wish to be heard	Key Issues	Summary of Key Issues	Relief Sought	Address 1
1	Varinder		varindercr7@gmail.com			Extent	Does not want to be affected by the NoR	Withdraw the NoR. Is my property affected by it?	1/66A Puhinui Rd
2	Karishma Pinter		Karishmapinter@yahoo.co.nz		Yes	Extent	Does not want to be affected by the NoR 	Withdraw NoR	14/83 Puhinui rd
3	Colin Brent Robinson		207 Puhinui Rd Papatoetoe Auckland 2025		Yes	Further information required Other construction effects – Health Extent Consultation and engagement	Wants to subdivide, needs to understand NoR effects; Concern at dust/disruption/noise health effects and wants relocation during construction; Seeks confirmation in writing that no loss of his land; Consultation and engagement inadequate 	Provide information to allow effects management	207 Puhinui Rd
4	Parvinder singh ON NOR2		singhparvinder418@gmail.com		Yes	Extent	Does not want to be affected by the NoR	Withdraw NoR	14/83 Puhinui road
5	Ronil Prasad ON NOR2		Ronilprasad86@gmail.com		Yes	Extent	Does not want to be affected by the NoR	Withdraw NoR	14/83 Puhinui road
6	Ganpat Patel		ketan.p@outlook.com	Oppose	Yes	Reject NoR Parking	If parking in front of block of shops removed businesses will become unviable	Withdraw NoR or protect on-street parking	165 Puhinui Road

										
7	Bhaveshbhai Ramanbhai Patel		bhavesh71222@gmail.com	Oppose	Yes	Reject NoR Parking			Withdraw NoR	284 puhinui rd
8	Hsin Mila Cheung Tsai		milacheung@gmail.com	Oppose	Yes	Further information required Extent	Re 192 Puhinui Road, Only take land required for Project; Justify the area of land shown as needed 	Modify NoR to minimise land take	35 Jilteresa Crescent, Half Moon Bay	
9	WEI CHAO KUAN	Adelante Holdings ATTN: Jonathan Kuan	weichao1127@gmail.com	Oppose	Yes	Reject NoR Lapse period Property value and land acquisition	15 year lapse period uncertainty; What if need to sell early?	Withdraw NoR	5 Penwood close	
10	John Hansford ON NOR2		138 Puhinui Road, Papatoetoe	Oppose	Yes	Reject NoR	No reasons given, whole of property is required for the Project	Withdraw NoR	138 Puhinui Road, Papatoetoe	

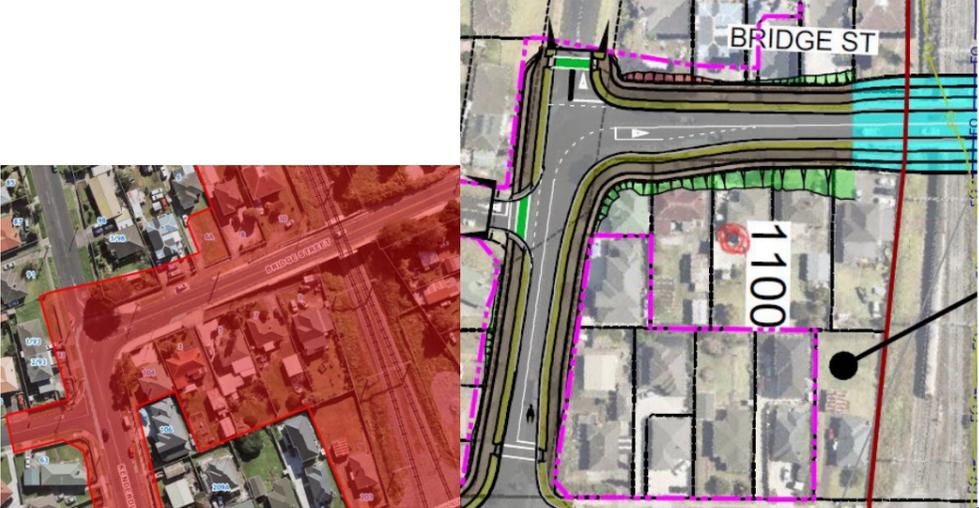
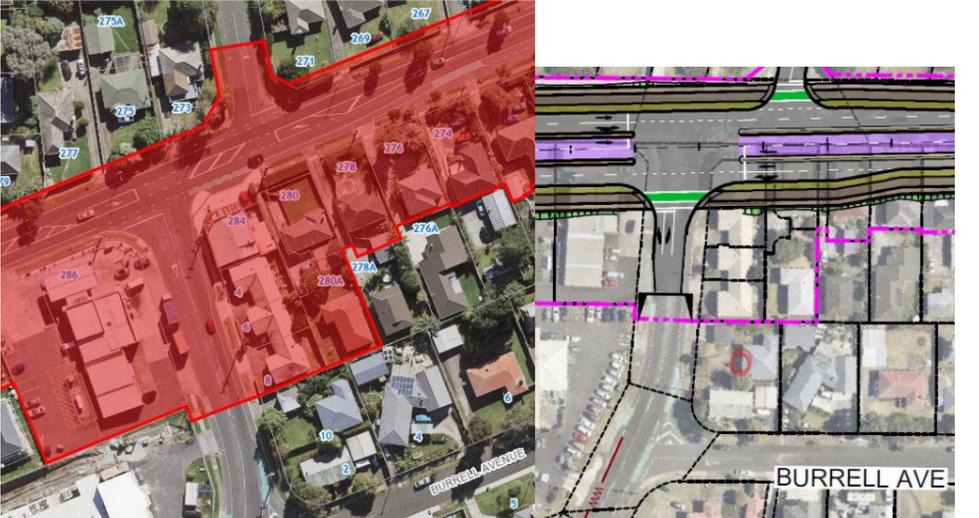
									
11	Kamlesh Rana & 33 Signatories		Kamrana@xt.ra.co.nz	Oppose	Yes	Consultation and engagement Need Alternative	Inadequate consultation and engagement; Project not needed; Alternative Cavendish Drive route should be used	Alternative route OR withdraw NoR	154 Puhinui Road
12	Birgitta Sherley Prom ON NOR2		sherley_art@yahoo.co.nz	Oppose	Yes	Access	Access Access to property will not be safe. Very difficult for us to enter and exit property with the amount of space left at the front. It is not possible to turn around. To enter and exit, it will not be safe as we will have to reverse onto road. With children especially. It will be very difficult for us to sell our property at a good reasonable price as access to the property will be very limited. 	Withdraw the NoR (NoR2 affecting 202 Te Irirangi Drive). If it is confirmed then Auckland Transport must purchase my property immediately.	202 Te Irirangi Drive
13	Wiri Business Association Inc		gary@wiribiz.org.nz		Yes	Construction noise and vibration Other construction effects Traffic Parking Indirect costs Social and economic Access	Reasons for being neutral regarding the NoR include the following: a. general impacts on businesses b. access effects on businesses c. parking effects on businesses d. effects on freight movements e. construction noise and vibration effects Noise and vibration Disruption and health effects from construction noise and vibration. Assessment of Construction Noise and Vibration Effects of the AEE identifies a number of buildings/businesses as sensitive receivers of traffic noise effects. Business Manukau asks that the proposal avoid, remedy or mitigate these effects on businesses. Other Construction effects Dust effects on health and amenity Traffic Increased traffic congestion resulted in road blockages, truck and heavy vehicle movements and cumulative impacts associated with other construction of nearby projects. Freight route effects on Puhinui Road.	To avoid, remedy or mitigate these effects, WBA asks that the proposal include a Development Response Management Plan (DRMP) to be implemented prior to the start of construction to provide a framework to assist businesses affected by the Project during construction. As set out in the Assessment of Effects on the Environment of the NOR, this would be a Condition and broadly include: - Recommendations for	13 Inverell Avenue

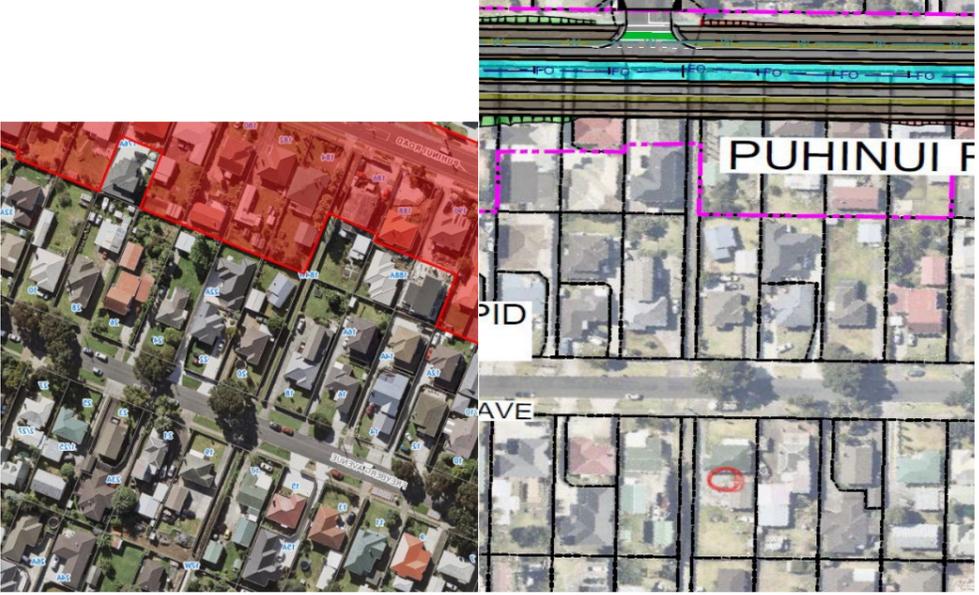
						<p>Parking Reduction in parking availability due to changed road conditions and demand for parking from the construction workforce. 21 on-street public parking spaces and approximately 20 on-site parking spaces will be negatively affected by the proposal, and in particular 316 Puhinui Road (Safestore). The WBA asks that the proposal avoid, remedy or mitigate these effects on businesses.</p> <p>Indirect costs Loss in revenue for local businesses directly affected by construction as road blockages or disruptive construction may redirect regular businesses customers.</p> <p>Social and economic Loss of local employment/ livelihood due to acquisition of local businesses or businesses voluntarily relocating to avoid significant construction impacts. Workers' safety being compromised due to potentially poor safety policy and monitoring (perhaps even fatalities and/or severe workplace incidents). Loss of businesses serving smaller communities. Loss of employment and livelihood as a result of property acquisition or business disruption. Changes to community character and sense of place due to loss or modification to valued local businesses.</p> <p>Access Section 9.3.4.1 of the Assessment of Transport Effects of the NOR,3 identifies that the following are some of the likely negative access effects on businesses from the proposal:</p> <p>a. The Project corridor will impact the layout of vehicle crossings within the road reserve (and in some instances within private lots). Most driveways will need to be reformed to tie in adequately with Puhinui Road;</p> <p>b. All properties currently gain all-movements access onto Puhinui Road. Due to the central BRT corridor, all properties will be restricted to left turn in / out movement (i.e. right turns prohibited). The alternative routes will add up to 2.5 km of travel distance;</p> <p>c. For rear sites with the front lot designated, driveways will have to be constructed to enable access to the rear lot.</p> <p>The WBA asks that the proposal avoid, remedy or mitigate these effects on businesses.</p>	measures to be undertaken to manage the impacts of Construction Works on the identified businesses; – A summary of any proactive assistance provided to impacted businesses; and – Identification of opportunities to co-ordinate the forward work programme, where appropriate with infrastructure providers and development agencies		
14	Nigel Stickland ON NOR2	Manuka Auto & Tyre Centre	nigel@magsandyres.co.nz	Oppose	Yes	Compromised activities	<p>Re Manukau Auto & Tyre Centre 32 Lambie Drive</p> <p>Compromised activities NoR2 takes away carparks which are vital to our business</p> 	Modify the route so carparks are not affected	135 Awa Awa Rd Ruby Bay
15	Jasvinder Singh and Harmeet Kaur Sokhi		dimple_sokhi983@hotmail.com	Oppose	Yes	Compromised activities	<p>Re 211 Puhinui Road / 108 Kenderdine Road</p> <p>Compromised activities We bought this property for our 3 kids' secure future. We had plans to build this property by either Airbnb houses OR as a commercial shopping centre with a coffee shop/bakery with the option to have a home upstairs. Currently have two houses on the property. Our plan B if the above was not feasible, was to build a big family home as we are a joint family, hence the first reason we have secured this large section in order to build the family home as this location is close to all the amenities. Cost of living is ever-increasing and we would not be able to find another</p>	Requests a meeting to discuss, and assistance	12 Station road

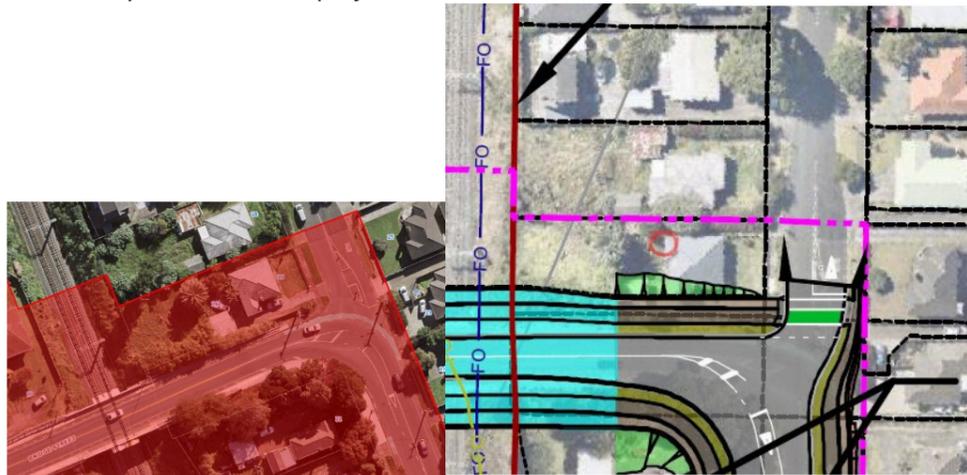
						apple-to-apple house with land, which is central, desirable, and situated conveniently close to local amenities.				
										
16	Lee mee THEN POSS ON NOR2 MENTIONS 18 RONWOOD AVE		happy2know13@gmail.com	Oppose	No	<p>Construction noise and vibration</p> <p>Other construction effects</p> <p>Environmental</p> <p>Safety</p> <p>Need</p> <p>Residential amenity</p>	<p>Construction noise Nuisance effects</p> <p>Other construction effects Environmental pollution during construction</p> <p>Environmental Environmental pollution after the work because of extensive human footfall and traffic conditions.</p> <p>Safety Issue for all residents at 18 Ronwood Ave [Unstated whether traffic safety, pedestrian safety, personal security safety]</p> <p>Need The NoR3 serves no purpose to the plan as the space doesn't enhance anything at a great waste of tax payers money</p> <p>Residential amenity Project will severely negative impact all of the residents' quality of life</p>	Stop the Project		
17	Joshua Sapienza	Jehovah's Witnesses – Manuka u Kingdom Hall Trust	RealEstate.AU@jw.org			<p>Extent</p> <p>Construction noise and vibration</p> <p>Access</p> <p>Operational noise</p>	<p>Extent Will part of our land be compulsorily acquired for this project? [See maps]</p> <p>Construction noise and vibration Will the building structural integrity be impacted?</p> <p>Access Will there be access to the property during construction? Will there be any impact on access post-construction eg will one of our entry ways be cut off?</p> <p>Operational noise Will there be increased noise post-construction?</p>		Neutral on Project, but want to resolve concerns through the normal processes	

18	Reena Rani ON NOR2		karwal.reena@gmail.com	Oppose	No	Social	[All of front unit is taken shown as 103. Rear unit remains, may be 1/103?] Social I have lived in this house for several years, a critical part of my life. This is the only place of such convenience to schools, transportation, recreational parks, and other facilities like this. My house is large and spacious for my family and me. My kids have recently entered adulthood and are venturing into the wider world, so this location is vital for their growth as they have plentiful space to work towards their future as part of New Zealand. The house is a centralized gateway to society for us and has significant value. As an initial immigrant, finding a home had been difficult. After years of hard work, we could finally afford this house, and now, relocating results in a financial burden and a loss of something more than just a home for us. It is where my children were raised and the development of our dedication in New Zealand. This house is where we would like to welcome new members to our family. In addition to this, house prices in Auckland are extremely expensive. Auckland Council will further impact the housing crisis in Auckland negatively due to more people who will be without a home.	Stop the Project	1/103 Puhinui Road
19	Michelle Joy Te Hira		mjtehira@hotmail.com	Oppose	No	Extent Access Infrastructure Construction noise and vibration Traffic	Re 1/93 and 2/93 Kenderdine Road Extent NoR3 extends too far onto our properties Access NoR3 removes front of our properties, removes ability to park safely and securely, will affect car insurance. Hazardous for residents as brings traffic closer, Infrastructure Sloping section with sewage pipes already less than 100mm underground. Our Wastewater pipes are below street and need to be pumped up, failure to do so will result in floods and outpours of water from our pump if interfered with. Restrictions to wastewater. No power, water, internet, sewage and safe access to property whilst construction site in place. Construction noise and vibration During construction damage to brick houses through vibrations. Construction noise pollution. Traffic Environmental issues will occur regarding accidents as traffic down Kenderdine Road and traffic fails to stop at designated stop sign. We believe this is dangerous intersection for cyclists and pedestrians having witnessed many accidents over 30 plus years. Alternative Puhinui cycling facilities options we believe Option 2: Cyclist bypass the interchange via a separate ramp structure to the BRT ramp structure is the safest option for cyclists Alternative Puhinui cycling facilities options we believe Option 2: Cyclist bypass the interchange via a separate ramp structure to the BRT ramp structure is the safest option for cyclists.	Clear plans for how to manage us living at both properties while construction is taking place. Access to 1/93 Kenderdine and 2/93 Kenderdine Road with security for parking of our personal assets and clear foot/pathways to the front door step. Water, Power, Sewage, Internet and Wastewater access to both properties with no interruptions. Assistance for insurance on our properties as damages on the house will incur with current plans. Alternative foot traffic to not use our access to property as the walkway while construction taking place. Puhinui cycling facilities options use Option 2: Cyclist bypass the interchange via a separate ramp structure to the BRT ramp structure	Flat 2 93 Kenderdine Road

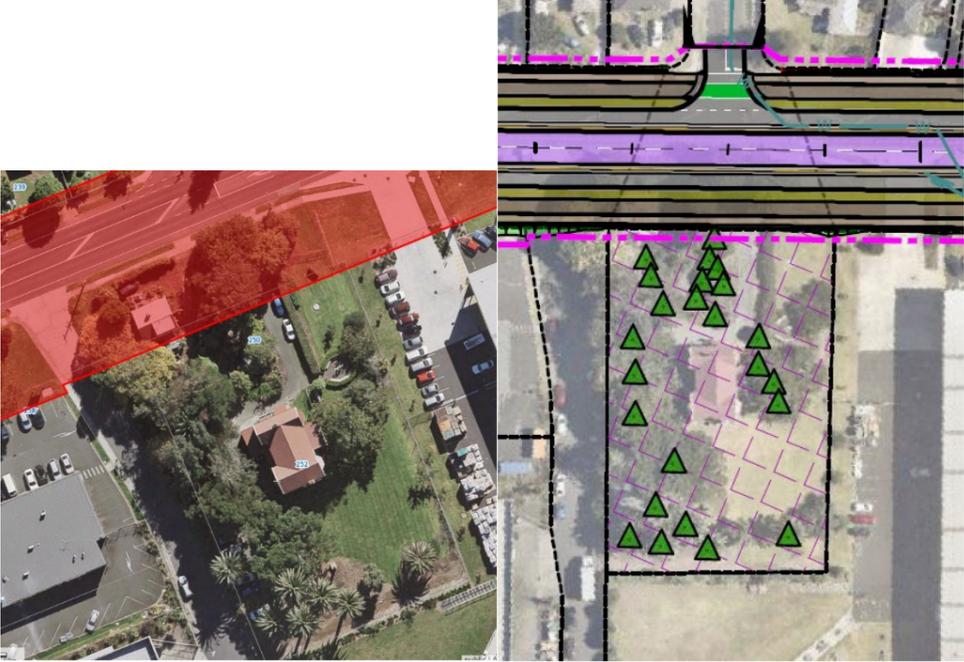
20	Pam Butler Senior RMA Adviser	KiwiRail Holdings Limited	Pam.butler@kiwirail.co.nz	Support	Yes	Extent Infrastructure	<p>Extent Condition 3 as offered requires that the designation boundaries are to be reviewed following construction, and this is supported by KiwiRail.</p> <p>Infrastructure KiwiRail also supports Condition 27 which requires the preparation of a Network Utility Management Plan (NUMP). Condition 6 provides for the activities of network utility operators – a status also held by KiwiRail Holdings Limited. KiwiRail seeks the deletion of the word ‘urgent’ from Condition 6(a)(i). Specific areas that are of greatest interest to KiwiRail and around which the detail will need to be resolved prior to signing any s177 approval, include: 1. Ongoing engagement with KiwiRail through the detailed design process to ensure; a) That KiwiRail’s strategy for growing the capacity of the NIMT through the provision of additional tracks is acknowledged and accommodated in the design of the physical works for NoR3 and b) All safety and operational concerns arising from structures over and adjacent to the rail corridor are mitigated, including but not limited to ongoing effects on corridor stability 2. Detailed matters intended to be covered in the Network Utility Management Plan (NUMP)</p>	NoR3 be recommended for approval by Auckland Council subject to the conditions that have an influence on rail as outlined in the submission, including 3, 27 and 6 (as sought to be amended) being imposed.	Private Bag 92138 Victoria Street West Auckland 1142
21	Avisha Mohanlal NO A2B RELATED ADDRESS PROVIDED		avisha.mohanlal@gmail.com	Oppose	Yes	Extent Traffic Operational noise and vibration Need Flooding	<p>Extent Widening Puhinui Rd means a loss of useful family space in the front yard;</p> <p>Traffic Increase in traffic will mean more accidents;</p> <p>Noise and vibration From buses and lorries</p> <p>Need Underused existing bus services and people working from home means less need for the Project</p>	Stop the NoR and Project	3189A Great North Road

						Alternative	Flooding Flooding and climate change effects from removal of trees and increase in hard surfaces Alternative Other uses of roads, one way routes, more traffic signals, better loop buses, ferries supporting transit		
22	Minakshi Mohanlal NO A2B RELATED ADDRESS PROVIDED		minakshi.mohanlal@gmail.com	Oppose	Yes	Extent Traffic Operational noise and vibration Need Flooding Alternative	Extent Widening Puhinui Rd means a loss of useful family space in the front yard; Traffic Increase in traffic will mean more accidents; Noise and vibration From buses and lorries Need Underused existing bus services and people working from home means less need for the Project Flooding Flooding and climate change effects from removal of trees and increase in hard surfaces Alternative Other uses of roads, one way routes, more traffic signals, better loop buses, ferries supporting transit	Stop the NoR and Project	3189A Great North Road
23	Faeaz Anwar Ali	Anwar Ali Family Trust	faeaz@360consulting.nz	Oppose	No	Social	Social Have been living here 25 years. Housing shortage in Auckland property market 	No relief specified, but opposes NoR3	5 Bridge St
24	Alex Herkes		alexherkes@gmail.com	Oppose	No	Extent	[Appears no take] Extent My property is on border of designation. AT should use resource consents not NoR when property is not fully within designation 	AT should use resource consents not NoR when property is not fully within designation	10 Noel Burnside Road
25	Anahera Edmonds		anaherae@pb.co.nz	Oppose	No	Social	Social Proud of parents and home, holds many memories. As a whanau we oppose the NoR3	No relief stated but opposes NoR3	19 Freyberg Ave

									
26	Heather Haylock		heather@heatherhaylock.nz	Oppose	Yes	Operational noise and vibration Zoning and Surplus designated land Other construction effects Consultation and engagement Extent Flooding Property value and land acquisition Alternative	Operational noise and vibration Aircraft noise and traffic noise, worsened if buffer houses fronting Puhinui Rd are removed. Only some properties have taken up the HANA noise mitigation packages. Zoning AEE shows a zoning not in the legend so uncertain [Currently zoned Single House, PC78 changes it to MHU and THAB] Re-development of surplus land on Puhinui Rd should be open space ribbon park, not intensive housing. Commercial development may occur [but not yet zoned for that or resolved by NoR] Other construction effects Nuisance Consultation and engagement Not specifically targeted to those affected. Extent Existing houses buffered by road-fronting houses which are to be removed. Flooding Land Acquisition Alternative route and stations Surplus designated land	AT to compensate residents along entire BRT route who lose the visual and noise buffer of houses removed in front of them; AT and Council to clarify future zoning of block bounded by Puhinui/Ranfurly/Cavendish/Clendon Rd; AT to re-design surplus land as ribbon park and Council to rezone it as Open Space; AT/Council to clarify future zoning plans for remainder of BRT route	172 Puhinui Road
27	Shane Robert Haylock		shane@invotech.co.nz	Oppose	Yes	Consultation and engagement Need Alternative Property value and land acquisition	Consultation and engagement Lack of real consultation, with affected landowners; Lack of overall public awareness; Some information provision, but not engagement; Need Insufficient cost benefit analysis to demonstrate need for the Project. There are already underused buses. Alternative Consideration of alternatives seems to have been pre-determined, and there is no weighting of criteria to support final scores of alternatives. Proposed station at corner of Lambie and Puhinui is not needed. No consideration of routes that avoid residential areas. Replace the Manukau to Puhinui rail line with a bus rapid transit. Widen the bridge at the Airport end to avoid bottleneck. Land Acquisition Process not explained to affected parties; No compensation proposed for stress and property devaluation caused by the Project	Put the Project on hold until the concerns are addressed and there are better outcomes	172 Puhinui Road
28	Mark Elder	Puhinui School	office@puhinui.school.nz		Yes	Traffic Surplus land Zoning Parking	Traffic During construction of the transport project: for the safety of the pupils that attend the school and their families, the school is on Puhinui Road, and this road is used by many of the students and their families to access the school gates. There is a driveway and entranceway that can be used from Grayson Ave, this is still primarily accessed from Puhinui Road. This has the potential to make it unsafe for families either walking or driving to school; We are concerned about right-turning into Grayson Ave from Puhinui Rd. This will potentially become more difficult for parents. If we will only be able to turn left from Grayson Ave to Puhinui Rd, this will restrict traffic to/from our	AT need to work with the School on safety options, traffic management and parking	116 Puhinui Road

						<p>drop-off zone. As well, with the proposed bridge connecting Puhinui Rd, so that the rapid transport is not held up, we are unclear on the impact that this will have on our children. Once the project is complete, young children especially, will have multiple long bendy buses initially and potentially trams or other light rail vehicles going past both at drop-off and pick-up time not only at school, but also on the way to school.</p> <p>Surplus land It is understood that once this project is complete any surplus or spare land could be used in any way that is deemed to be related to this project, for example to build multiple flats or other housing units. This is despite it appearing on the surface of being not related to the transit project directly. If this were to occur, it could have an impact on the school and planning.</p> <p>Zoning In relation to private developments, any housing within 800 metres of key transit corridors can be up to six storey high by right. This will cover a large amount of the school zone on either side of Puhinui Road and side streets. Parents also consider there may be commercial development on the southern side of Puhinui Road. This will put potentially many residential sections for the school community on the opposite side of Puhinui Rd, requiring additional traffic safety measures like railing and speed reduction zones to ensure the students wellbeing.</p> <p>Parking Concerns about the parking options available for parents. This is already an ongoing concern for us and with a busier road, with more vehicles and increased roll growth this would be a significant concern. We would like the opportunity to work on a strategy for how this could look for our community.</p>		
29	Mr Rajesh Kumar Sachdeva & Sunita Sachdeva & Ripul Sachdeva	bkGroup26ct@gmail.com	Oppose	Yes	Extent	<p>Extent Opposes extent of land required and will go to Environment Court and High Court to save it. Would be prepared to negotiate a 2 to 3m side yard take which is all that is really needed for the project.</p> 	Withdraw the NoR3 from 26a and 1/26 Cambridge Terrace OR Negotiate a much smaller land take	26a and 1/26 Cambridge Terrace, Puhinui
30	Abhisekh Mohanlal NO A2B RELATED ADDRESS PROVIDED	abhisekh.mohanlal@gmail.com	Oppose	No	Extent Traffic Operational noise and vibration Need Flooding Alternative	<p>Extent Widening Puhinui Rd means a loss of useful family space in the front yard;</p> <p>Traffic Increase in traffic will mean more accidents;</p> <p>Noise and vibration From buses and lorries</p> <p>Need Underused existing bus services and people working from home means less need for the Project</p> <p>Flooding Flooding and climate change effects from removal of trees and increase in hard surfaces</p> <p>Alternative Other uses of roads, one way routes, more traffic signals, better loop buses, ferries supporting transit</p>	Stop the NoR and Project	
31	Alice Morris	Heritage New Zealand amorris@heritage.org.nz			Historic heritage Consultation and engagement	<p>Historic heritage HNZPT has identified that the proposed designation extent actually incorporates part of the land forming New Zealand Heritage List / Rārangī Kōrero List No. 7351, Cambria Park Homestead at 250/252 Puhinui Road – a Category 2</p>	A more fulsome historic heritage impact assessment (built and archaeological) is	PO Box 105 291

		Pouher e Taonga				<p>historic place. The proposed designation extent also includes part of Auckland Council's Category A* scheduling of the same site as historic heritage (Item 01469, Cambria House, Schedule 14.1, Auckland Unitary Plan). In addition, the proposed designation extent encompasses land taken for road widening in c.1969, which although currently understood not to be formally included within the Listed or Scheduled land nevertheless forms an integral and important part of the historical garden curtilage of the nineteenth and early twentieth-century Cambria Park Homestead. This strip of land retains a Gardener's Cottage, plantings, and other garden elements. All of these elements, including those within the land taken for road widening in c.1969, also form part of a recognised archaeological site (R11/3217, Cambria Park Homestead and cottage). Designation Plan (SGA-PA-036, Sheet 3 of 4, dated 29/11/2022) illustrates that proposed designation boundary for NoR 3 extending into the land that is Listed and Scheduled as the Cambria Park Homestead (Lot 8 DP 62302 & part Clendons Grant) at 250/252 Puhinui Road. This extent of the proposed designation boundary is not identified in any of the technical assessment documents supporting NoR 3. The different technical reports and the AEE only refer to the land already contained within the unformed road reserve, identifying that the AUP scheduled extent for Cambria Park Homestead (scheduled as Cambria House) as not being impacted and remaining protected (e.g., Section 7.4.2, page 76, Landscape Effects Assessment). They, likewise, do not identify direct or indirect impacts on the Listed historic place. HNZPT is concerned that while there have been both archaeological and built heritage assessment reports completed for the entire length of the Botany to the Auckland Airport (NoR 1 – 4b) the mitigation of the effect of the designation and future construction of the Bus Rapid Transit corridor, walking and cycling facilities on the known and potential historic heritage will not be managed until the Outline Plan of Works stage. The framework of the proposed Historic Heritage Management Plan (HHMP) conflates matters relating to historic heritage under the RMA and archaeological requirements provided for under the HNZPTA 2014 with respect to archaeological monitoring, investigation, and reporting. This is an unnecessary duplication of HNZPTA archaeological processes, where the archaeological authority will have its own separate Archaeological Works Plan required to be adhered to under that process. No assessment is provided with the application on the extent of damage (or otherwise) to built archaeological fabric or the structural state of this building; or whether, as identified in the Landscaping and Urban Design evaluations there would be the potential to retain the structure through adaptive reuse as part of the heritage interpretation processes that will be generated through the establishment of the transit corridor. The importance of the cottage to the functioning, design and status of the Cambria Park Homestead garden have similarly not been identified or considered. Other garden elements, including surviving trees and other plantings, have likewise not been adequately identified or assessed. Insufficient assessment has been undertaken on potential in-ground archaeological components, whether pre-1900 or later archaeology within this area.</p> <p>Consultation and engagement Section 11 Engagement of the AEE sets out the overview of the partner, stakeholder and public engagement that has been undertaken in informing and development of the NoR 3 documents. This is of concern to HNZPT because of the extent of potential effect the proposed works within the designation corridor will have on known and potential historic heritage, and there has been no previous engagement with HNZPT.</p>	<p>required to determine the full extent of the historic heritage and associated values within the proposed designation be completed before design work commences.</p> <p>The effects of the development of the designation corridor will have on the heritage values within the proposed corridor for NoR3 for both recorded and non-recorded features and places is required to be provided, specifically but not limited to: Cambria Park Homestead and its garden setting extent, Gardener's Cottage, and the associated wider heritage landscape; Memorial Plaque; Notable Trees; Identification of further historic heritage</p> <p>The provision of suitable mitigation, including potential adaptive re-use for historic heritage within NoR3. Further assessment needs to be undertaken of how existing historic features, such as the Gardener's Cottage and garden planting could be accommodated into the design of the proposed designation corridor to enable adaptation, interpretation, and landscaping to avoid removal and replacement with new landscaping and where possible interpretation.</p> <p>The objective of the HHMP is rewritten to remove all duplication of processes with the HNZPTA.</p> <p>The purpose of the HHMP should be focussed on the provision details such as: Roles, responsibilities and contact details of the project personnel, Requiring Authority's representative, Mana Whenua and HNZPT while are involved</p>	Auckland City 1143
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							<p>with heritage and archaeological matters; Provision for access for Mana Whenua to carry out tikanga and cultural protocols; Methods for protecting or minimising adverse effects on heritage and archaeological sites within the designation during works (for example fencing to protect form construction works); Advice that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in part) shall apply when an archaeological Authority from HNZPT is not otherwise in place; Methods for interpretation and appropriate public dissemination of knowledge gained from heritage investigations.</p>	
32	Michael Campbell	Quadrant Properties Ltd C/- Campbell Brown Planning Limited	michael@campbellbrown.co.nz	Yes	<p>Consultation and engagement Extent Flooding</p>	<p>Re Property manager of 285 Puhinui Rd, 305 Puhinui Rd; 307 Puhinui Rd; 7 Ronwood Ave; 9 Ronwood Ave Consultation and engagement Insufficient and unreasonable timeframe to review and provide submissions. Information lacks clarity and detail. Extent The submitter is concerned that the Requiring Authority is designating more land than required. Large parts of the Submitters properties are proposed to be designated; however, this does not appear to be required for the proposed physical works themselves. Given the designation is proposed to be in place for 15 years, and given the boundaries are likely to impact existing and future development along the Project alignment for some time, the submitter considers that designating this extent of land would compromise urban development and is not an efficient nor effective use of land Flooding As proposed, the NORs would enable the Requiring Authority to increase in the level of flooding toward adjoining properties. The submitter considers that flooding effects should be managed within the NoR boundary, and not worsened as it relates to neighbouring properties.</p>	<p>That the designation boundaries are amended so that there is no encroachment of the Submitters property boundaries including by physical infrastructure, and all physical infrastructure including but not limited to- bus ways, traffic lanes, cycle lanes, foot paths, berms, are contained within the existing road corridor; If unavoidable, that any earthworks and battering extents beyond the existing property boundary are to be designed in consultation with the relevant property owners to minimise any impact to private land, and maintain the same utility of the said land; That the designation boundaries are amended to align with the above; That a condition is included to require the Requiring Authority to ensure that the Project does not worsen any flooding effects onto neighbouring properties;</p>	<p>PO Box 147001 Ponsonby AUCKLAND 1144</p>

							Such other consequential amendments to the provisions of the NOR's as may be necessary to give effect to the relief sought in the submission.	
33	Naresh Perinpanayagam	Arena Williams MP	Naresh.Perinpanayagam@parliament.govt.nz		Consultation and engagement Lapse period	<p>Consultation and engagement Lack of information sharing with community. Despite some information available at the community meeting in November 2022, and some official information online from December 2022, the first opportunity for most residents to see details was when households received the Notice of Requirement on 10 March 2023, which explained the impact on individual properties. No opportunity to input into the drafting process. Lack of support for submission process. Many residents raised with me their confusion about the complex technical language in the Notice, and the numerous large files attached to the Notice which were only available online. Lack of time for submission process</p> <p>Lapse period Lack of consultation about the extended lapse period of 15 years that has been proposed. The project proposal states that "there is a need to designate the corridor from inappropriate development until funding is allocated, and therefore a lapse period of 15 years is required". The 15-year timeline also raises further questions why only 20-working days was provided for submissions on this complex project</p>	Supports with concerns	FREEPOST Private Bag 18-888, Wellington 6160
34	Chris Horne	Telecommunications Submitters	chris@incite.co.nz	yes	Infrastructure	<p>Infrastructure Chorus fibre and copper lines and 8 mobile network sites are located within the Project footprint. Existing and future telecommunications infrastructure needs to be protected by the Project works and consultation. The NUMP condition should recognise the complexity of network utility operators involved.</p> <p>Amend the NUMP condition by adding an advice note for each notice of requirement as follows:</p> <p>Network Utility Management Plan (NUMP)</p> <p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to: provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; 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 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.</p> <p>(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.</p> <p>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.</p> <p>(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.</p> <p>(f) Any comments received from the Network Utility Operator (including Auckland International Airport Limited) shall be considered when finalising the NUMP.</p> <p>(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.</p> <p>Advice Note:</p>	Amend conditions as in Summary	PO Box 3082

						<p>For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</p> <p><u>Add a new condition to each notice of requirement as follows:</u></p> <p>XX: The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to identify opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan or Plans prepared for the Project.</p>			
35	Brendon Liggett	KĀINGA ORA HOMES AND COMMUNITIES (Kāinga Ora)	michael@campbellbrown.co.nz / developmentplanning@kaingaora.govt.nz		yes	<p>Consultation and engagement</p> <p>Extent</p> <p>Urban design</p> <p>Flooding</p> <p>Need</p> <p>Construction noise and vibration</p> <p>Operational noise</p> <p>Project scope</p>	<p>Consultation and engagement High number of Kāinga Ora properties within NoRs means engagement should begin early to address displacement effects. Kāinga Ora wishes to be involved in preparation of management plans and OPWs.</p> <p>Extent More land is being designated than is needed for the Project. Requests a condition requiring periodic review of land needed after OPWs lodged. Condition 3 requires review 6 months after completion of construction, but Kāinga Ora considers that the condition should also include a requirement for the Requiring Authority to provide the land in a suitable state once the land is relinquished from the designation and surrendered, in agreement with the property owner.</p> <p>Urban design Greater emphasis should be placed on the importance of quality Urban Design outcomes, including addressing issues of severance, and improving connectivity, levels of services, travel mode priority and amenity for pedestrians, cyclists and micro-mobility options.</p> <p>Flooding Kāinga Ora is concerned that the positive overall flood management effect appears to be achieved at the expense of neighbouring properties. Proposed condition 14 'Flood Hazard' would enable an increase in the level of flooding toward adjoining properties, as it proposes that a 10% reduction in free board for existing habitable floors is permitted, and an increase in flood levels of 50mm is permitted where there is no existing dwelling (among others). The Project should be required to manage the flooding effects within its own boundary. A flood hazard condition is added to not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of construction activities.</p> <p>Construction noise and vibration Kāinga Ora requests that they are directly consulted as part of the preparation of the CNVMP and CNVMS</p> <p>Operational noise Kāinga Ora requests further information regarding the health and safety effects of the operational noise (traffic) of the Project including the cumulative effects, prior to the hearing. This does not appear to have been provided within the application documents due to the above, and due to the AEE not identifying this as a potential adverse effect. Kāinga Ora requests a condition requiring operational noise levels to not exceed 55 dB LAeq beyond the boundaries of the designation or, where exceeded at a sensitive receiver, mitigation is provided. Condition 28 (Low Noise Road Surface) is amended to require the use of low noise and vibration road surfaces, such as an Asphaltic mix surface, for all road surfaces within this designation, unless further information confirms that this is not warranted from a health and safety perspective.</p> <p>Project scope Concerns with the validity of the advice note associated with condition 13 (UDLMP) which states that a front yard setback is not required from the designation</p>	As set out in Summary RELIEF	PO Box 147001 Auckland / PO Box 74598 Greenlane, Auckland

						<p>boundary as the designation is not proposed for road widening purposes. The proposal is, at least in part, for road widening to accommodate the Project. A designation cannot modify a rule in the plan, and it is expected that the Council are likely to require the front yard to be taken from the designated boundary which would potentially result in unintended consequences along the alignment of the Project, and compromise efficient land use and development along the Projects alignment.</p> <p>RELIEF</p> <p>(a) That the Requiring Authority continues to engage with Kāinga Ora, prior to hearing, on the effects of displacement on Kāinga Ora tenants as a result of the proposed property acquisition.</p> <p>(b) That the Requiring Authority adopts a more 'refined' approach in determining the extent the proposed designation boundary and the construction requirements, to ensure that only the minimum amount of land required is designated, and that the designation boundaries are refined accordingly with details provided prior to the hearing.</p> <p>(c) That the Requiring Authority further explores, in consultation with Kāinga Ora, opportunities for additional safe mid-block crossing points and stations, including but not limited to between Ormiston and Dawson Roads, and at the intersection of Te Irirangi and Hollyford Drives and Boundary Road, as well as safe mid-block crossing points along the Project's length.</p> <p>(d) That the Requiring Authority provides further information regarding how the interface and treatment of existing (to be altered) slip roads will be addressed, including how access will be retained while providing for an appropriate LoS for active modes.</p> <p>(e) That the Requiring Authority undertakes an assessment of the health and safety effects of the operational traffic noise, inclusive of the cumulative effects prior to the hearing.</p> <p>(f) That the design of the Project is updated to incorporate the full suite of recommendations contained within (a) to (e) above, or alternatively that appropriate conditions are recommended requiring the recommendations within these assessments to be incorporated.</p> <p>Kāinga Ora seeks the following decisions from Auckland Council regarding the NoRs:</p> <p>(a) That Kāinga Ora, as a key stakeholder, is explicitly included as partners to be involved in the preparation of management plans and future OPW's for the Project, with associated amendments to the conditions to reflect this.</p> <p>(b) The provision of a condition that requires the LoS for pedestrians, cyclists and public transport will be 'A' along the Project's length.</p> <p>(c) The provision of a condition that requires the safety and accessibility of active modes, micro-mobility and public transport to be prioritised over the private vehicle.</p> <p>(d) That condition 18 (CTMP) be amended to identify a key objective of the CTMP as being to provide active and micro-mobility modal users with safe, direct and appealing routes of access during construction.</p> <p>(e) The provision of a condition which requires the provision of facilities for micro-mobility and active modes at, or nearby to, RTS as part of future OPW's.</p> <p>(f) The provision of a condition which requires that, where property access that exists at the time of submitting the OPW is altered by the Project, that the Requiring Authority shall consult with the directly affected land owner regarding the changes requires and the OPW should demonstrate how safe alternative access will be provided.</p> <p>(g) That condition 14 is amended to require the Requiring Authority to ensure that the Project does not worsen any flooding effects onto neighbouring properties and</p>		
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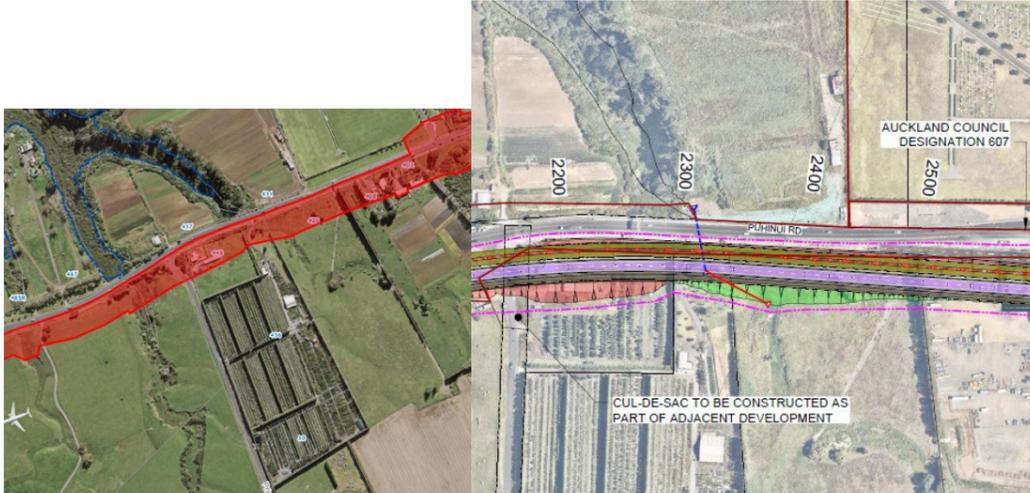
						<p>appropriately avoids, remediates and/or mitigates the effects of their construction activities.</p> <p>(h) The provision of a condition requiring operational noise levels to not exceed 55dBA beyond the boundaries of the designation and, where exceeded at a sensitive receiver, mitigation to then be provided by the Requiring Authority.</p> <p>(i) That where the operational noise effects require mitigation, that the offer for mitigation is retained in perpetuity, until an offer is taken up.</p> <p>(j) A condition requiring that the Requiring Authority undertake monitoring of operational noise be included within the designation.</p> <p>(k) That condition 28 (low road noise) is amended to require this to be on all roads within the designation.</p> <p>(l) That condition 27 (NUMP) be amended to include a requirement to provide for upgrading and / or future proofing of existing infrastructure and utilities in consultation with key stakeholders, including Kāinga Ora and utility providers.</p> <p>(m) That condition 13 (ULDMP) is amended as attached in Attachment A.</p> <p>(n) That condition 3 (Designation Review) should be amended to: add a clause requiring the Requiring Authority to, once the land is relinquished from the designation, leave the subject land in a suitable condition in agreement with the property owner/s; and add a clause requiring the Requiring Authority to assess in conjunction with the land owner, every 12 months following the lodgement of OPW(s), whether any areas of the designation that have been identified as required for construction purposes are still required, and identify any areas that are no longer required, and give notice to the Council in accordance with section 182 for the removal of those parts no longer required.</p> <p>(o) Such further or other relief, or other consequential or other amendments, as are considered appropriate and necessary to address the concerns set out in the submission.</p> <p>(p) Any other alternative or consequential relief to give effect to the submission.</p>		
36	Mark Bishop	Watercare Services Limited ("Watercare")	Mark.Bishop@water.co.nz	yes	Consultation and engagement	<p>Consultation and engagement Watercare seeks to be engaged before detailed design and during the ongoing design phases to identify opportunities to enable, or otherwise not preclude, the development of new infrastructure within the Project areas. This could involve the development of an "Infrastructure Integration Plan" prior to detailed design with third party infrastructure providers like Watercare (which can also be updated throughout construction of the Project) to ensure that the Project takes into account and appropriately integrates with potential future infrastructure like wastewater and water services. Watercare supports in depth collaboration and consultation (including information, data sharing and identification of opportunistic works) across infrastructure providers on the development (or redevelopment) of urban environments and wishes to ensure that there is ongoing and timely engagement and collaboration as this Project develops. Watercare seeks early engagement from the requiring authorities for future planning and construction works including prior to detailed design and during implementation of construction works. Early and fulsome engagement with Watercare, along with other infrastructure providers, can enable opportunities to plan and future-proof the delivery of assets to provide for well-functioning urban environments. For Watercare, this includes applying for, in a timely manner, 'Works Over' Approvals, in compliance with Watercare's 'Water Supply and Wastewater Network Bylaw 2015' (updated 2021).</p>	<p>Watercare seeks that Auckland Council recommends:</p> <p>(a) amendments to the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; and</p> <p>(b) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out in the submission.</p>	Private Bag 92 521 Wellesley Street AUCKLAND 1141

37	Gemma Hayes	Ministry of Education - Te Tāhuhu o te Mātauranga ('the Ministry')	gemma.hayes@education.govt.nz		yes	Construction noise and vibration Other construction effects	<p>Construction noise and vibration The submission relates to the construction noise and vibration effects on students in Puhinui and Manukau</p> <p>Other construction effects Potential road safety effects from heavy construction vehicles. The Ministry appreciates Supporting Growth's willingness to prioritise student safety during construction. There are other schools nearby asides from Puhinui School that should also be considered in the CTMP. These include Redoubt North School, Tangaroa College, Dawson School, Kia Aroha College, Chapel Downs School, Flat Bush School and Papatoetoe South School which are all located near the proposed BRT corridor (NoR2) and there is the potential for these schools to be affected by heavy construction traffic given they are located on a potential construction traffic route. The Ministry requests that these schools be included in the CTMP and all heavy construction vehicles must avoid these schools at peak pick-up and drop-off times to maintain a safe environment for students to walk and cycle to school.</p> <p>RELIEF</p> <p>The Ministry is neutral on the Airport to Botany NoRs if the following relief is accepted and any consequential amendments required to give effect to the matters raised in this submission.</p> <p>The Ministry requests the following designation conditions:</p> <ol style="list-style-type: none"> 1. Before construction commences, the applicant must engage with Puhinui School to discuss and agree any potential noise mitigation during and after construction. 2. The Construction Traffic Management Plan shall include details of consultation (including outcomes agreed) with the applicant and Puhinui School and Redoubt North School with regard to maintaining the safety of school students during construction. Details of all safety measures and interventions will be documented in the Construction Traffic Management Plan. The Construction Traffic Management Plan shall include details on how all heavy construction vehicles must avoid the schools at peak school pick up and drop off times (during term time only) outlined in the table below. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be added to the table below. Engagement should be undertaken with the Ministry to confirm the information in the table below is still accurate closer to the time of construction. <p>Table 1: Schools that heavy construction vehicles must avoid at peak school pick-up and drop-off times</p>	Add conditions as in Summary RELIEF	Eden 5, Level 3/12-18 Normanby Road Mount Eden Auckland 1011
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							School Name	Address	Associated no travel route	Times heavy vehicles must avoid the schools (based off each school's individual start and finish times)¹		
							<u>NoR 3</u> <u>Puhinui School</u>	116 <u>Puhinui Road</u> , Papatoetoe, Auckland 2104	<u>Puhinui Road</u> (between <u>Clendon Avenue</u> and <u>Great South Road</u>)	8.10am to 8.55am 3.00pm to 3.30pm		
							Papatoetoe West School	1 Hillcrest Road Papatoetoe, Auckland 2025	Station Road	8.15am to 9.00am 2.45pm to 3.15pm		
							Papatoetoe South School	58A <u>Milan Road</u> , Papatoetoe, Auckland 202	<u>Kenderdine Road</u> and <u>Milan Road</u>	8.10 – 8.50am 3.00pm to 3.30pm		

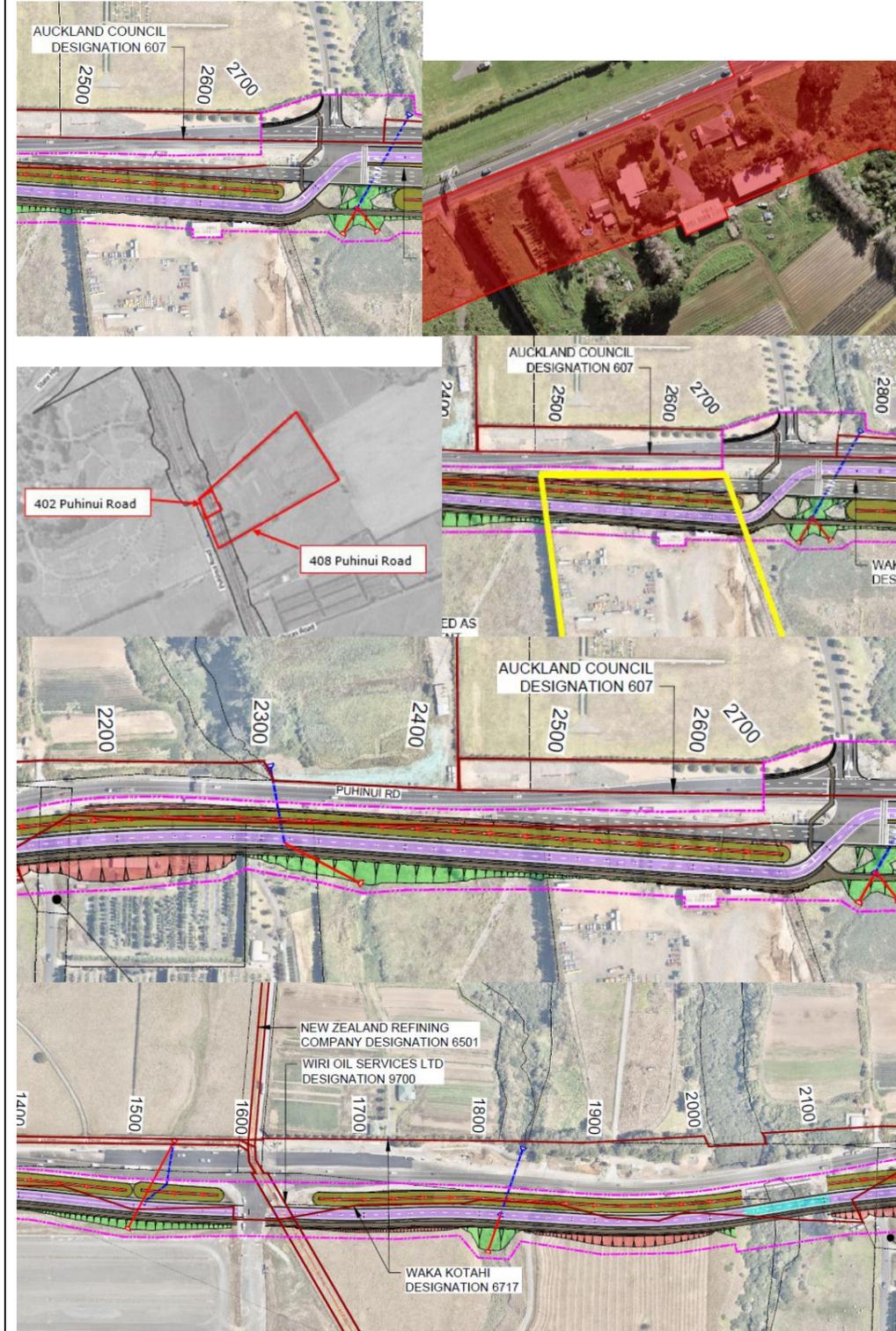
38	Te Ākitai Waiohua Waka Taua Trust Received 19 April		karen.a.wilson@xtra.co.nz	Neutral	yes	Conditions	Te Akitai Waiohua Waka Taua Trust is neutral on the notices of requirement provided the proposed conditions are retained as requested to ensure ongoing participation in the project.	Retain the conditions as proposed	PO Box 59 185
39	Satnam Bhatt Received 19 April		Bsatnam98@gmail.com	Oppose	yes	Social Extent Alternative	<p>Impact on residents and the wellbeing of their children; Over-provisioning of the Project and impacting the vast green space; De-homing a lot of families; Use retaining walls to reduce land take</p> 	Reduce the extent of the Project	3/266 Puhinui Road

40	Anita and Ramandeep Singh LATE Received 10 May		any1884@yahoo.co.in	oppose	yes	Parking Property value and land acquisition	<p>Difficulty parking on site; Plan to build larger house but site will shrink in NoR3; Smaller site more difficult to sell; We built new front fence and gates.</p>   <p>NoR3 extends approximately 2m into the frontage</p>	Seeks solving of parking issues, estimate of land compensation, consideration of new front fence and gate (replacement or compensation), and would like a wider vehicle crossing to get two cars onto site.	233 Puhinui Road
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A2B NoR4A Notice of Requirement - SH20/20B Interchange to Orrs Road (Auckland Transport)									
Summary of Submissions									
Su b #	Submitte r Name	Organisation Name	Address for Service	Oppose/S upport	Wish to be heard	Key Issues	Summary of Key Issues	Relief Sought	Address 1
1	Niksha Farac	Tunicin Investments Limited and Airface Limited	niksha@zelkogroup.co.nz	Oppose	Yes	Extent Access Lapse period Design	Project does not need so much land; Trying to establish a four-way intersection opposite Manukau Memorial Gardens entrance; 15 year lapse period is too long; Need to make provision for a 10m landscape yard and the Puhinui Heritage Gateway 	Withdraw NoR or Modify NoR to meet concerns	Kilroy Group, Level 1, 110 Custom Street West
2	Kamlesh Rana & 33 Signatories		Kamrana@xtra.co.nz	Oppose	Yes	Consultation and engagement Need Alternative Bridge	Inadequate consultation and engagement; Project not needed; Alternative Cavendish Drive route should be used; Widen bridge to the Airport	Alternative route OR withdraw NoR	154 Puhinui Road
3	Alan James Steele		alan@blackbridgenurses.co.nz	Oppose	Yes	Access Alternative	Wants to retain existing full access 436 Puhinui Road; Seeks central running busway so as to allow access to 436 Puhinui Rd 	Modify NoR to protect site access	436 Puhinui Road
4	Altrend Properties Limited c/- Russell Bartlett		bartlett@hortlandchambers.co.nz			Extent Infrastructure Stormwater Lapse period	Planned on 40m road widening, now up to 70m proposed; Lack of detailed design to support extent of widening; Effects on consented stormwater management devices; 15 year lapse period uncertainty	Modify NoR to address concerns	PO Box 4338

5	Avisha Mohanlal NO A2B RELATED ADDRESS PROVIDED		avisha.mohanlal@gmail.com	Oppose	Yes	Extent Traffic Operational noise and vibration Need Flooding Alternative	Extent Widening Puhinui Rd means a loss of useful family space in the front yard; Traffic Increase in traffic will mean more accidents; Noise and vibration From buses and lorries Need Underused existing bus services and people working from home means less need for the Project Flooding Flooding and climate change effects from removal of trees and increase in hard surfaces Alternative Other uses of roads, one way routes, more traffic signals, better loop buses, ferries supporting transit	Stop the NoR and Project	3189A Great North Road
6	Minakshi Mohanlal NO A2B RELATED ADDRESS PROVIDED		minakshi.mohanlal@gmail.com	Oppose	Yes	Extent Traffic Operational noise and vibration Need Flooding Alternative	Extent Widening Puhinui Rd means a loss of useful family space in the front yard; Traffic Increase in traffic will mean more accidents; Noise and vibration From buses and lorries Need Underused existing bus services and people working from home means less need for the Project Flooding Flooding and climate change effects from removal of trees and increase in hard surfaces Alternative Other uses of roads, one way routes, more traffic signals, better loop buses, ferries supporting transit	Stop the NoR and Project	3189A Great North Road
7	Francelle Lupis	New Zealand Storage Holdings Limited c/- Greenwood Roche	francelle@greenwoodroche.com	Oppose	Yes	Compromised activities Lapse Period Extent Access	Re 402 and 408 Puhinui Road Compromised activities NoR 4A does not adequately address effects on NZSHL's land, and its ability to access, develop and operate its business activities on the land. NZSHL is currently developing its land in accordance with approved resource consents and the Puhinui Precinct provisions and, in conjunction with Altrend Properties Limited and Tunicin Investments Limited, is in the process of obtaining resource consents for the development of a four-way intersection at the current Manukau Memorial Gardens access intersection with Puhinui Road. Lapse period Uncertainty surrounding the timeframe for construction of the Project. NZSHL acknowledges that notices of requirement can be used as a planning tool for route protection (Quay Property Management Limited v Transit New Zealand Environment Court Decision W28/2000, at [123]) however, this purpose must be balanced against the prejudicial effects to directly affected property owners who are required to endure blighting effects on their properties for an indeterminate period (Beda Family Trust v Transit New Zealand A139/2004, at [112]). AT has confirmed that implementation timeframe for the Project is yet to be confirmed and is subject to funding. NZSHL considers that the uncertainty created by having land subject to a notice of requirement for an indeterminate period of time to be unacceptable from a business perspective and not in accordance with good resource management practice. it premature to apply a designation to the land, particularly with the lapse date requested and at the width sought, when the timeframe for detailed design, funding, landowner engagement and Public Works Act 1981 acquisition processes, and ultimate commencement of the Project, is uncertain. Extent The extent of NoR4A is greater than the 40m set-back, including 10m landscaping yard for accommodation of the Puhinui Heritage Gateway, that already applies to NZSHL's land to provide for future possible transport requirements in accordance with the Puhinui Precinct provisions. the NoR4A additionally does not appear to recognise or make provision for this 10m landscape yard. The potential effects of NoR4A on NZSHL's landholdings are therefore additionally onerous. Access It is unclear what effect NoR4A will have on the existing vehicle access from SH20B to NZSHL's land. The ATE states that "no significant changes are proposed to individual property access other than changes to the access layout". However, in the General	Reject the NoR4A OR Alternatively amend the notice of requirement to give effect to the concerns raised in the submission.	Level 6, Hayman Kronfeld Building 15 Galway Street

Arrangement Plan, the proposed bus rapid transit corridor, walking and cycling path alignment, and road berm runs directly in front of the existing access to NZSHL's land. NoR4A is therefore ambiguous as to how the existing vehicle access to NZSHL's land will continue to be provided. NZSHL is interested to ensure that appropriate access continues to be maintained to its landholdings and considers that further assessment and information on this matter is required.

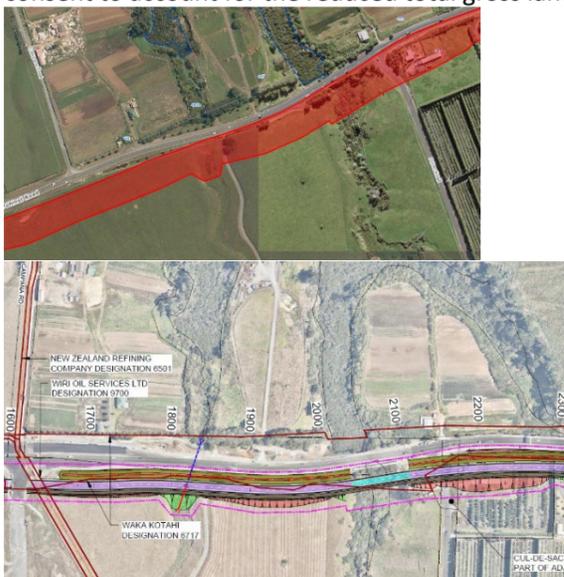


8	Wiri Oil Services Limited (WOSL) c/- 4Sight Consulting Limited ATTN: Georgina McPherson		georgina@4sight.co.nz	Yes	Infrastructure	<p>Neutral but seeks protection of Wiri Airport Pipeline Designation 9700 (WAP) Infrastructure WOSL seeks to ensure the proposed works do not affect the ongoing operation, maintenance and upgrading of the WAP or unduly restrict access to the WAP either during construction or on completion of the project. AT needs to protect the WAP and access to it, including in s 177 written approvals from WOSL. Supports the proposal to prepare a NUMP, which will need to acknowledge the WAP designation requirements for works around the WAP</p> <p>RELIEF</p> <p>If NoR4A is confirmed, WOSL seeks to ensure the proposed works are undertaken in a manner that appropriately takes account of and includes measures to address the safety, integrity, protection of and access to WOSL's WAP pipeline. This includes, but is not limited to the following:</p> <ol style="list-style-type: none"> a. Retain the NoR corridor alignment as currently proposed; b. Include a designation condition requiring the preparation of a NUMP that addresses, at a minimum, the following matters: <ol style="list-style-type: none"> i. Consultation with WOSL in the preparation of the NUMP; ii. Physical and legal access to the WAP during works including for maintenance and or emergency works; iii. Measures to ensure the protection of the WAP including adherence to the minimum requirements set out in WOSL's WAP designation 9700 as well as AS/NZS 2885 Pipelines – Gas and Liquid Petroleum and AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines. iv. Identification of the methods AT will use to liaise with other requiring authorities affected by AT's NoR, including in relation to seeking requiring authority approvals for works where their assets are affected. c. Include a designation condition confirming the relationship between existing designations and the proposed NoR, including that network utility operators with existing infrastructure located within the proposed designation will not require written consent of AT under section 176 of the RMA for activities undertaken in accordance with their own designations, including the following activities: <ul style="list-style-type: none"> • Operation, maintenance and repair works; • Minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; • Minor works such as new service connections; or • The upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. d. AT to undertake further consultation with WOSL during the detailed design process in order to obtain WOSL's requiring authority approval for works in the designated WAP corridor, including entering into any agreements as required by WOSL to ensure the integrity of the WAP at all times and its continued safe operation and maintenance. e. Any other relief required to give effect to the issues raised in the submission 	As set out in Summary RELIEF	201 Victoria St West PO Box 911310, Victoria St West, AUCKLAND 1142
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9	Heather Haylock		heather@heatherhaylock.nz		Yes	Operational noise and vibration Zoning and Surplus designated land Other construction effects Consultation and engagement Extent Flooding Property value and land acquisition Alternative	Operational noise and vibration Aircraft noise and traffic noise, worsened if buffer houses fronting Puhinui Rd are removed. Only some properties have taken up the HANA noise mitigation packages. Zoning AEE shows a zoning not in the legend so uncertain [Currently zoned Single House, PC78 changes it to MHU and THAB] Re-development of surplus land on Puhinui Rd should be open space ribbon park, not intensive housing. Commercial development may occur [but not yet zoned for that or resolved by NoR] Other construction effects Nuisance Consultation and engagement Not specifically targeted to those affected. Extent Existing houses buffered by road-fronting houses which are to be removed. Flooding Land Acquisition Alternative route and stations Surplus designated land	AT to compensate residents along entire BRT route who lose the visual and noise buffer of houses removed in front of them; AT and Council to clarify future zoning of block bounded by Puhinui/Ranfurly/Cavendish/Clen don Rd; AT to re-design surplus land as ribbon park and Council to rezone it as Open Space; AT/Council to clarify future zoning plans for remainder of BRT route	172 Puhinui Road
10	Phisan Charoen mongkhonwilai ON NOR2		aungood@gmail.com	Neutral	Yes	Extent	Re 3/146 Puhinui Road [GenArrPlan shows entire 3 unit site within NoR, but only the front unit physically within the works] Extent NoR2 may affect our property	Need to be informed at every step of decision-making	53 Malaspina Place
11	Heritage New Zealand Pouhere Taonga ATTN: Alice Morris		amorris@heritage.org.nz		Yes	Historic heritage	Historic heritage HNZPT does not support the use of the HHMP as it is presently proposed. HNZPT is concerned that while there have been both archaeological and built heritage assessment reports completed for the entire length of the Botany to the Auckland Airport (NoR 1 – 4b) the mitigation of the effect of the designation and future construction of the Bus Rapid Transit corridor, walking and cycling facilities on the known and potential historic heritage will not be managed until the Outline Plan of Works stage. The framework of the proposed HHMP conflates matters relating to historic heritage under the RMA and archaeological requirements provided for under the HNZPTA 2014 with respect to archaeological monitoring, investigation, and reporting. This is an unnecessary duplication of HNZPTA archaeological processes, where the archaeological authority will have its own separate Archaeological Works Plan required to be adhered to under that process. The consideration, management and mitigation of effects from the purpose of the designation on known or potential Historic Heritage should be addressed through the NoR process instead of being deferred to the Outline Plan process.	The objective of the HHMP is rewritten to remove all duplication of processes with the HNZPTA. The purpose of the HHMP should be focussed on the provision of details such as: • Roles, responsibilities and contact details of the project personnel, Requiring Authority's representative, Mana Whenua and HNZPT while are involved with heritage and archaeological matters. • Provision for access for Mana Whenua to carry out tikanga and cultural protocols. • Methods for protecting or minimising adverse effects on heritage and archaeological sites within the designation during works (for example fencing to protect form construction works). • Advice that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in part) shall apply when an archaeological Authority from HNZPT is not otherwise in place. • Methods for interpretation and appropriate public dissemination	PO Box 105 291

								of knowledge gained from heritage investigations.	
12	Abhisekh Mohanlal NO A2B RELATED ADDRESS PROVIDED		abhisekh.mohanlal@gmail.com	Oppose	Yes	Extent Traffic Operational noise and vibration Need Flooding Alternative	Extent Widening Puhinui Rd means a loss of useful family space in the front yard; Traffic Increase in traffic will mean more accidents; Noise and vibration From buses and lorries Need Underused existing bus services and people working from home means less need for the Project Flooding Flooding and climate change effects from removal of trees and increase in hard surfaces Alternative Other uses of roads, one way routes, more traffic signals, better loop buses, ferries supporting transit	Stop the NoR and Project	3189A Great North Road
13	Chris Horne	Telecommunications Submitters	chris@incite.co.nz		yes	Infrastructure	Infrastructure Chorus fibre and copper lines and 8 mobile network sites are located within the Project footprint. Existing and future telecommunications infrastructure needs to be protected by the Project works and consultation. The NUMP condition should recognise the complexity of network utility operators involved. Amend the NUMP condition by adding an advice note for each notice of requirement as follows: Network 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. The NUMP shall include methods to: provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; 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 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) 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. Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators). Add a new condition to each notice of requirement as follows:	Amend conditions as in Summary	PO Box 3082

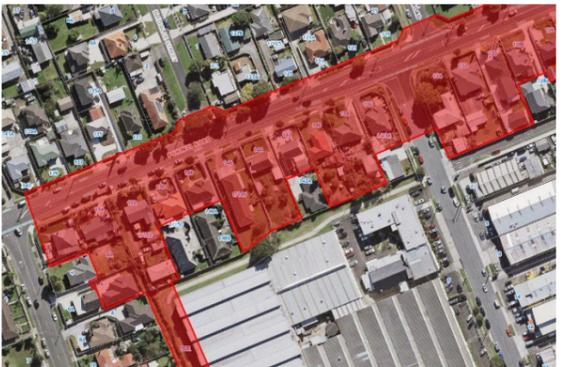
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14	Fernbrook Property Ltd		enquiries@fernbrook.co.nz	yes	Traffic and Rooding	<p>Re 31 Prices Road Traffic and Rooding NoR4A should take account of the ongoing development in the Puhinui Precinct to provide connectivity to the section of Puhinui Road between Orrs Road and SH20. The NoR4A references the signalised intersection with Campana Road to serve AIAL's park 'n ride but that intersection is also the primary connection for the Precinct to Puhinui Road. AIAL have consented to the realignment of Prices Road to connect to Campana Road but have not yet delivered. The NoR4A should include the designation of the realignment of Prices Road to link to the signalized intersection with Campana Road. Until AiAL connects to the signalised intersection at Campana Road, NoR4A must allow for the continued reliance on Prices Road intersection with Puhinui Road. NoR4A must recognise that the roading environment can now also accommodate traffic associated with the full development of the Puhinui Precinct. Auckland Council must delete the conditions of consents that allocate a pro-rata share of the permitted traffic movements within the Precinct, in recognition the roading environment can now also accommodate traffic from the full development of the Precinct OR Auckland Council must revise those conditions of consent to account for the reduced total gross land area of the Precinct.</p> 	<p>Broaden the extent of the NoR4A to include the realignment of Prices Road linking to the signalized intersection with Campana Road Until AiAL connects to the signalised intersection at Campana Road, NoR4A must allow for the continued reliance on Prices Road intersection with Puhinui Road NoR4A must recognize that the roading environment can now also accommodate traffic associated with the full development of the Puhinui Precinct. That Auckland Council deletes the conditions of consents that allocate a pro-rata share of the permitted traffic movements within the Precinct, in recognition the roading environment can now also accommodate traffic from the full development of the Precinct OR That Auckland Council revise those conditions of consent to account for the reduced total gross land area of the Precinct.</p>	
15	Brendon Liggett	KĀINGA ORA HOMES AND COMMUNITIES (Kāinga Ora)	michael@campbellbrown.co.nz / developmentplanning@kaingora.govt.nz	yes	<p>Consultation and engagement Extent Urban design Flooding Construction noise and vibration Operational noise Project scope</p>	<p>Consultation and engagement High number of Kāinga Ora properties within NoRs means engagement should begin early to address displacement effects. Kainga Ora wishes to be involved in preparation of management plans and OPWs. Extent More land is being designated than is needed for the Project. Requests a condition requiring periodic review of land needed after OPWs lodged. Condition 3 requires review 6 months after completion of construction, but Kāinga Ora considers that the condition should also include a requirement for the Requiring Authority to provide the land in a suitable state once the land is relinquished from the designation and surrendered, in agreement with the property owner. Urban design Greater emphasis should be placed on the importance of quality Urban Design outcomes, including addressing issues of severance, and improving connectivity,</p>	As set out in Summary RELIEF	<p>PO Box 147001 Auckland / PO Box 74598 Greenlane, Auckland</p>

						<p>levels of services, travel mode priority and amenity for pedestrians, cyclists and micro-mobility options.</p> <p>Flooding Kāinga Ora is concerned that the positive overall flood management effect appears to be achieved at the expense of neighbouring properties. Proposed condition 14 'Flood Hazard' would enable an increase in the level of flooding toward adjoining properties, as it proposes that a 10% reduction in free board for existing habitable floors is permitted, and an increase in flood levels of 50mm is permitted where there is no existing dwelling (among others). The Project should be required to manage the flooding effects within its own boundary. A flood hazard condition is added to not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of construction activities.</p> <p>Construction noise and vibration Kāinga Ora requests that they are directly consulted as part of the preparation of the CNVMP and CNVMS</p> <p>Operational noise Kāinga Ora requests further information regarding the health and safety effects of the operational noise (traffic) of the Project including the cumulative effects, prior to the hearing. This does not appear to have been provided within the application documents due to the above, and due to the AEE not identifying this as a potential adverse effect. Kāinga Ora requests a condition requiring operational noise levels to not exceed 55 dB LAeq beyond the boundaries of the designation or, where exceeded at a sensitive receiver, mitigation is provided. Condition 28 (Low Noise Road Surface) is amended to require the use of low noise and vibration road surfaces, such as an Asphaltic mix surface, for all road surfaces within this designation, unless further information confirms that this is not warranted from a health and safety perspective.</p> <p>Project scope Concerns with the validity of the advice note associated with condition 13 (UDLMP) which states that a front yard setback is not required from the designation boundary as the designation is not proposed for road widening purposes. The proposal is, at least in part, for road widening to accommodate the Project. A designation cannot modify a rule in the plan, and it is expected that the Council are likely to require the front yard to be taken from the designated boundary which would potentially result in unintended consequences along the alignment of the Project, and compromise efficient land use and development along the Projects alignment.</p> <p>RELIEF</p> <p>(a) That the Requiring Authority continues to engage with Kāinga Ora, prior to hearing, on the effects of displacement on Kāinga Ora tenants as a result of the proposed property acquisition.</p> <p>(b) That the Requiring Authority adopts a more 'refined' approach in determining the extent the proposed designation boundary and the construction requirements, to ensure that only the minimum amount of land required is designated, and that the designation boundaries are refined accordingly with details provided prior to the hearing.</p> <p>(c) That the Requiring Authority further explores, in consultation with Kāinga Ora, opportunities for additional safe mid-block crossing points and stations, including but not limited to between Ormiston and Dawson Roads, and at the intersection of Te Irirangi and Hollyford Drives and Boundary Road, as well as safe mid-block crossing points along the Project's length.</p> <p>(d) That the Requiring Authority provides further information regarding how the interface and treatment of existing (to be altered) slip roads will be addressed, including how access will be retained while providing for an appropriate LoS for active modes.</p> <p>(e) That the Requiring Authority undertakes an assessment of the health and safety effects of the operational traffic noise, inclusive of the cumulative effects prior to the hearing.</p> <p>(f) That the design of the Project is updated to incorporate the full suite of recommendations contained within (a) to (e) above, or alternatively that appropriate conditions are</p>	
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						<p>recommended requiring the recommendations within these assessments to be incorporated.</p> <p>Kāinga Ora seeks the following decisions from Auckland Council regarding the NoRs:</p> <p>(a) That Kāinga Ora, as a key stakeholder, is explicitly included as partners to be involved in the preparation of management plans and future OPW's for the Project, with associated amendments to the conditions to reflect this.</p> <p>(b) The provision of a condition that requires the LoS for pedestrians, cyclists and public transport will be 'A' along the Project's length.</p> <p>(c) The provision of a condition that requires the safety and accessibility of active modes, micro-mobility and public transport to be prioritised over the private vehicle.</p> <p>(d) That condition 18 (CTMP) be amended to identify a key objective of the CTMP as being to provide active and micro-mobility modal users with safe, direct and appealing routes of access during construction.</p> <p>(e) The provision of a condition which requires the provision of facilities for micro-mobility and active modes at, or nearby to, RTS as part of future OPW's.</p> <p>(f) The provision of a condition which requires that, where property access that exists at the time of submitting the OPW is altered by the Project, that the Requiring Authority shall consult with the directly affected land owner regarding the changes requires and the OPW should demonstrate how safe alternative access will be provided.</p> <p>(g) That condition 14 is amended to require the Requiring Authority to ensure that the Project does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities.</p> <p>(h) The provision of a condition requiring operational noise levels to not exceed 55dBA beyond the boundaries of the designation and, where exceeded at a sensitive receiver, mitigation to then be provided by the Requiring Authority.</p> <p>(i) That where the operational noise effects require mitigation, that the offer for mitigation is retained in perpetuity, until an offer is taken up.</p> <p>(j) A condition requiring that the Requiring Authority undertake monitoring of operational noise be included within the designation.</p> <p>(k) That condition 28 (low road noise) is amended to require this to be on all roads within the designation.</p> <p>(l) That condition 27 (NUMP) be amended to include a requirement to provide for upgrading and / or future proofing of existing infrastructure and utilities in consultation with key stakeholders, including Kāinga Ora and utility providers.</p> <p>(m) That condition 13 (ULDMP) is amended as attached in Attachment A.</p> <p>(n) That condition 3 (Designation Review) should be amended to: add a clause requiring the Requiring Authority to, once the land is relinquished from the designation, leave the subject land in a suitable condition in agreement with the property owner/s; and add a clause requiring the Requiring Authority to assess in conjunction with the land owner, every 12 months following the lodgement of OPW(s), whether any areas of the designation that have been identified as required for construction purposes are still required, and identify any areas that are no longer required, and give notice to the Council in accordance with section 182 for the removal of those parts no longer required.</p> <p>(o) Such further or other relief, or other consequential or other amendments, as are considered appropriate and necessary to address the concerns set out in the submission.</p> <p>(p) Any other alternative or consequential relief to give effect to the submission.</p>		
16	Mark Bishop	Watercare Services Limited ("Watercare")	Mark.Bishop@watercare.co.nz	yes	Infrastructure	<p>Consultation and engagement Watercare seeks to be engaged before detailed design and during the ongoing design phases to identify opportunities to enable, or otherwise not preclude, the development of new infrastructure within the Project areas. This could involve the development of an "Infrastructure Integration Plan" prior to detailed design with third party infrastructure providers like Watercare (which can also be updated throughout</p>	<p>Watercare seeks that Auckland Council recommends:</p> <p>(a) amendments to the NoRs, including by way of conditions to ensure any adverse effects on</p>	<p>Private Bag 92 521 Wellesley Street</p>

						<p>construction of the Project) to ensure that the Project takes into account and appropriately integrates with potential future infrastructure like wastewater and water services. Watercare supports in depth collaboration and consultation (including information, data sharing and identification of opportunistic works) across infrastructure providers on the development (or redevelopment) of urban environments and wishes to ensure that there is ongoing and timely engagement and collaboration as this Project develops. Watercare seeks early engagement from the requiring authorities for future planning and construction works including prior to detailed design and during implementation of construction works. Early and fulsome engagement with Watercare, along with other infrastructure providers, can enable opportunities to plan and future-proof the delivery of assets to provide for well-functioning urban environments. For Watercare, this includes applying for, in a timely manner, 'Works Over' Approvals, in compliance with Watercare's 'Water Supply and Wastewater Network Bylaw 2015' (updated 2021).</p>	<p>Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; and</p> <p>(b) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out in the submission.</p>	AUCKLAND 1141
17	Gemma Hayes	Ministry of Education - Te Tāhuhu o te Mātauranga ('the Ministry')	gemma.hayes@education.govt.nz	yes	<p>Construction noise and vibration</p> <p>Other construction effects</p>	<p>Construction noise and vibration The submission relates to the construction noise and vibration effects on students in Puhinui and Manukau</p> <p>Other construction effects Potential road safety effects from heavy construction vehicles. The Ministry appreciates Supporting Growth's willingness to prioritise student safety during construction. There are other schools nearby asides from Puhinui School that should also be considered in the CTMP. These include Redoubt North School, Tangaroa College, Dawson School, Kia Aroha College, Chapel Downs School, Flat Bush School and Papatoetoe South School which are all located near the proposed BRT corridor (NoR2) and there is the potential for these schools to be affected by heavy construction traffic given they are located on a potential construction traffic route. The Ministry requests that these schools be included in the CTMP and all heavy construction vehicles must avoid these schools at peak pick-up and drop-off times to maintain a safe environment for students to walk and cycle to school.</p> <p>RELIEF</p> <p>The Ministry is neutral on the Airport to Botany NoRs if the following relief is accepted and any consequential amendments required to give effect to the matters raised in this submission.</p> <p>The Ministry requests the following designation conditions:</p> <ol style="list-style-type: none"> 1. Before construction commences, the applicant must engage with Puhinui School to discuss and agree any potential noise mitigation during and after construction. 2. The Construction Traffic Management Plan shall include details of consultation (including outcomes agreed) with the applicant and Puhinui School and Redoubt North School with regard to maintaining the safety of school students during construction. Details of all safety measures and interventions will be documented in the Construction Traffic Management Plan. The Construction Traffic Management Plan shall include details on how all heavy construction vehicles must avoid the schools at peak school pick up and drop off times (during term time only) outlined in the table below. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be added to the table below. Engagement should be undertaken with the Ministry to confirm the information in the table below is still accurate closer to the time of construction. 	<p>Add conditions as in Summary RELIEF</p>	Eden 5, Level 3/12-18 Normanby Road Mount Eden Auckland 1011

						<p>Table 1: Schools that heavy construction vehicles must avoid at peak school pick-up and drop-off times</p> <table border="1"> <thead> <tr> <th>School Name</th> <th>Address</th> <th>Associated no travel route</th> <th>Times heavy vehicles must avoid the schools (based off each school's individual start and finish times)₁</th> </tr> </thead> <tbody> <tr> <td><u>NoR 4A Puhinui School</u></td> <td>116 Puhinui Road, Papatoetoe, Auckland 2104</td> <td>Puhinui Road (between Clendon Avenue and Greath Souh Road)</td> <td>8.10am to 8.50am 3.00pm to 3.30pm</td> </tr> <tr> <td>Papatoetoe West School</td> <td>1 Hillcrest Road, Papatoetoe, Auckland 2025</td> <td>Station Road</td> <td>8.15am to 9.00am 2.45pm to 3.15pm</td> </tr> <tr> <td>Papatoetoe South School</td> <td>58A Milan Road, Papatoetoe, Auckland 202</td> <td>Kenderdine Road and Milan Road</td> <td>8.10 – 8.50am 3.00pm to 3.30pm</td> </tr> </tbody> </table>	School Name	Address	Associated no travel route	Times heavy vehicles must avoid the schools (based off each school's individual start and finish times) ₁	<u>NoR 4A Puhinui School</u>	116 Puhinui Road, Papatoetoe, Auckland 2104	Puhinui Road (between Clendon Avenue and Greath Souh Road)	8.10am to 8.50am 3.00pm to 3.30pm	Papatoetoe West School	1 Hillcrest Road, Papatoetoe, Auckland 2025	Station Road	8.15am to 9.00am 2.45pm to 3.15pm	Papatoetoe South School	58A Milan Road, Papatoetoe, Auckland 202	Kenderdine Road and Milan Road	8.10 – 8.50am 3.00pm to 3.30pm		
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18	Taylor Mitchell	Auckland International Airport Limited ("Auckland Airport")	taylor.mitchell@russellmcveagh.com	yes	Compromised activities	<p>Compromised activities While the parties have worked (and continue to work) closely together, Auckland Airport is concerned NoR 4A (in its current form) does not make adequate provision for, or integrate with, Auckland Airport's (current and future) operational needs. the works (once completed) will not allow adequate space for Auckland Airport to construct and provide for utilities that are necessary to service the operational needs of the Airport. stormwater infrastructure for the corridor could adversely affect Auckland Airport's land through discharges or otherwise. It is critical that infrastructure required for the NoR is appropriately designed and located so as not to unduly interfere with activities on the Airport's land. While the proposed conditions make some provision for network utility operators (including Auckland Airport) with existing infrastructure within the extent of NoR4A (including draft conditions 6 and 27), the proposed conditions do not adequately provide for ongoing and future operating needs of the Airport. Ensure appropriate conditions are included in NoR4A to avoid, remedy or mitigate adverse effects on Auckland Airport's landholdings and operations during construction, including effects on traffic and the transport network, and that there are ongoing commitments for engagement and coordination with key stakeholders, such as Auckland Airport.</p>	Auckland Airport seeks that the Council recommends: (a) amendments to NoR4A, including by way of conditions to address Auckland Airport's concerns; and (b) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.	Russell McVeagh Barristers and Solicitors Level 30 Vero Centre 48 Shortland Street PO Box 8/DX CX10085 AUCKLAND 1140																
19	Te Ākitai Waiohua Waka Taua Trust Received 19 April		karen.a.wilson@xtra.co.nz	Neutral Yes wish to be heard	Conditions	Te Akitai Waiohua Waka Taua Trust is neutral on the notices of requirement provided the proposed conditions are retained as requested to ensure ongoing participation in the project.	Retain the conditions as proposed	PO Box 59 185																

A2B NoR4B Notice of Requirement - Alteration to Designation 6717 State Highway 20B – State Highway 20 to Auckland International Airport (Waka Kotahi NZ Transport Agency)											
Summary of Submissions											
Sub #	Submitter Name	Organisation Name	Address for Service	Oppose/Support	Wish to be heard	Key Issues	Summary of Key Issues	Relief Sought	Name	Address 1	
1	Wendy Jane Rodger ON NOR3		weneti.rodger@gmail.com		Yes	Property value and land acquisition	Intends to sell in 2 years for retirement, wants early acquisition by AT 	Acquisition of property	Wendy Jane Rodger	22 Cambridge Terrace	
2	Kamlesh Rana & 33 Signatories		Kamrana@xt.ra.co.nz	Oppose	Yes	Consultation and engagement Need Alternatives	Inadequate consultation and engagement; Project not needed; Alternative Cavendish Drive route should be used  	Alternative route OR withdraw NoR	Kamlesh Rana & 33 Signatories	154 Puhinui Road	
3	maya krishna goundar ON NOR2		skautomotive@rocketmail.com	Oppose	Yes	Residential amenity	[No land take as south side of Puhinui Rd] Residential amenity It will affect our place of living	Need to know exactly how our address will be affected	maya krishna goundar	104 puhinui road	

										
4	Heather Haylock		heather@heatherhaylock.nz	Oppose	Yes	Operational noise and vibration Zoning and Surplus designated land Other construction effects Consultation and engagement Extent Flooding Property value and land acquisition Alternative	Operational noise and vibration Aircraft noise and traffic noise, worsened if buffer houses fronting Puhinui Rd are removed. Only some properties have taken up the HANA noise mitigation packages. Zoning AEE shows a zoning not in the legend so uncertain [Currently zoned Single House, PC78 changes it to MHU and THAB] Re-development of surplus land on Puhinui Rd should be open space ribbon park, not intensive housing. Commercial development may occur [but not yet zoned for that or resolved by NoR] Other construction effects Nuisance Consultation and engagement Not specifically targeted to those affected. Extent Existing houses buffered by road-fronting houses which are to be removed. Flooding Land Acquisition Alternative route and stations Surplus designated land use as ribbon park	AT to compensate residents along entire BRT route who lose the visual and noise buffer of houses removed in front of them; AT and Council to clarify future zoning of block bounded by Puhinui/Ranfurly/Cavendish/Clendon Rd; AT to re-design surplus land as ribbon park and Council to rezone it as Open Space; AT/Council to clarify future zoning plans for remainder of BRT route	Heather Haylock	172 Puhinui Road
5	Alice Morris	Heritage New Zealand Pouheru Taonga	amorris@heritage.org.nz			Historic heritage	Historic heritage HNZPT does not support the use of the HHMP as it is presently proposed. HNZPT is concerned that while there have been both archaeological and built heritage assessment reports completed for the entire length of the Botany to the Auckland Airport (NoR 1 – 4b) the mitigation of the effect of the designation and future construction of the Bus Rapid Transit corridor, walking and cycling facilities on the known and potential historic heritage will not be managed until the Outline Plan of Works stage. The framework of the proposed HHMP conflates matters relating to historic heritage under the RMA and archaeological requirements provided for under the HNZPTA 2014 with respect to archaeological monitoring, investigation, and reporting. This is an unnecessary duplication of HNZPTA archaeological processes, where the archaeological authority will have its own separate Archaeological Works Plan required to be adhered to under that process. The consideration, management and mitigation of effects from the purpose of the designation on known or potential Historic Heritage should be addressed through the NoR process instead of being deferred to the Outline Plan process.	The objective of the HHMP is rewritten to remove all duplication of processes with the HNZPTA. The purpose of the HHMP should be focussed on the provision of details such as: • Roles, responsibilities and contact details of the project personnel, Requiring Authority's representative, Mana Whenua and HNZPT while are involved with heritage and archaeological matters. • Provision for access for Mana Whenua to carry out tikanga and cultural protocols. • Methods for protecting or minimising adverse effects on heritage and archaeological sites within the designation during works (for example fencing to protect form construction works). • Advice that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set	Heritage New Zealand Pouheru Taonga	PO Box 105 291 Auckland City 1143

								out in the Auckland Unitary Plan (Operative in part) shall apply when an archaeological Authority from HNZPT is not otherwise in place. • Methods for interpretation and appropriate public dissemination of knowledge gained from heritage investigations.		
6	Chris Horne	Telecommunications Submitters	chris@incite.co.nz	yes	Infrastructure	<p>Infrastructure Chorus fibre and copper lines and 8 mobile network sites are located within the Project footprint. Existing and future telecommunications infrastructure needs to be protected by the Project works and consultation. The NUMP condition should recognise the complexity of network utility operators involved. Amend the NUMP condition by adding an advice note for each notice of requirement as follows:</p> <p>Network Utility Management Plan (NUMP)</p> <p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to: provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; 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 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.</p> <p>(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.</p> <p>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.</p> <p>(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.</p> <p>(f) Any comments received from the Network Utility Operator (including Auckland International Airport Limited) shall be considered when finalising the NUMP.</p> <p>(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.</p> <p>Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include</p>	Amend conditions as in Summary	Telecommunications Submitters	PO Box 3082	

						<p>Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</p> <p><u>Add a new condition to each notice of requirement as follows:</u> XX: The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to identify opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan or Plans prepared for the Project.</p>			
7	Fernbrook Property Ltd		enquiries@fernbrook.co.nz	yes	Traffic and Rooding	<p>Re 31 Princes Road</p> <p>Traffic and Rooding NoR4A should take account of the ongoing development in the Puhinui Precinct to provide connectivity to the section of Puhinui Road between Orrs Road and SH20. The NoR4A references the signalised intersection with Campana Road to serve AIAL's park 'n ride but that intersection is also the primary connection for the Precinct to Puhinui Road. AIAL have consented to the realignment of Princes Road to connect to Campana Road but have not yet delivered. The NoR4A should include the designation of the realignment of Princes Road to link to the signalized intersection with Campana Road. Until AiAL connects to the signalised intersection at Campana Road, NoR4A must allow for the continued reliance on Princes Road intersection with Puhinui Road. NoR4A must recognise that the roading environment can now also accommodate traffic associated with the full development of the Puhinui Precinct. Auckland Council must delete the conditions of consents that allocate a pro-rata share of the permitted traffic movements within the Precinct, in recognition the roading environment can now also accommodate traffic from the full development of the Precinct OR Auckland Council must revise those conditions of consent to account for the reduced total gross land area of the Precinct.</p>	<p>Broaden the extent of the NoR4A to include the realignment of Princes Road linking to the signalized intersection with Campana Road</p> <p>Until AiAL connects to the signalised intersection at Campana Road, NoR4A must allow for the continued reliance on Princes Road intersection with Puhinui Road</p> <p>NoR4A must recognize that the roading environment can now also accommodate traffic associated with the full development of the Puhinui Precinct.</p> <p>That Auckland Council deletes the conditions of consents that allocate a pro-rata share of the permitted traffic movements within the Precinct, in recognition the roading environment can now also accommodate traffic from the full development of the Precinct OR That Auckland Council revise those conditions of consent to account for the reduced total gross land area of the Precinct.</p>	Fernbrook Property Ltd	
8	Mark Bishop	Watercare Services Limited ("Watercare")	Mark.Bishop@water.co.nz	yes	Infrastructure	<p>Consultation and engagement Watercare seeks to be engaged before detailed design and during the ongoing design phases to identify opportunities to enable, or otherwise not preclude, the development of new infrastructure within the Project areas. This could involve the development of an "Infrastructure Integration Plan" prior to detailed design with third party infrastructure providers like Watercare (which can also be updated throughout construction of the Project) to ensure that the Project takes into account and appropriately integrates with potential future infrastructure like wastewater and water services. Watercare supports in depth collaboration and consultation (including information, data sharing and identification of opportunistic works) across infrastructure providers on the development (or redevelopment) of urban</p>	<p>Watercare seeks that Auckland Council recommends:</p> <p>(a) amendments to the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; and</p> <p>(b) such further other relief or other consequential amendments as considered appropriate and necessary</p>	Watercare Services Limited ("Watercare")	Private Bag 92 521 Wellesley Street AUCKLAND 1141

						environments and wishes to ensure that there is ongoing and timely engagement and collaboration as this Project develops. Watercare seeks early engagement from the requiring authorities for future planning and construction works including prior to detailed design and during implementation of construction works. Early and fulsome engagement with Watercare, along with other infrastructure providers, can enable opportunities to plan and future-proof the delivery of assets to provide for well-functioning urban environments. For Watercare, this includes applying for, in a timely manner, 'Works Over' Approvals, in compliance with Watercare's 'Water Supply and Wastewater Network Bylaw 2015' (updated 2021).	to address the concerns set out in the submission.		
9	Gemma Hayes	Ministry of Education - Te Tāhuhu o te Mātauranga ('the Ministry')	gemma.hayes@education.govt.nz	yes	<p>Construction noise and vibration</p> <p>Other construction effects</p>	<p>Construction noise and vibration The submission relates to the construction noise and vibration effects on students in Puhinui and Manukau</p> <p>Other construction effects Potential road safety effects from heavy construction vehicles. The Ministry appreciates Supporting Growth's willingness to prioritise student safety during construction. There are other schools nearby asides from Puhinui School that should also be considered in the CTMP. These include Redoubt North School, Tangaroa College, Dawson School, Kia Aroha College, Chapel Downs School, Flat Bush School and Papatoetoe South School which are all located near the proposed BRT corridor (NoR2) and there is the potential for these schools to be affected by heavy construction traffic given they are located on a potential construction traffic route. The Ministry requests that these schools be included in the CTMP and all heavy construction vehicles must avoid these schools at peak pick-up and drop-off times to maintain a safe environment for students to walk and cycle to school.</p> <p>RELIEF</p> <p>The Ministry is neutral on the Airport to Botany NoRs if the following relief is accepted and any consequential amendments required to give effect to the matters raised in this submission.</p> <p>The Ministry requests the following designation conditions:</p> <ol style="list-style-type: none"> 1. Before construction commences, the applicant must engage with Puhinui School to discuss and agree any potential noise mitigation during and after construction. 2. The Construction Traffic Management Plan shall include details of consultation (including outcomes agreed) with the applicant and Puhinui School and Redoubt North School with regard to maintaining the safety of school students during construction. Details of all safety measures and interventions will be documented in the Construction Traffic Management Plan. The Construction Traffic Management Plan shall include details on how all heavy construction vehicles must avoid the schools at peak school pick up and drop off times (during term time only) outlined in the table below. It is noted that new schools 	Add conditions as in Summary RELIEF	Ministry of Education - Te Tāhuhu o te Mātauranga ('the Ministry')	Eden 5, Level 3/12-18 Normanby Road Mount Eden Auckland 1011

						<p>could establish around the project area before construction commences. Any new school on an identified construction route must be added to the table below. Engagement should be undertaken with the Ministry to confirm the information in the table below is still accurate closer to the time of construction.</p> <p>Table 1: Schools that heavy construction vehicles must avoid at peak school pick-up and drop-off times</p> <table border="1"> <thead> <tr> <th>School Name</th> <th>Address</th> <th>Associated no travel route</th> </tr> </thead> <tbody> <tr> <td><u>NoR 4A</u> <u>Puhinui School</u></td> <td>116 <u>Puhinui</u> Road, Papatoetoe, Auckland 2104</td> <td><u>Puhinui</u> Road (between <u>Clendon</u> Avenue and <u>Greath Souh</u> Road) Station Road</td> </tr> <tr> <td>Papatoetoe West School</td> <td>1 Hillcrest Road, Papatoetoe, Auckland 2025</td> <td></td> </tr> <tr> <td>Papatoetoe South School</td> <td>58A Milan Road, Papatoetoe, Auckland 202</td> <td><u>Kenderdine</u> Road and Milan Road</td> </tr> </tbody> </table>	School Name	Address	Associated no travel route	<u>NoR 4A</u> <u>Puhinui School</u>	116 <u>Puhinui</u> Road, Papatoetoe, Auckland 2104	<u>Puhinui</u> Road (between <u>Clendon</u> Avenue and <u>Greath Souh</u> Road) Station Road	Papatoetoe West School	1 Hillcrest Road, Papatoetoe, Auckland 2025		Papatoetoe South School	58A Milan Road, Papatoetoe, Auckland 202	<u>Kenderdine</u> Road and Milan Road			
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10	Taylor Mitchell	Auckland International Airport Limited ("Auckland Airport")	taylor.mitchell@russe.lmcveagh.com	yes	Compromised activities	<p>Compromised activities While the parties have worked (and continue to work) closely together, Auckland Airport is concerned NoR4B (in its current form) does not make adequate provision for, or integrate with, Auckland Airport's (current and future) operational needs. the works (once completed) will not allow adequate space for Auckland Airport to construct and provide for utilities that are necessary to service the operational needs of the Airport. stormwater infrastructure for the corridor could adversely affect Auckland Airport's land through discharges or otherwise. It is critical that infrastructure required for the NoR is appropriately designed and located so as not to unduly interfere with activities on the Airport's land. While the proposed conditions make some provision for network utility operators (including Auckland Airport) with existing infrastructure within the extent of NoR4B (including draft conditions 6 and 27), the proposed conditions do not adequately provide for ongoing and future operating needs of the Airport. Ensure appropriate conditions are included in NoR4A to avoid, remedy or mitigate adverse effects on Auckland Airport's landholdings and operations during construction, including effects on traffic and the transport network, and that there are ongoing commitments for engagement and coordination with key stakeholders, such as Auckland Airport.</p>	Auckland Airport seeks that the Council recommends: (a) amendments to NoR4B, including by way of conditions to address Auckland Airport's concerns; and (b) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.	Auckland International Airport Limited ("Auckland Airport")	Russell McVeagh Barristers and Solicitors Level 30 Vero Centre 48 Shortland Street PO Box 8/DX CX10085 AUCKLAND 1140												
11	Te Ākitai Waiohua Waka Taua Trust Received 19 April		karen.a.wilson@xtra.co.nz	Neutral Yes wish to be	Conditions	Te Akitai Waiohua Waka Taua Trust is neutral on the notices of requirement provided the proposed conditions are retained as requested to ensure ongoing participation in the project.	Retain the conditions as proposed		PO Box 59 185												

				heard					
20	Altrend Properties Limited c/- Russell Bartlett		bartlett@shortlandchambers.co.nz	Extent Infrastructure Stormwater Lapse period	<p>Planned on 40m road widening, now up to 70m proposed; Lack of detailed design to support extent of widening; Effects on consented stormwater management devices; 15 year lapse period uncertainty</p> 	Modify NoR to address concerns		PO Box 4338	

APPENDIX FIVE
SUGGESTED CONDITION SETS

Appendix 5A Suggested Condition Set for NoRs1 to 4A

(As received from TTN and with my recommended amendments shown as additions underlined and ~~deletions strike-through~~)

NOTICES OF REQUIREMENT FOR THE AIRPORT TO BOTANY BUS RAPID TRANSIT PROJECT (NoRs 1 to 4a)

Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans and CNVMP Schedules	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. A material change to a management plan or CNVMP Schedule shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received. (c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use.
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 24.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
DRMP	Development Response Management Plan
<u>DRMPAG</u>	<u>Development Response Management Plan advisory group</u>
EMP	Ecological Management Plan

Acronym/Term	Definition
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018.
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments); • archaeological site investigations; • formation of access for geotechnical investigations; • establishment of site yards, site entrances and fencing; • constructing and sealing site access roads; • demolition or removal of buildings and structures; • relocation of services; and • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
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 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.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
Mana Whenua	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 engaged in the Airport to Botany Bus Rapid Transit Project: <ul style="list-style-type: none"> • Te Ākitai Waiohua • Ngāi Tai ki Tamaki • Ngāti Te Ata Waiohua • Ngāti Whanaunga • Ngāti Tamaoho • Ngāti Paoa Trust Board • Te Ahiwaru • Ngāti Tamaterā • Ngāti Maru

Acronym/Term	Definition
	Note: other iwi not identified above may have an interest in the Project and should be consulted.
MWPF	Mana Whenua Partnership Forum
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NUMP	Network Utilities Management Plan
NOR	Notice of Requirement
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
Pre-Project development	Existing site condition prior to the Project (including existing buildings and roadways).
Post-Project development	Site condition after the Project has been completed (including existing and new buildings and roadways).
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 and Experienced Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence.
ULDMP	Urban and Landscape Design Management Plan

NoR No.	No.	
General Conditions		
NoRs 1, 2, 3 and 4a	1.	<p>Activity in General Accordance with Plans and Information</p> <p>(a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1.</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; and (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.
NoRs 1, 2, 3 and 4a	2.	<p>Project Information</p> <p>(a) A project website, or equivalent virtual information source, shall be established within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation; (v) a subscription service to enable receipt of project updates by email; and (vi) how to apply for consent for works in the designation under section 176(1)(b) of the RMA. <p>(b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</p>
NoRs 1, 2, 3 and 4a	3.	<p>Designation Review</p> <p><u>(a) The Requiring Authority shall, within 12 months of lodgement of the outline plan of works:</u></p> <p><u>(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</u></p> <p><u>(ii) _____ give notice to the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</u></p> <p><u>(b) The Requiring Authority shall within 6 months of Completion of Construction or as soon as otherwise practicable:</u></p> <ul style="list-style-type: none"> (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
NoRs 1, 2, 3 and 4a	4.	<p>Lapse</p> <p>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 4510 years from the date on which it is included in the AUP.</p>
NoRs 1, 2, 3 and 4a		Te Ākitai Waiohua – Southwest Gateway Programme

NoR No.	No.	
		The Requiring Authority acknowledges Te Ākitai Waiohū 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.
NoRs 1, 2, 3 and 4a	6.	<p>Network Utility Operators (Section 176 Approval)</p> <p>(a) Prior to the start of Construction Works, Network Utility Operators (including Auckland International Airport Limited) and Auckland Council with existing infrastructure and/or parks facilities located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities and/or parks facilities necessary for the on-going provision or security of supply of network utility and/or parks facility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities and/or parks facilities in the same location with the same or similar effects as the existing utility and/or park facility. <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
NoRs 1, 2, 3	7.	<p>Property Management</p> <p>The Requiring Authority shall undertake its best endeavours to ensure that properties acquired for the Project are appropriately managed in a manner that, via the DRMP, promotes positive outcomes for does not adversely affect the surrounding area.</p>
Pre-construction Conditions		
NoRs 1, 2, 3 and 4a	8.	<p>Outline Plan</p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(b) Mana Whenua shall be invited as partners to participate collaborate¹ in the preparation of an Outline Plan (or Plans).</p> <p>(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.</p> <p>(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:</p> <ul style="list-style-type: none"> (i) Network Utilities Management Plan; (ii) Construction Environmental Management Plan; (iii) Construction Traffic Management Plan; (iv) Construction Noise and Vibration Management Plan; (v) Urban and Landscape Design Management Plan; (vi) Historic Heritage Management Plan; (vii) Ecological Management Plan; and (viii) Tree Management Plan. (ix) <u>Development Response Management Plan</u> <p>(e) <u>OPW 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</u></p>

¹ As per IAP2 definition of collaborate: 'We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.'

NoR No.	No.	
		<p><u>investigated to minimise impacts on the adjacent land, particularly for properties within NoRs1-3. 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.</u></p>
<p>NoRs 1, 2, 3 and 4a</p>	<p>9.</p>	<p>Management Plans</p> <p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified and Experienced Person(s); (iii) be developed in partnership<u>collaboration</u> 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; <p><u>(iv2) include assessment of open space function and facilities at the time of design/construction of Works and therefore measure provision to be maintained:</u></p> <ul style="list-style-type: none"> (v) <u>be reviewed by Council to ensure process has been followed and effects are sufficiently managed;</u> (vi) summarise comments received from Mana Whenua and stakeholders as required by the relevant management plan condition, along with a summary of where comments have: <ul style="list-style-type: none"> A. been incorporated; and B. where not incorporated, the reasons why. (vii) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and (viii) once finalised, uploaded to the Project website or equivalent virtual information source. <p>(b) Any management plan developed in accordance with Condition 10 may:</p> <ul style="list-style-type: none"> (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation; (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; and (iii) if there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision. <p>(c) <u>The SCEMPs and a</u>Any material changes to the SCEMPs are to be submitted to the Council for information<u>review</u>.</p>
<p>NoRs 1, 2, 3 and 4a</p>	<p>10.</p>	<p>Mana Whenua Partnership</p> <p>(a) At least twelve (12) months prior to the start of detailed design for a Stage of WorkWithin six months of confirmation of the NoRs, the Requiring Authority shall invite Mana Whenua to establish a Mana Whenua Partnership Forum (MWPF). The objective of the MWPF is to provide a forum for Mana Whenua to participate as partners in all phases of the Project. To achieve the objective, <u>the MWPF, the Requiring Authority and the consenting authority shall agree on terms of reference for the MWPF including</u> address (as a minimum) the following matters: <u>Requirements for implementing MWPF advice</u></p>

		<p>(i) <u>how Mana Whenua will provide input into the design of the Project and how the consenting authority will ensure this input is implemented.</u> For example:</p> <p>A. how Mana Whenua values and narrative are incorporated through the form of the Project and associated structures;</p> <p>B. how the historic and cultural significance of the Puhinui Historic Gateway will be recognised; and</p> <p>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.</p> <p>(ii) <u>The consequences for the Requiring Authority if the input from the MWPF is not adequately implemented</u></p> <p>(iii) how Mana Whenua will be engaged <u>collaborated with</u> in the preparation of management plans and future consenting processes;</p> <p>(iv) how mātauranga Māori and tikanga Māori will be recognised in all phases of the Project;</p> <p>Support for MWPF</p> <p>(v) <u>the frequency and type of monitoring and reporting required to ensure the MWPF is fully informed about compliance with all consenting conditions. Including but not limited to compliance with the ULDMP, DRMP, NUMP, Tree Management Plan, HHMP, CNVMP, CTMP, CEMP and the Cultural Monitoring Plan.</u></p> <p>(vi) <u>how the MWPF will be supported with technical legal, effects and resource management advice from the consenting authority and the Requiring Authority. Including but not limited to legal, resource management, effects specialists available prior, at and after all meetings and provide technical agenda papers in a timely fashion between meetings to ensure discussions are fully informed.</u></p> <p>(vii) <u>the MWPF will be administratively supported, including meeting organisation, a local venue and the taking and dissemination of meeting minutes;</u></p> <p>(viii) where opportunities for Mana Whenua to participate in engagement with local communities, business associations, social institutions and community groups will be provided;[relocated]</p> <p>(ix) 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:</p> <p>A. planting supplied through Mana Whenua and community based nurseries;</p> <p>B. local schools being involved in planting; and</p> <p>C. scholarships, cadetships and job creation. [relocated]</p> <p>(x) 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;[relocated]</p> <p>(viii) the frequency of meetings shall be agreed between the Requiring Authority and Mana Whenua; and</p> <p>(ix) prior to the Start of Construction, the Requiring Authority shall produce a record of the Mana Whenua Partnership Forum. The record of the MWPF shall be provided to Mana Whenua <u>and the consenting authority</u> and shall include (but not be limited to);</p> <p>A. details of how Mana Whenua have participated as partners in the Project;</p> <p>B. details of how the matters set out in <u>Condition 10(a)</u> will be incorporated into the Project;</p> <p>C. how the objective of the MWPF has been and will continue to be met; and</p> <p>D. details of how comments from Mana Whenua have been incorporated into the Project and where not incorporated, the reasons why.</p>
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NoR No.	No.	
		<p>(x) <u>Engagement with community</u> <u>MWPF will identify how they wish to participate in engagement with local communities, business associations, social institutions and community groups. Funding for engagement activities will be provided by the consenting authority</u></p> <p>(xi) <u>MWPF will identify how they wish to support the physical, mental, social and economic wellbeing for iwi and the local community, resources and funding will be provided through the Project. This could include:</u> <u>A. planting supplied through Mana Whenua and community based nurseries;</u> <u>B. local schools being involved in planting; and</u> <u>C. scholarships, cadetships and job creation</u> <u>D. use of acquired properties for positive community outcomes</u> <u>E. support for community members affected by the Project.</u></p> <p>(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.</p> <p>(c) The MWPF shall continue to meet for at least six months following the Completion of Construction or as agreed with Mana Whenua.</p>
NoRs 1, 2, 3 and 4a	11.	<p>Stakeholder Communication and Engagement Management Plan (SCEMP)</p> <p>(a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations 18 months prior to the Start of Construction for a Stage of Work. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with prior to and throughout the Construction Works. To achieve the objective, the SCEMP shall include:</p> <p>(i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);</p> <p>(ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;</p> <p>(iii) details of opportunities to strengthen the relationship between Mana Whenua, key stakeholders and the wider community;</p> <p>(iv) a list of stakeholders, community groups, organisations and businesses who will be engaged with;</p> <p>(v) identification of the properties whose owners will be engaged with;</p> <p>(vi) methods and timing to engage with landowners whose access is directly affected;</p> <p>(vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working</p>

hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and
(viii) ~~linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.~~

(b) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.

Stakeholder Communication and Engagement Management Plan (SCEMP)

(a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations 18 months prior to the Start of Construction for a Stage of Work. The objectives of the SCEMP are to:

i. develop, maintain and build relationships with the wider public and diverse stakeholders (including directly affected and adjacent owners e.g., businesses, community organisations, households; and their tenants, and those potentially affected in other ways)

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, the purpose of each engagement, by when and by/with whom

iv. feed information into the Development Response Management Plan and communicate out of the Development Response Management Plan.

(b) The SCEMP shall be co-designed by a representative group including the Requiring Authority, stakeholders, the wider public, MWPF, Council Parks and Community Facilities, and others as required.

(c) The SCEMP co-design group will be supported with technical legal, effects and resource management advice from the Council and the Requiring Authority. Including but not limited to legal, resource management, effects specialists who will be available prior, at and after all meetings and provide technical agenda papers in a timely fashion between meetings to ensure discussions are fully informed.

(d) The SCEMP co-design group will be administratively supported including meeting organisation, a local venue and the taking and dissemination of meeting minutes;

(e) The frequency of meetings shall be agreed between the Requiring Authority and the SCEMP co-design group;

(f) The SCEMP will include:

i. a description of the approaches to be undertaken to achieve the objectives of the SCEMP

ii. 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);

iii. the procedures for ensuring that there is a contact person available for the duration of the SCEMP, for engagement with the project by the wider public and stakeholders;

iv. a list of stakeholders, community groups, organisations, individuals and businesses who will be engaged with;

v. methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and

vi. linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.

NoR No.	No.	
		<p>(g) <u>The completed SCEMP for each Stage of Work shall be submitted to Council for independent review 18 months prior to construction commencing within the Stage of Work.</u></p> <p>(h) <u>Following completion of the SCEMP, the co-design group will become the Development Response Management Plan Advisory Group (DRMPAG). To achieve the objectives, the Requiring Authority and the consenting authority shall agree on terms of reference for the DRMPAG, and the Requiring Authority will resource the group appropriately with legal, resource management, and effects specialists.</u></p> <p>(i) <u>After confirmation each SCEMP will be reviewed annually by the Development Response Management Plan Advisory Group.</u></p>
NoRs 1, 2, 3	12.	<p><u>Development Response Management Plan (DRMP)</u></p> <p>(a) A DRMP shall be prepared in consultation with stakeholders, community groups and organisations 18 months prior to the Start of Construction for a Stage of Work. 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. To achieve the objective, the DRMP shall include:</p> <ul style="list-style-type: none"> (i) a list of businesses likely to be impacted by the Project; (ii) a list of business associations and key business stakeholder groups that have and will be engaged through the development of the DRMP; (iii) details of the methodology to establish the baseline of businesses identified in (i); (iv) recommendations for measures to be undertaken to manage the impacts of Construction Works on the identified businesses; (v) 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); (vi) 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; (vii) 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 (i) above; (viii) a summary of any proactive assistance provided to impacted businesses; (ix) identification of opportunities to co-ordinate the forward work programme, where appropriate with infrastructure providers and development agencies; and (x) linkages and cross-references to communication and engagement methods set out in other conditions and management plans (e.g. the SCEMP) where relevant. <p>(b) Any DRMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</p> <p><u>Development Response Management Plan (DRMP)</u></p> <p>(a) <u>The objectives of the DRMP are to:</u></p> <ul style="list-style-type: none"> <u>(i) provide a framework to identify and understand the impacts of planning, construction and operation of the Project on the wider public and stakeholders (including directly affected and adjacent owners e.g., businesses, community organisations, households, and their tenants, and those potentially affected in other ways) on an ongoing basis</u> <u>(ii) provide a framework to respond to negative impacts, be that how to avoid or mitigate negative impacts. When negative impacts cannot be appropriately mitigated, an agile, simple and effective assistance package</u>

and hardship fund will be available for compensation of landowners, tenants, adjacent property owners, and those potentially affected in other ways

(iii) provide a framework to maximise positive social outcomes from the Project. This may include supply chain opportunities, education and training opportunities, targets for contracting with Maori and Pasifika businesses and organisations, partnerships with local community organisations to provide support for people affected, active use/management of vacant buildings.

(iv) The potential effects to be considered and addressed are those identified in the SIA, and for the following issues not presently assessed or mitigated in the SIA:

A. right hand turn restrictions

B. loss of on-site carparks

C. loss of on-street carparks

D. exposure to noise, vibration and/or dust that does not exceed the standards but is otherwise judged to have a negative amenity impact including properties not acquired by the Applicant but now exposed to greater amenity impacts due to removal of other buildings/structures

E. independent and confidential support for anxiety and mental health outcomes

F. assistance for those tenants, leaseholders or owners who are asked to move e.g., individualised and group support through the process, social worker to help the person/family help find social and health services, and support with moving costs

G. the current case by case approach proposed by the Applicant with respect to the Public Works Act substantially works against claimants. While the Public Works Act funds work for those directly affected it does not assist those not directly affected. The Development Response Plan can assist by helping those affected collaborate for efficiency and fair outcomes. Many people affected (including those indirectly affected) will gain clarity and support by being helped to work together.

(i) ensure independent monitoring and compliance with all Management Plans, including but not limited to compliance with the ULDMP, DRMP, NUMP, Tree Management Plan, HHMP, CNVMP, CTMP, CEMP and the Cultural Monitoring Plan.

(v) offer and facilitate wider public and stakeholders to work together throughout any part of the process, if they so choose

(vi) ensure that throughout any property acquisition process, landowners, tenants and adjacent landholders are treated appropriately and their mental wellbeing is supported

(vii) include a Good Neighbour Policy and implementation plan as per the meaning and intent of Waka Kotahi's Good Neighbour Guide.

(b) The DRMP shall be co-designed by the Development Response Management Plan Advisory Group

(c) To achieve the objectives, the DRMP shall include:

(i) a logic model showing the objectives, actions and outcomes from the DRMP

(ii) a description of the approaches to be undertaken to achieve the objectives of the DRMP including the collaborations proposed with local community organisations/support agencies

(iii) a list of stakeholders likely to be impacted by the Project;

(iv) details of the methodology to establish the baseline of stakeholders identified in 12(a)(i);

NoR No.	No.	
		<p><u>(v) measures to be undertaken to manage the impacts of planning, construction and operation on the identified stakeholders</u></p> <p><u>(vi) a monitoring report to assess compliance with all Designation conditions, including but not limited to compliance with the ULDMP, DRMP, NUMP, Tree Management Plan, HHMP, CNVMP, CTMP, CEMP and the Cultural Monitoring Plan. The monitoring report will reflect the effectiveness of the logic model in 12(c)(i)</u></p> <p><u>(vii) 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);</u></p> <p><u>(viii) the procedures for ensuring that there is a contact person available for the duration of planning and construction, for public enquiries or complaints about planning or Construction Works;</u></p> <p><u>(ix) 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 12(a)(i);</u></p> <p><u>(x) a summary of any proactive assistance provided to impacted stakeholders;</u></p> <p><u>(xi) identification of opportunities to co-ordinate the forward work programme, where appropriate with infrastructure providers and development agencies; and</u></p> <p><u>(xii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans (e.g. the SCEMP) where relevant.</u></p> <p><u>(xiii) Independent research on the social and economic costs/benefits of carpark removal from public and private land associated with the Eastern Busway 2 and 3R projects. The research methodology shall be reviewed by Auckland Council. The findings will inform how the DRMPAG responds to the potential effects arising from loss of carparking in the Airport to Botany project</u></p> <p><u>(d) The Development Response Management Plan Advisory Group will meet at a necessary frequency to:</u></p> <p><u>(i) facilitate the ongoing involvement of the wider public and stakeholders in the identification and understanding of impacts, and the development of potential mitigation strategies</u></p> <p><u>(ii) review the impacts identified, appropriate responses to be provided, and share information with the wider community about process and outcomes.</u></p> <p><u>(e) The completed DRMP for each Stage of Work shall be submitted to Council for review 12-months before construction of the Stage commences.</u></p> <p><u>(f) The DRMP will be reviewed annually by the Development Response Management Plan Advisory Group.</u></p>
NoRs 1, 2, 3 and 4a	13.	<p>Urban and Landscape Design Management Plan (ULDMP)</p> <p>(a) A ULDMP shall be prepared in consultation with key stakeholders prior to the Start of Construction for a Stage of Work.</p> <p>(b) Mana Whenua shall be invited to participate in the development of the ULDMP 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</p>

NoR No.	No.	
		<p>the Ecological Management Plan (Condition 25) may be reflected in the ULDMP</p> <p><u>(bb) The ULDMP shall also be prepared in consultation with Council, in relation to effects on Parks, Open Space zones and community facilities, prior to the Start of Construction for a Stage of Work.</u></p> <p>(c) The objective of the ULDMP is to:</p> <ul style="list-style-type: none"> (i) enable integration of the Project's permanent works into the surrounding landscape, <u>sense of place</u> and urban context; (ii) <u>ensure that the Project integrates with the existing and proposed active mode network;</u> (iii) <u>ensure that the Project provides for high levels of connectivity, accessibility and safety for all users;</u> (iv) ensure that the Project manages <u>mitigates</u> potential adverse landscape and visual effects as far as practicable and contributes to <u>the experience of a quality urban environment for people and communities;</u> and (v) <u>provide commensurate rejuvenation of the local environment; and</u> (vi) acknowledge and recognise the whakapapa Mana Whenua have to the Project area. <p>(d) The ULDMP shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> (i) Auckland Transport's Urban Roads and Streets Design Guide; (ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version; (iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and (v) <u>Waka Kotahi Aotearoa Urban Street Guide (2023);</u> (vi) <u>Waka Kotahi Integrated Public Transport and Urban Form Guide (tbc);</u> (vii) Auckland's Urban <u>Ngaāhere</u> (Forest) Strategy or any subsequent updated version;- (viii) <u>Auckland Council's Auckland Design Manual; and</u> (ix) <u>Auckland Council's Transport Emissions Reduction Pathway.</u> <p>(e) To achieve the objective, the ULDMP shall provide details of how the project:</p> <ul style="list-style-type: none"> (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), <u>community infrastructure, natural environment, landscape character and open space zones and any adopted master plans for the locality;</u> (ii) provides appropriate <u>high quality and safe walking and cycling and micro-mobility</u> connectivity to, and interfaces with, existing or proposed adjacent land uses, <u>key destinations and desire lines, public transport infrastructure and walking and cycling connections to the immediate neighbourhoods and wider community; This to also include provision of a greenway link at Medvale Reserve and provision of routes over the restored stream at Puhinui Domain</u> (iii) promotes inclusive access (where appropriate); and (iv) promotes a sense of personal <u>and public</u> safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> A. Crime Prevention Through Environmental Design (CPTED) principles, <u>including CPTED assessments of pedestrian underpasses and overbridges;</u> B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. (v) provides opportunities to incorporate Mana Whenua values and cultural narrative through the design. This shall include but not be limited to:

NoR No.	No.	
		<ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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 <u>ngaāhere</u>. 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. <p>(vi) provides for an integrated stormwater management approach which prioritises in the following order:</p> <ul style="list-style-type: none"> 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. <p>(f) At the discretion of Mana Whenua, the matters listed in (e)(v) – (vi) shall either be incorporated into the ULDMP or prepared as a separate plan.</p> <p>(g) The ULDMP shall include:</p> <ul style="list-style-type: none"> (i) a concept plan(s) – which depicts the overall landscape and urban design concept, and explains the rationale for the landscape and urban design proposals; (ii) developed design concepts, including principles for walking and cycling and <u>micro-mobility</u> facilities and public transport; and (iii) <u>a connectivity and severance assessment of key destinations, desire lines and levels of service for people walking and cycling across and along the Project; and</u> (iv) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> A. road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment; B. roadside elements – such as lighting, fencing, wayfinding and signage; C. architectural and landscape treatment of all major structures, including bridges and retaining walls; D. architectural and landscape treatment of noise barriers; E. landscape treatment of permanent stormwater control wetlands and swales; F. integration of passenger transport; G. pedestrian and cycle and <u>micro-mobility</u> facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; H. <u>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;</u>

NoR No.	No.	
		<p>I. <u>interfaces – how the interface and edge treatment with adjoining properties has been treated, including the treatment / interface with existing slip roads;</u></p> <p>J. historic heritage places with reference to the HHMP (Condition 23); and</p> <p>K. re-instatement of construction and site compound areas, driveways, accessways and fences.</p> <p>(h) The ULDMP shall also include the following planting details and maintenance requirements:</p> <p>(i) planting design details including:</p> <p>A. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan (Condition 26). Where practicable, mature trees and native vegetation should be retained;</p> <p>B. street trees, shrubs and ground cover suitable for berms;</p> <p>C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones;</p> <p>D. planting of stormwater wetlands;</p> <p>E. identification of vegetation to be retained and any planting requirements under the Ecological Management Plan (Condition 25) and Tree Management Plan (Condition 26);</p> <p>F. integration of any planting requirements required by conditions of any resource consents for the project; and</p> <p>G. re-instatement planting of construction and site compound areas as appropriate.</p> <p>H. <u>Restoration planting which remedies the loss of ecosystem services provided by vegetation identified for removal, including the replacement of planting that fails to establish.</u> <u>Advice note: In particular for trees, and including trees removed which would not have been protected by the AUP:OP, this ecosystem services replacement calculation is expected to yield a tree replacement ratio greater than 2:1</u></p> <p>(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</p> <p>(iii) detailed specifications relating to the following:</p> <p>A. weed control and clearance;</p> <p>B. pest animal management (to support plant establishment);</p> <p>C. ground preparation (top soiling and decompaction);</p> <p>D. mulching; and</p> <p>E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species for restoration purposes, and;</p> <p>F. <u>restoration planting which remedies the loss of ecosystem services provided by vegetation identified for removal, including the replacement of planting which fails to establish.</u></p> <p>Advice Note:</p> <p><i>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.</i></p>
Specific Outline Plan Requirements		
NoRs 1, 2, 3 and 4a	14.	<p>Flood Hazard</p> <p>(a) The Project shall be designed to achieve the following flood risk outcomes:</p>

NoR No.	No.	
		<p>(i) no increase in <u>1% AEP</u> flood levels for existing authorised habitable floors that are already subject to flooding <u>or with a freeboard of less than 150mm</u>;</p> <p>(ii) no more than a 10% reduction in freeboard in <u>1% AEP event</u> for existing authorised habitable floors <u>with a freeboard of over 150mm</u>;</p> <p>(iii) <u>no increase in 1% AEP flood levels for existing authorised community, commercial and industrial building floors that are already subject to flooding</u>;</p> <p>(iv) <u>no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors</u>;</p> <p>(v) no increase of more than 50mm in <u>1% AEP</u> flood level on land zoned for urban or future urban development where there is no existing dwelling;</p> <p>(vi) <u>No increase in 10% AEP flood levels for existing authorised habitable floors that are at risk of flooding</u>;</p> <p>(vii) no new flood prone areas;</p> <p>(viii) <u>no increase in flood hazard (defined as flow depth times velocity) for main access to existing authorised habitable dwellings that are already classified as significant hazard. Significant flood hazard means flow depth $\geq 0.3\text{m}$, or flow depth $\geq 0.1\text{m}$ and velocity $\geq 2\text{ms}^{-1}$ as per Auckland Council Stormwater Flood modelling Specifications (November 2011 version); and</u></p> <p>(ix) <u>for areas with other hazard classifications, no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted.</u></p> <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post- Project <u>10 year & 1% AEP</u> flood levels (for Maximum Probable Development land use and including climate change). <u>The updated model shall be submitted to Auckland Council Healthy Waters for review and comment. The model extents and modelling methodologies shall be agreed with Auckland Council Healthy Waters prior to detailed assessment being undertaken.</u></p> <p>(c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.</p>
Construction Conditions		

NoR No.	No.	
NoRs 1, 2, 3 and 4a	15.	<p>Construction Environmental Management Plan (CEMP)</p> <p>(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:</p> <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) 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; (viii) procedures for incident management; (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (x) 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; (xi) procedures for responding to complaints about Construction Works; and (xii) methods for amending and updating the CEMP as required.
NoRs 1, 2, 3 and 4a	16.	<p>Complaints Register</p> <p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (i) the date, time and nature of the complaint; (ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate; (iv) the outcome of the investigation into the complaint; 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. <p>(b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</p>
NoRs 1, 2, 3 and 4a	17.	<p>Cultural Monitoring Plan</p> <p>(a) A Cultural Monitoring Plan shall be prepared prior to the Start of Construction.</p> <p>(b) At least six (6) months prior to the start of detailed design, a Suitably Qualified and Experienced Person(s) identified in partnership with Mana Whenua shall commence the preparation of the Cultural Monitoring Plan.</p> <p>(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.</p> <p>(d) The Cultural Monitoring Plan shall include:</p>

NoR No.	No.	
		<ul style="list-style-type: none"> (i) requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua; (ii) requirements and protocols for cultural inductions for contractors and subcontractors; (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; (v) details of the preferred Accidental Discovery Protocol; and (vi) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol. <p>(e) 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 and Experienced Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p>Advice Note: <i>Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</i></p>
<p>NoRs 1, 2, 3 and 4a</p>	<p>18.</p>	<p>Construction Traffic Management Plan (CTMP)</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads; (vi) methods to maintain vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services); (ix) <u>establish and monitor minimum network performance parameters to be achieved during the construction phase, including maximum increases in journey time and traffic volumes along key routes. In the event of thresholds being exceeded, Travel Demand Management (TDM) measures should be implemented.</u> (x) <u>consultation with Auckland Council in relation to access to parks.</u>

NoR No.	No.																																																											
		(xi) <u>full road access must be maintained between Puhinui Road / SH20B and Princes Road until alternative road network connection is created between Princes Road and the Campana Road intersection with Puhinui Road / SH20.</u>																																																										
NoR 1, 2, 3 and 4a	19.	<p>Construction Noise Standards</p> <p>(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:</p> <p>Table 19.1: Construction noise standards</p> <table border="1"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L_{Aeq}(15min)</th> <th>L_{AFmax}</th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> <tr> <td rowspan="4">Weekday</td> <td>0630h - 0730h</td> <td>55 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>65 dB</td> <td>80 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="4">Saturday</td> <td>0630h - 0730h</td> <td>55 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="4">Sunday and Public Holidays</td> <td>0630h - 0730h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>55 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td colspan="4" style="text-align: center;">Other occupied buildings</td> </tr> <tr> <td rowspan="2">All</td> <td>0730h – 1800h</td> <td>70 dB</td> <td></td> </tr> <tr> <td>1800h – 0730h</td> <td>75 dB</td> <td></td> </tr> </tbody> </table> <p>(b) Where compliance with the noise standards set out in Table 19.1 is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition 22 shall apply.</p>	Day of week	Time period	L _{Aeq} (15min)	L _{AFmax}	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Saturday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB	0730h - 1800h	55 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Other occupied buildings				All	0730h – 1800h	70 dB		1800h – 0730h	75 dB	
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NoR 1, 2, 3 and 4a	20.	<p>Construction Vibration Standards</p> <p>(a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.</p> <p>Table 20.1 Construction vibration criteria</p> <table border="1"> <thead> <tr> <th>Receiver</th> <th>Details</th> <th>Category A</th> <th>Category B</th> </tr> </thead> <tbody> <tr> <td>Occupied Activities sensitive to noise</td> <td>Night-time 2000h - 0630h</td> <td>0.3mm/s ppv</td> <td>2mm/s ppv</td> </tr> </tbody> </table>	Receiver	Details	Category A	Category B	Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv																																																		
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NoR No.	No.				
			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 20.1 is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 21(c)(x)), then the methodology in Condition 22 shall apply.			
NoR 1, 2, 3 and 4a	21.	Construction Noise and Vibration Management Plan (CNVMP)			
		<p>(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</p> <p>(c) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 19 and 20 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 Acoustics – Construction Noise and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the Project; (iv) identification of receivers where noise and vibration standards apply; (v) a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable; (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints; (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) identification of areas where compliance with the noise (Condition 19) and/or vibration standards (Condition 20 Category A or Category B) will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites; (xi) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise (Condition 19) and/or vibration standards (Condition 20 Category B) will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls Condition 21(c)(x)); 			

NoR No.	No.	
		<p>(xii) procedures for:</p> <ul style="list-style-type: none"> A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration criteria of Condition 20; and B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of Condition 20, including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration. <p>(xiii) requirements for review and update of the CNVMP.</p>
<p>NoR 1, 2, 3 and 4a</p>	<p>22.</p>	<p>Schedule to a CNVMP</p> <p>(a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified and Experienced Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:</p> <ul style="list-style-type: none"> (i) construction noise is either predicted or measured to exceed the noise standards in Condition 19, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> A. 0630 – 2000: 2 periods 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. <p>(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. The Schedule shall include details such as:</p> <ul style="list-style-type: none"> (i) construction activity location, start and finish dates; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance; (iv) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (v) the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vi) location, times and types of monitoring. <p>(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.</p> <p>(d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.</p>
<p>NoRs 1, 2, 3 and 4a</p>	<p>23.</p>	<p>Historic Heritage Management Plan (HHMP)</p> <ul style="list-style-type: none"> (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:

NoR No.	No.	
		<p>(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;</p> <p>(ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</p> <p>(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;</p> <p>(iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;</p> <p>(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;</p> <p>(vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; <u>Requiring the HNZPT Archaeological Guidelines Series No. 1 (AGS 1): Investigation and Recording of buildings and standing structures (November 2018) and International Council on Monuments and Sites New Zealand Charter 2010 guidelines to be applied when developing a methodology for destroying, demolishing or relocating post-1900 historic heritage places (e.g. gardener's cottage).</u></p> <p>(vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) 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;</p> <p>(viii) methods to acknowledge cultural values identified through the Mana Whenua Partnership Forum (Condition 10) and Urban and Landscape Design Management Plan (Condition 13) where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</p> <p>(ix) methods for avoiding, remedying or mitigation 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:</p> <p style="padding-left: 40px;">A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access.</p> <p>(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</p> <p>(xi) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental 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 and Experienced Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 17.</p> <p><u>(b2) an addendum to the HHMP shall be provided and certified by the Manager Heritage Unit (heritageconsents@aucklandcouncil.govt.nz) at least two weeks prior to earthworks commencing on site. Matters to be included in the addendum should include (but not be limited to):</u></p> <p style="padding-left: 40px;">A. <u>Provision in the methodology for circa 1900 and post 1900 sites and artefacts to be recorded, and for the potential for retention of artefacts for</u></p>

NoR No.	No.	
		<p><u>re-use in the road reserve area (or similar) near where they are found. This re-use is to be developed between the Consent holder (or any contractor) and the Heritage Unit, Auckland Council.</u></p> <p>B. <u>Final reports submitted to comply with external requirements (archaeological authority) should also be shared with the schools, and similar, in the area. This is to enable institutions to develop an understanding of NZ history in their community.</u></p> <p><i>Advice note: The Protected Objects Act 1975 applies to any archaeological artefacts</i></p> <p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.</p> <p>Accidental Discoveries</p> <p>Advice Note:</p> <p><i>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP.</i></p>
NoRs 1, 2, 3 and 4a	24.	<p>Pre-Construction Ecological Survey</p> <p>(a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified and Experienced Person. The purpose of the survey is to inform the detailed design of ecological management by:</p> <p>(i) confirming whether the species of value 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; and</p> <p>(ii) confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines (or any subsequent updated version).</p> <p>(b) Mana Whenua shall be invited as partners to observe how the ecological survey in (a) will be undertaken.</p> <p>(c) If the ecological survey in (a) above confirms the presence of ecological species of value <u>value indigenous flora and fauna (including Regionally or Nationally At-Risk or Threatened species)</u> in accordance with Condition 24(a)(i) and that effects are likely in accordance with Condition 24(a)(ii), then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 25 for these areas (Confirmed Biodiversity Areas).</p>
NoRs 1, 2, 3 and 4a	25.	<p>Ecological Management Plan (EMP)</p> <p>(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. The objective of the EMP is to minimise impacts of the Project on the ecological values of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:</p> <p>(i) if an EMP is required in accordance with Condition 24(b) for the presence of long-tailed bats.</p>

NoR No.	No.	
		<p>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;</p> <p>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;</p> <p>C. details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tailed bats;</p> <p>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</p> <p>E. where mitigation isn't practicable, details of any offsetting proposed.</p> <p>(ii) If an EMP is required in accordance with Condition 24(b) for the presence of Threatened or At Risk birds (excluding Wetland Birds):</p> <p>A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;</p> <p>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;</p> <p>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</p> <p>D. details of grass maintenance if Pipit are present.</p> <p>(iii) If an EMP is required in accordance with Condition 24(b) for the presence of Threatened or At Risk wetland birds:</p> <p>A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;</p> <p>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</p> <p>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;</p> <p>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:</p> <p style="padding-left: 40px;">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;</p> <p style="padding-left: 40px;">b. monitoring of the nesting Threatened or At Risk wetland birds by a Suitably Qualified and Experienced Person. Construction works within the 20m nesting buffer areas</p>

NoR No.	No.	
		<p>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 and Experienced Person; and</p> <p>c. minimising the disturbance from the works if construction works are required within 50m of a nest, as advised by a Suitably Qualified and Experienced Person.</p> <p>E. adopting a 10m setback where practicable, between the edge of wetlands and construction areas (along the edge of the stockpile/laydown area); and</p> <p>F. minimising light spill from construction areas into wetlands.</p> <p>(b) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.</p> <p>(c) Where appropriate, and in partnership with Mana Whenua, flora and fauna values identified in the ULDMP are reflected and included within this EMP.</p> <p><u>Ecological Management Plan (EMP)</u></p> <p><u>An Ecological Management Plan shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 24 on NoRs1 to 4A) prepared by a suitably qualified ecologist, to manage effects on bats, birds, lizards, and the removal of vegetation (e.g. vegetation removal in roads, public spaces, ONFs, ONLs, HNCs, and ONCs) within NoR1 – 4B, must be submitted for certification by the Council, prior to any works commencing within the designation (NoR 1 – 4B). The ecological management plan shall include, but not limited to the following:</u></p> <ul style="list-style-type: none"> <u>• Bat Management</u> <u>• Bird Management (all bird species)</u> <u>• Lizard Management</u> <u>• Revegetation Planting</u> <p><u>The certified Ecological Management Plan (EMP) for any Confirmed Biodiversity Areas (confirmed through Condition 24 on NoRs1 to 4A) shall be implemented in all respects, unless the Council, in consultation with Council’s ecologist, agrees in writing to any alteration.</u></p> <p><u>The EMP shall be consistent with best practices methodologies and complicit with ecological management measures to be undertaken in compliance with conditions of any regional resource consents for the Project.</u></p> <p>Advice Note:</p> <p><i>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</i></p> <ol style="list-style-type: none"> <i>(i) Stream and/or wetland restoration plans;</i> <i>(ii) Vegetation restoration plans; and</i>

NoR No.	No.	
		<i>(iii) Fauna management plans (e.g. avifauna, herpetofauna, bats).</i>
NoRs 1, 2, 3	26.	<p>Tree Management Plan</p> <p>(a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared.</p> <p>(b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 4.</p> <p>(c) The Tree Management Plan shall:</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 13; B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and C. 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 – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.
NoRs 1, 2, 3 and 4a	27.	<p>Network Utility Management Plan (NUMP)</p> <p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to:</p> <ul style="list-style-type: none"> (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; 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 <u>and the Wiri Airport Pipeline Designation 9700 conditions.</u> <p>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) (including Auckland International Airport Limited <u>and Wiri Oil Services Limited</u>) who have existing assets that are directly affected by the Project <u>and shall include any s177 consents required for works affecting prior Designations and Watercare 'Works Over Approvals'.</u></p> <p>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.</p> <p>(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.</p> <p>(f) Any comments received from the Network Utility Operator (including Auckland International Airport Limited) shall be considered when finalising the NUMP.</p>

NoR No.	No.	
		<p>(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.</p> <p><i>Advice Note:</i> <u>For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</u></p>
	27A	<p><u>The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to identify opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan or Plans prepared for the Project.</u></p>
Operational Conditions		
NoRs 1, 2, 3 and 4a	28.	<p>Low Noise Road Surface</p> <p>(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.</p> <p>(b) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</p> <ul style="list-style-type: none"> (i) the volume of traffic exceeds 10,000 vehicles per day; or (ii) the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or (iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or (iv) it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. <p>(c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 28(b)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.</p>
NoRs 1, 2, 3 and 4a	29.	<p>Traffic Noise</p> <p>For the purposes of Conditions 30 to 41:</p> <ul style="list-style-type: none"> (a) Building-Modification Mitigation – has the same meaning as in NZS 6806; (b) Design year has the same meaning as in NZS 6806; (c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed; (d) Habitable Space – has the same meaning as in NZS 6806; (e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 2: Identified PPFs Noise Criteria Categories; (f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;

NoR No.	No.	
		<p>(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);</p> <p>(h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;</p> <p>(i) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in green, orange or red in Schedule 2: Identified PPFs Noise Criteria Categories;</p> <p>(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 28; and</p> <p>(k) Structural Mitigation – has the same meaning as in NZS 6806.</p>
<u>NoRs 1, 2, 3 and 4a</u>	<u>29A</u>	<u>Notwithstanding Condition 29 applying to PPFs in Schedule 2 existing as at 2022, conditions 30 to 41 shall also add in a requirement for the future BPO assessment to determine the BPO for the planned environment that is present prior to construction starting.</u>
NoRs 1, 2, 3 and 4a	30.	<p>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 29 to 41 (all traffic noise conditions).</p> <p>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.</p>
NoRs 1, 2, 3 and 4a	31.	<p>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.</p> <p><u>A new BPO assessment shall be undertaken to determine the BPO for the environment that is present prior to construction starting (time of lodging of OPW), and revision of the Schedule 2 PPFs and their classifications, to include future planned PPFs.</u></p> <p>For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 28 may be (or be part of) the Selected Mitigation Option(s).</p>
NoRs 1, 2, 3 and 4a	32.	<p>Prior to construction of the Project, a Suitably Qualified and Experienced 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.</p> <p><u>A new BPO assessment shall be undertaken to determine the BPO for the environment that is present prior to construction starting (time of lodging of OPW), and revision of the Schedule 2 PPFs and their classifications, to include future planned PPFs.</u></p>
NoRs 1, 2, 3 and 4a	33.	<p>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 and Experienced 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.</p> <p><u>A new BPO assessment shall be undertaken to determine the BPO for the environment that is present prior to construction starting (time of lodging of OPW), and revision of the Schedule 2 PPFs and their classifications, to include future planned PPFs.</u></p>

NoR No.	No.	
NoRs 1, 2, 3 and 4a	34.	The Detailed Mitigation Options shall be implemented prior to completion of construction of the Project.
NoRs 1, 2, 3 and 4a	35.	<p>Prior to the Start of Construction, a Suitably Qualified and Experienced Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB L_{Aeq(24h)} inside Habitable Spaces ('Category C Buildings').</p> <p><u>A new BPO assessment shall be undertaken to determine the BPO for the environment that is present prior to construction starting (time of lodging of OPW), and revision of the Schedule 2 PPFs and their classifications, to include future planned PPFs. Any future residential or other PPFs provided for in the AUP:OP zonings shall have a BPO assessment undertaken, including mitigation measures within the Project design where practicable.</u></p>
NoRs 1, 2, 3 and 4a	36.	<p>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 and Experienced Person to visit the building and assess the noise reduction performance of the existing building envelope.</p> <p><u>A new BPO assessment shall be undertaken to determine the BPO for the environment that is present prior to construction starting (time of lodging of OPW), and revision of the Schedule 2 PPFs and their classifications, to include future planned PPFs. Any future residential or other PPFs provided for in the AUP:OP zonings shall have a BPO assessment undertaken, including mitigation measures within the Project design where practicable.</u></p>
NoRs 1, 2, 3 and 4a	37.	<p>For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 36 above if:</p> <ul style="list-style-type: none"> (a) The Requiring Authority's Suitably Qualified and Experienced 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 36 above (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project. <p>If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.</p>
NoRs 1, 2, 3 and 4a	38.	<p>Subject to Condition 37 above, within six months of the assessment undertaken in accordance with Conditions 36 and 37, the Requiring Authority shall write to the owner of each Category C Building advising:</p> <ul style="list-style-type: none"> (a) If Building-Modification Mitigation is required to achieve 40 dB L_{Aeq(24h)} inside habitable spaces; and (b) The options available for Building-Modification Mitigation to the building, if required; and (c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.

NoR No.	No.	
NoRs 1, 2, 3 and 4a	39.	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.
NoRs 1, 2, 3 and 4a	40.	Subject to Condition 37, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 39 if: <ul style="list-style-type: none"> (a) The Requiring Authority has completed Building Modification Mitigation to the building; or (b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or (c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 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.
NoRs 1, 2, 3 and 4a	41.	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable.

Schedule 1: General accordance plans and information

NoR 1

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.

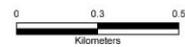
Concept Plan:



LEGEND

 Designation

NoR 1

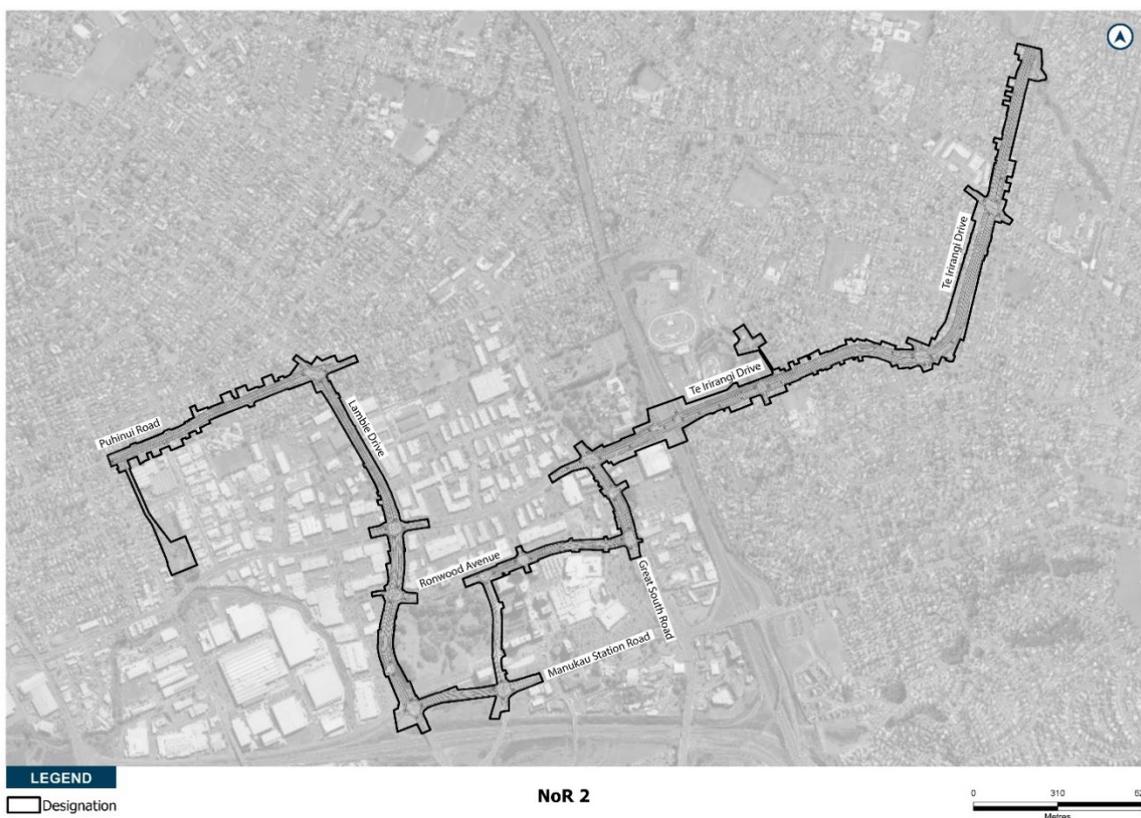


NoR 2

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:

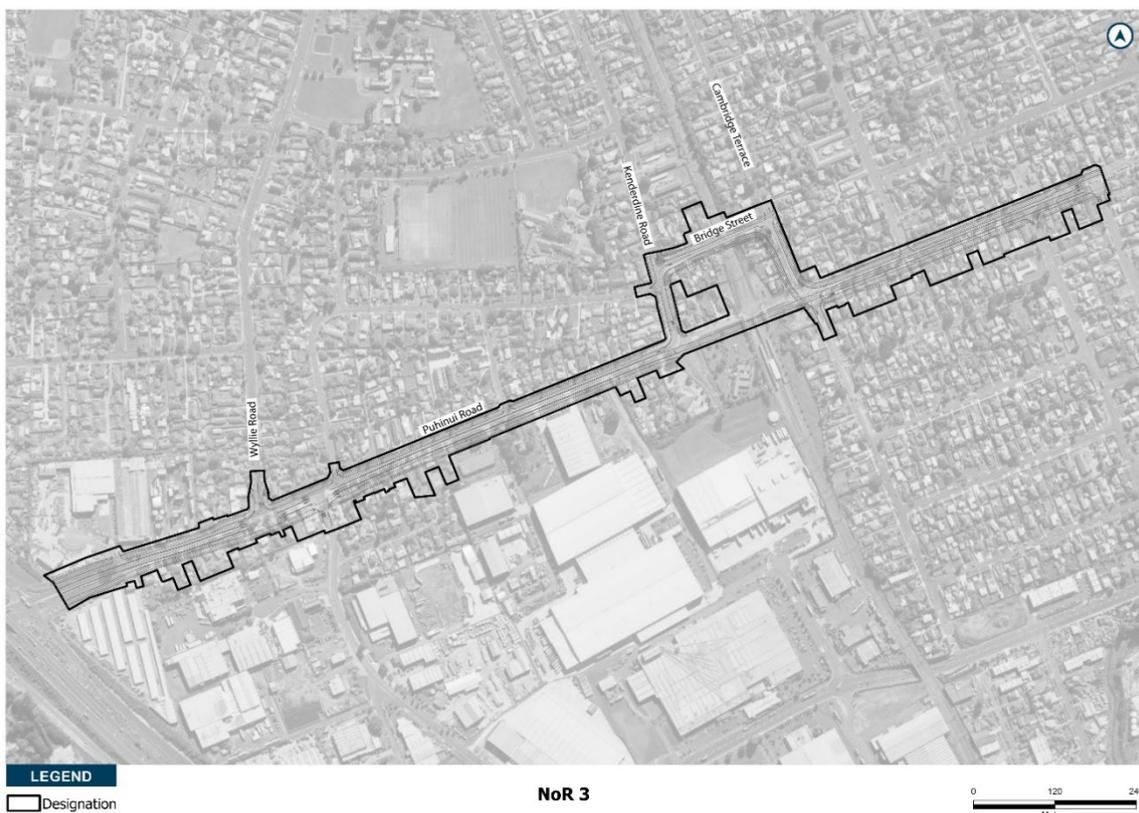


NoR 3

The proposed work is for the construction, operation and maintenance of an upgrade to Puhinui Road 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 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, 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:

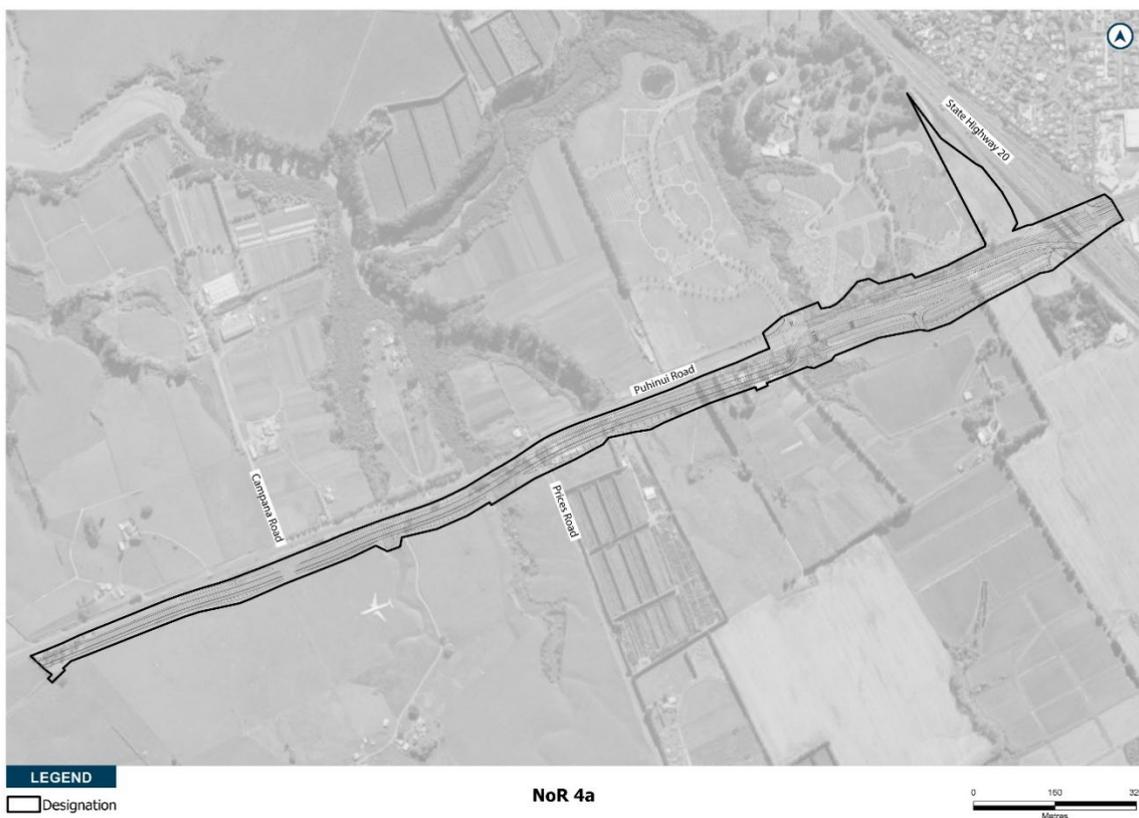


NoR 4a

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

NoR 1

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
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 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
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
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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	Category B
3 Moravale Lane	Altered	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
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
5 Sheddings Lane	Altered	Category B
6 Sheddings Lane	Altered	Category B
7 Sheddings Lane	Altered	Category B
8 Sheddings Lane	Altered	Category B
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
22 Sheddings Lane	Altered	Category B
24 Sheddings Lane	Altered	Category B
26 Sheddings Lane	Altered	Category B
28 Sheddings Lane	Altered	Category B
30 Sheddings Lane	Altered	Category B
4 Shingleton Lane	Altered	Category B
6 Shingleton Lane	Altered	Category B
7 Shingleton Lane	Altered	Category A
8 Shingleton Lane	Altered	Category B
10 Shingleton Lane	Altered	Category B
12 Shingleton Lane	Altered	Category B
14 Shingleton Lane	Altered	Category B
16 Shingleton Lane	Altered	Category B
5 Siedeberg Drive	Altered	Category A
13 Siedeberg Drive	Altered	Category A
13 Siedeberg Drive	Altered	Category A
15 Siedeberg Drive	Altered	Category A
150 Smales Road	Altered	Category A
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
17 Speyside Crescent	Altered	Category A
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
3 Srah Place	Altered	Category A
5 Srah Place	Altered	Category A
7 Srah Place	Altered	Category A
9 Srah Place	Altered	Category A
11 Srah Place	Altered	Category A
12 Srah Place	Altered	Category A
13 Srah Place	Altered	Category A
14 Srah Place	Altered	Category A
15 Srah Place	Altered	Category B
16 Srah Place	Altered	Category A
18 Srah Place	Altered	Category A
20 Srah Place	Altered	Category B
22 Srah Place	Altered	Category B
24 Srah Place	Altered	Category B
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
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
311 Te Irirangi Drive	Altered	Category A
311 Te Irirangi Drive	Altered	Category A
487 Te Irirangi Drive	Altered	Category B
491 Te Irirangi Drive	Altered	Category C
1 Tonu'U Court	Altered	Category A
3 Tonu'U Court	Altered	Category A
5 Tonu'U Court	Altered	Category A
7 Tonu'U Court	Altered	Category B
8 Tonu'U Court	Altered	Category A
9 Tonu'U Court	Altered	Category A
10 Tonu'U Court	Altered	Category B
11 Tonu'U Court	Altered	Category A
12 Tonu'U Court	Altered	Category A
14 Tonu'U Court	Altered	Category A
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
9 Vidiri Court	Altered	Category A

10 Vidiri Court	Altered	Category B
11 Vidiri Court	Altered	Category B
12 Vidiri Court	Altered	Category A
13 Vidiri Court	Altered	Category A
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
12 Walter Haddrell Crescent	Altered	Category A
13 Walter Haddrell Crescent	Altered	Category A
14 Walter Haddrell Crescent	Altered	Category A
15 Walter Haddrell Crescent	Altered	Category A
16 Walter Haddrell Crescent	Altered	Category A
17 Walter Haddrell Crescent	Altered	Category A
19 Walter Haddrell Crescent	Altered	Category A
21 Walter Haddrell Crescent	Altered	Category A
23 Walter Haddrell Crescent	Altered	Category A
25 Walter Haddrell Crescent	Altered	Category A
27 Walter Haddrell Crescent	Altered	Category A
2 Wando Lane	Altered	Category A
4 Wando Lane	Altered	Category B
6 Wando Lane	Altered	Category B
8 Wando Lane	Altered	Category B
10 Wando Lane	Altered	Category B
12 Wando Lane	Altered	Category B
14 Wando Lane	Altered	Category B
16 Wando Lane	Altered	Category B
18 Wando Lane	Altered	Category B
20 Wando Lane	Altered	Category B

22 Wando Lane	Altered	Category A
24 Wando Lane	Altered	Category B
1 Wayne Francis Drive	Altered	Category A
3 Wayne Francis Drive	Altered	Category A
5 Wayne Francis Drive	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
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
14 William Woods Court	Altered	Category A
15 William Woods Court	Altered	Category A
16 William Woods Court	Altered	Category B
17 William Woods Court	Altered	Category B
18 William Woods Court	Altered	Category B
19 William Woods Court	Altered	Category A
20 William Woods Court	Altered	Category A
21 William Woods Court	Altered	Category B

NoR 2

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	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
19 Dissmeyer Drive	Altered	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
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
6 Leith Court	Altered	Category A
8 Leith Court	Altered	Category A
10 Leith Court	Altered	Category A
14 Leith Court	Altered	Category A
16 Leith Court	Altered	Category A
18 Leith Court	Altered	Category A
19 Leith Court	Altered	Category A
20 Leith Court	Altered	Category A
21 Leith Court	Altered	Category A

22 Leith Court	Altered	Category A
1/12 Leith Court	Altered	Category A
2/12 Leith Court	Altered	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
65A Othello Drive	Altered	Category A
65B Othello Drive	Altered	Category A
67A Othello Drive	Altered	Category A
67B Othello Drive	Altered	Category A
1 Penion Drive	Altered	Category C
2 Penion Drive	Altered	Category A
4 Penion Drive	Altered	Category A
11 Penion Drive	Altered	Category A
15 Penion Drive	Altered	Category A
17 Penion Drive	Altered	Category A

19 Penion Drive	Altered	Category A
25 Penion Drive	Altered	Category A
25 Penion Drive	Altered	Category A
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	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 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
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
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	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
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

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
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
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

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

NoR 3

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
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
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223 Puhinui Road	Altered	Category A
224 Puhinui Road	Altered	Category A
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226 Puhinui Road	Altered	Category A
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228 Puhinui Road	Altered	Category A
229 Puhinui Road	Altered	Category A
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233 Puhinui Road	Altered	Category A
235 Puhinui Road	Altered	Category A
237 Puhinui Road	Altered	Category A
239 Puhinui Road	Altered	Category A
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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

NoR 4a

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

NoR 1

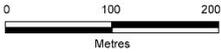
Pre-construction long tailed bat and wetland bird survey area(s)





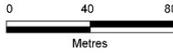
LEGEND

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



LEGEND

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



NoR 4a

Pre-construction wetland bird survey area

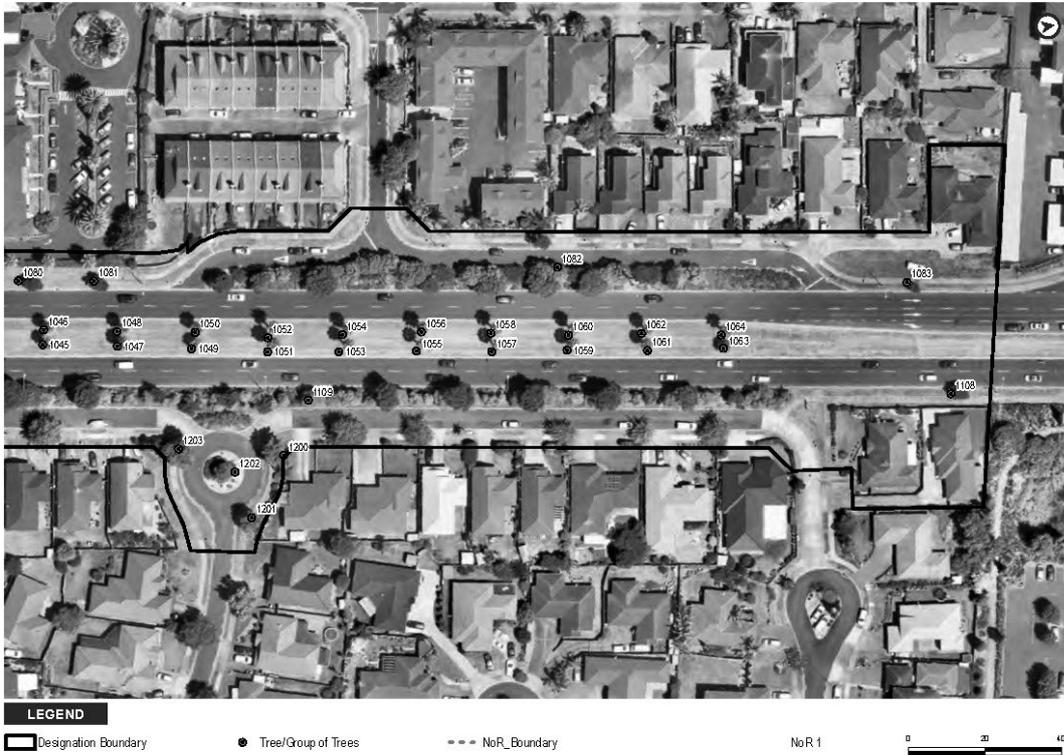


Pre-construction pipit survey area



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

NoR 1









LEGEND

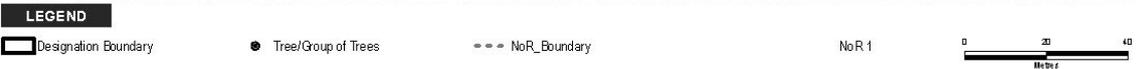
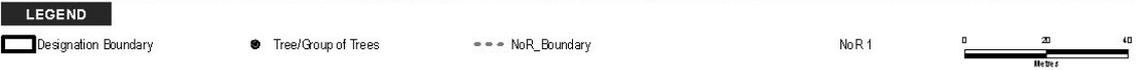
Designation Boundary
 ● Tree/Group of Trees
 - - - NoR_Boundary
 NoR 1
 0 20 40
 Meters



LEGEND

Designation Boundary
 ● Tree/Group of Trees
 - - - NoR_Boundary
 NoR 1
 0 20 40
 Meters







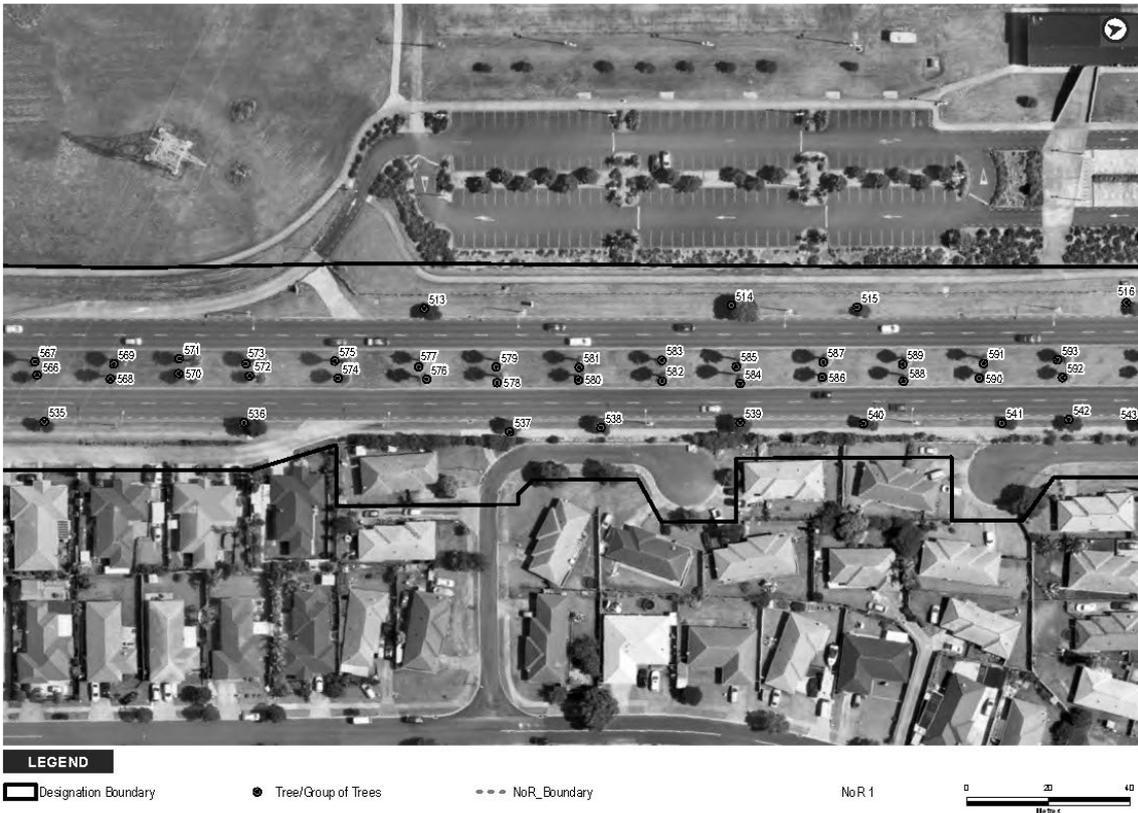
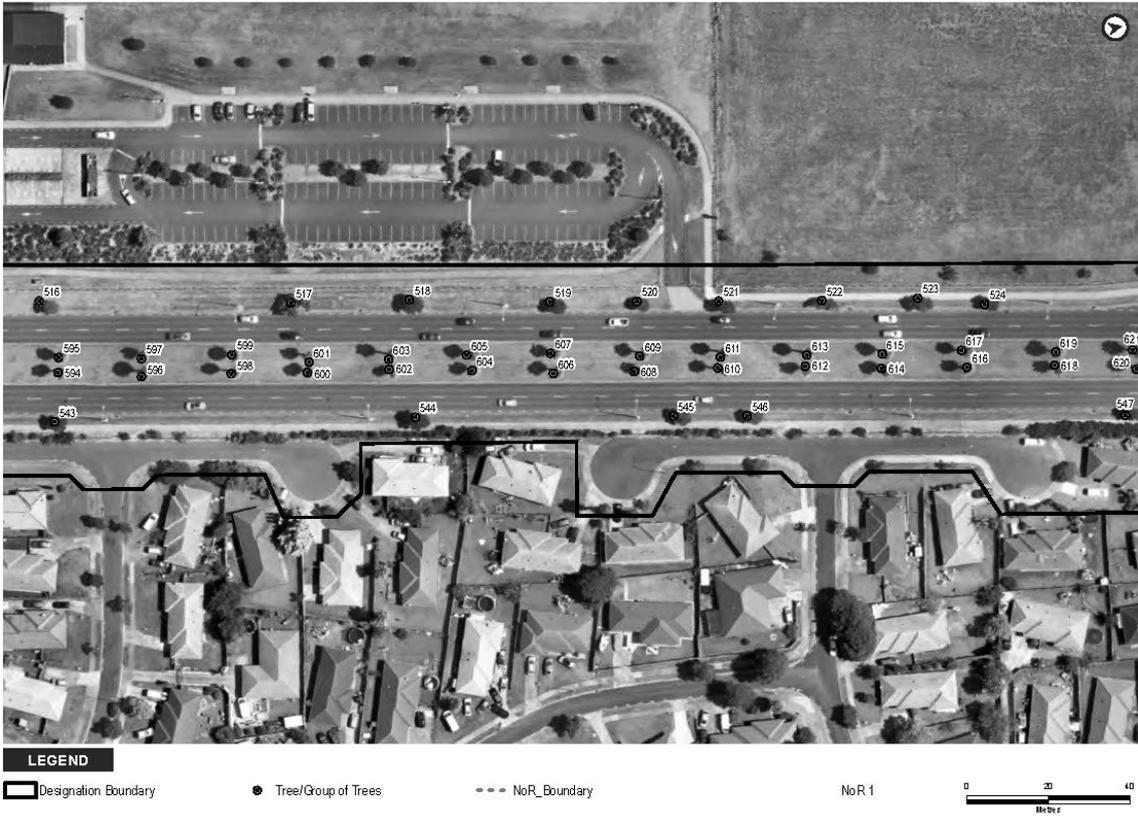
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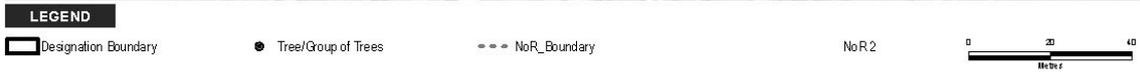
- Designation Boundary
- Tree/Group of Trees
- NoR_Boundary
- NoR 1
-



LEGEND

- Designation Boundary
- Tree/Group of Trees
- NoR_Boundary
- NoR 1
-





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
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508	Single tree	Road Reserve	Pohutukawa	Semi - Mature
509	Single tree	Road Reserve	Pohutukawa	Semi - Mature
510	Single tree	Road Reserve	Pohutukawa	Semi - Mature
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692	Single tree	Road Reserve	Washingtonia Palm	Mature
693	Single tree	Road Reserve	Washingtonia Palm	Mature
694	Single tree	Road Reserve	Washingtonia Palm	Mature
695	Single tree	Road Reserve	Washingtonia Palm	Mature
696	Single tree	Road Reserve	Washingtonia Palm	Mature
697	Single tree	Road Reserve	Washingtonia Palm	Mature
698	Single tree	Road Reserve	Washingtonia Palm	Mature
699	Single tree	Road Reserve	Washingtonia Palm	Mature
701	Single tree	Road Reserve	Pohutukawa	Semi - Mature
702	Single tree	Road Reserve	Pohutukawa	Semi - Mature
703	Single tree	Road Reserve	Pohutukawa	Semi - Mature
704	Single tree	Road Reserve	Pohutukawa	Semi - Mature
705	Single tree	Road Reserve	Pohutukawa	Semi - Mature

706	Single tree	Road Reserve	Pohutukawa	Semi - Mature
707	Single tree	Road Reserve	Pohutukawa	Semi - Mature
708	Single tree	Road Reserve	Pohutukawa	Semi - Mature
709	Single tree	Road Reserve	Pohutukawa	Semi - Mature
710	Single tree	Road Reserve	Pohutukawa	Semi - Mature
712	Single tree	Road Reserve	Pohutukawa	Semi - Mature
713	Single tree	Road Reserve	Pohutukawa	Semi - Mature
714	Single tree	Road Reserve	Pohutukawa	Semi - Mature
715	Single tree	Road Reserve	Pohutukawa	Semi - Mature
716	Single tree	Road Reserve	Pohutukawa	Semi - Mature
717	Single tree	Road Reserve	Pohutukawa	Semi - Mature
718	Single tree	Road Reserve	Pohutukawa	Semi - Mature
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720	Single tree	Road Reserve	Pohutukawa	Semi - Mature
721	Single tree	Road Reserve	Pohutukawa	Semi - Mature
722	Single tree	Road Reserve	Pohutukawa	Semi - Mature
723	Single tree	Road Reserve	Pohutukawa	Semi - Mature
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764	Single tree	Road Reserve	Pohutukawa	Mature
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763	Single tree	Road Reserve	Washingtonia Palm	Mature
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787	Single tree	Road Reserve	Pohutukawa	Mature
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811	Single tree	Road Reserve	Pohutukawa	Mature

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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
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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
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867	Single tree	Road Reserve	Pohutukawa	Mature
868	Single tree	Road Reserve	Pohutukawa	Mature
869	Single tree	Road Reserve	Pohutukawa	Mature
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
875	Single tree	Road Reserve	Washingtonia Palm	Mature
876	Single tree	Road Reserve	Washingtonia Palm	Mature
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975	Single tree	Road Reserve	Washingtonia Palm	Mature

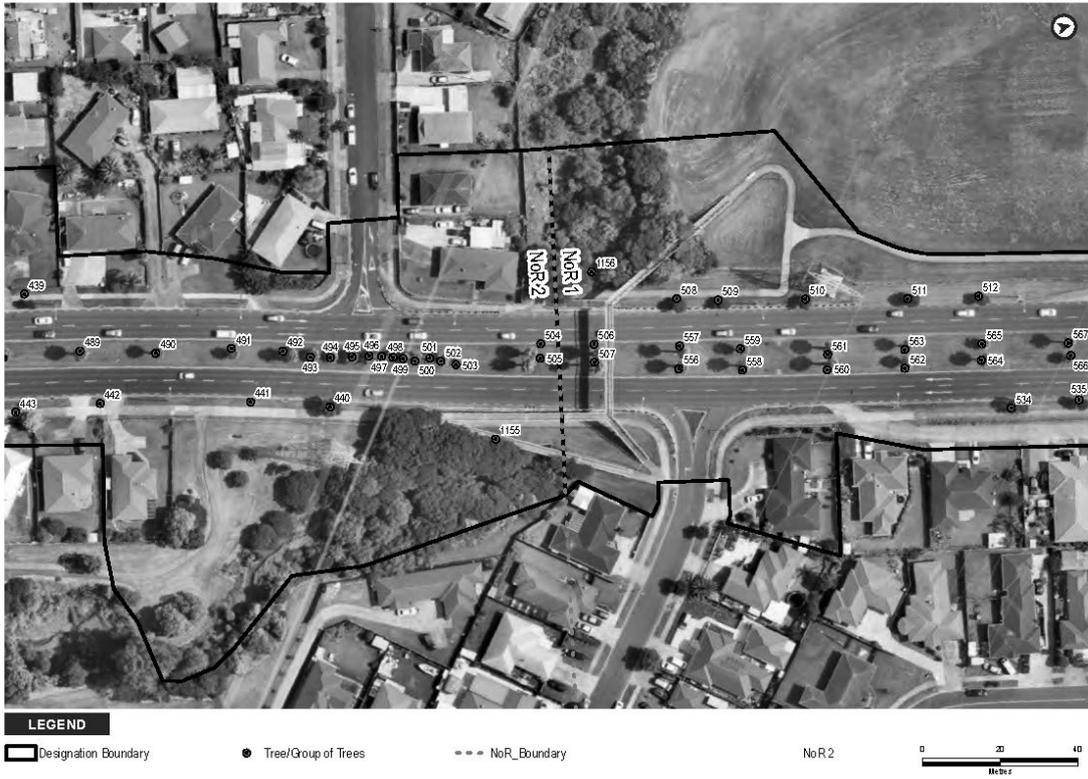
976	Single tree	Road Reserve	Washingtonia Palm	Mature
977	Single tree	Road Reserve	Washingtonia Palm	Mature
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980	Single tree	Road Reserve	Washingtonia Palm	Mature
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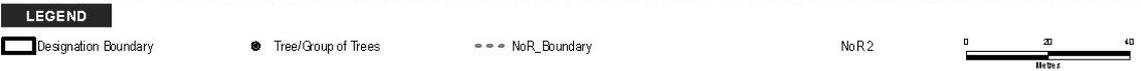
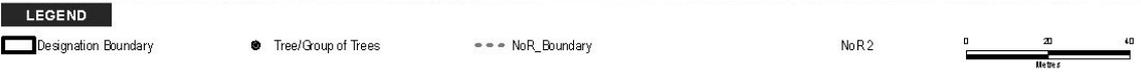
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1063	Single tree	Road Reserve	Washingtonia Palm	Mature
1064	Single tree	Road Reserve	Washingtonia Palm	Mature
1072	Group of Trees	Road Reserve	Ngaio, Pohutukawa	Sem-mature
1076	Single tree	Road Reserve	Pohutukawa	Mature
1077	Single tree	Road Reserve	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
1083	Single tree	Road Reserve	Pohutukawa	Mature
1082	Group of Trees	Road Reserve	Pohutukawa, Broadleaf, Tarata	
1108	Single tree	Road Reserve	Pohutukawa	Mature
1112	Single tree	Road Reserve	Pohutukawa	Mature
1113	Single tree	Road Reserve	Pohutukawa	Mature

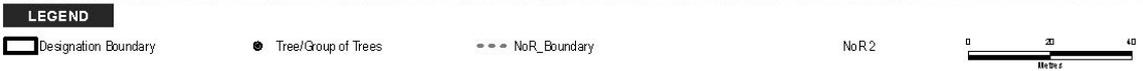
1109	Group of Trees	Road Reserve	Mixed Natives, Pohutukawa, Lemonwood	Mature
1110	Single tree	Road Reserve	Pin Oak	Semi - Mature
1111	Single tree	Road Reserve	Pin Oak	Semi - Mature
1115	Single tree	Road Reserve	Pohutukawa	Mature
1116	Single tree	Road Reserve	Pohutukawa	Mature
1114	Group of Trees	Road 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, Ma hoe, Kowhai	Mature
1158	Group of Trees	Open Space	Manuka, Tarata, Ma hoe, 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

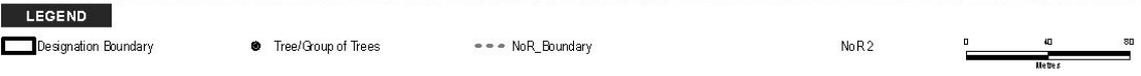
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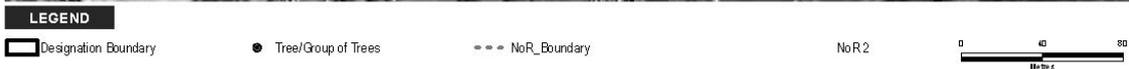


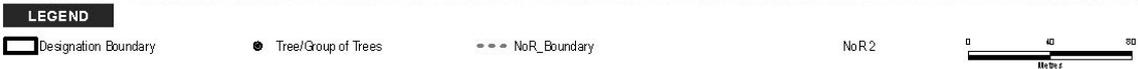
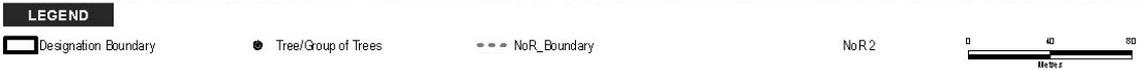


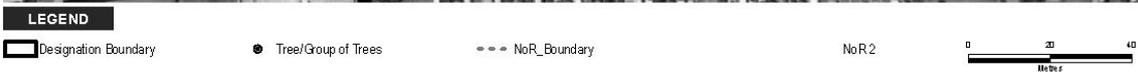


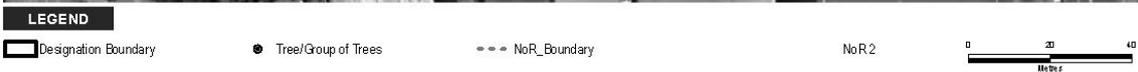
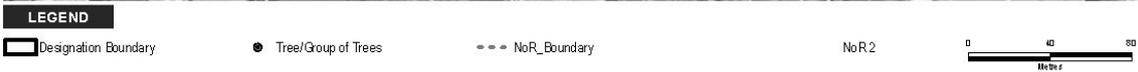




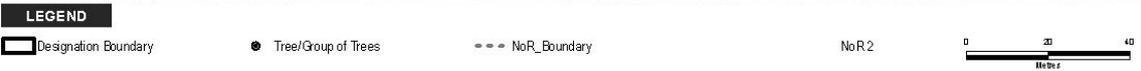
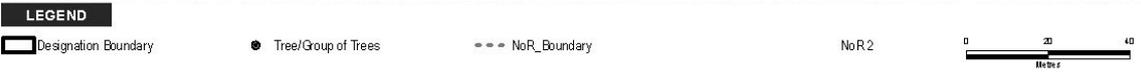














Tree No.	Vegetation Type	Protection	Species	Age
31	Single tree	Road Reserve	Magnolia	Mature
33	Single tree	Road Reserve	Pohutukawa	Semi - Mature
34	Single tree	Road Reserve	Pohutukawa	Semi - Mature
35	Single tree	Road Reserve	Bottlebrush	Semi - Mature
36	Single tree	Road Reserve	Pohutukawa	Semi - Mature
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
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 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

NoR 3







LEGEND

Designation Boundary
 ● Tree/Group of Trees
 - - - NoR_Boundary
 NoR 3
 0 20 40
 Meters



LEGEND

Designation Boundary
 ● Tree/Group of Trees
 - - - NoR_Boundary
 NoR 3
 0 20 40
 Meters



LEGEND

▭ Designation Boundary ● Tree/Group of Trees - - - NoR_Boundary NoR 3 0 20 40 Meters

Tree No.	Vegetation Type	Protection	Species	Age
1	Single tree	Notable	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	Notable	Group of Notable Trees – Magnolia requiring removal	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 5B Suggested Condition Set for NoR4B

(As received from TTN and with my recommended amendments shown as additions underlined and deletions strike-through

NOTICE OF REQUIREMENT FOR ALTERATION TO DESIGNATION 6717 (NoR4B)

Abbreviations and definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans	Confirmation from the Manager that a material change to a management plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received.
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 23
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018.
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments); • archaeological site investigations; • formation of access for geotechnical investigations; • establishment of site yards, site entrances and fencing; • constructing and sealing site access roads; • demolition or removal of buildings and structures;

	<ul style="list-style-type: none"> relocation of services; and establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
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 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.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
Mana Whenua	<p>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 engaged in the Airport to Botany Bus Rapid Transit Project:</p> <ul style="list-style-type: none"> Te Ākitai Waiohū Ngāi Tai ki Tamaki Ngāti Te Ata Waiohū Ngāti Whanaunga Ngāti Tamaoho Ngāti Paoa Trust Board Te Ahiwaru Ngāti Tamaterā Ngāti Maru <p>Note: other iwi not identified above may have an interest in the Project and should be consulted.</p>
MWPF	Mana Whenua Partnership Forum
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NUMP	Network Utilities Management Plan
NOR	Notice of Requirement
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
Pre-Project development	Existing site condition prior to the Project (including existing buildings and roadways).
Post-Project development	Site condition after the Project has been completed (including existing and new buildings and roadways).

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.
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Waka Kotahi NZ Transport Agency
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 and Experienced Person	A person (or persons) person who can provide sufficient evidence to demonstrate their suitability and competence.
ULDMP	Urban and Landscape Design Management Plan

General conditions	
1.	<p>Activity in General Accordance with Plans and Information</p> <p>(a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1.</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; and (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.	<p>(a) Conditions 1 – 24 of this designation shall only apply to the work described in the Project Description and Concept Plan in Schedule 1.</p> <p>(b) Except where explicitly provided for, Conditions 1 – 24 do not apply to works associated with on-going operation, safety improvements, and maintenance of the existing state highway, or the upgraded state highway following construction of the Project.</p>
3.	<p>Project Information</p> <p>(a) A project website, or equivalent virtual information source, shall be established within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation; (v) a subscription service to enable receipt of project updates by email; and (vi) how to apply for consent for works in the designation under section 176(1)(b) of the RMA. <p>(b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</p>
4.	<p>Designation Review</p> <p>(a) <u>The Requiring Authority shall, within 12 months of lodgement of the outline plan of works:</u></p>

	<p>(i) <u>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</u></p> <p>(ii) <u>give notice to the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</u></p> <p>(b) The Requiring Authority shall within 6 months of Completion of Construction or as soon as otherwise practicable:</p> <p>(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</p> <p>(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.</p>
5.	<p>Te Ākitai Waiohua – Southwest Gateway Programme</p> <p>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.</p>
6.	<p>Network Utility Operators (Section 176 Approval)</p> <p>(a) Prior to the start of Construction Works, Network Utility Operators (including Auckland International Airport Limited) and Auckland Council with existing infrastructure and/or parks facilities located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <p>(i) operation, maintenance and urgent repair works;</p> <p>(ii) minor renewal works to existing network utilities and/or parks facilities necessary for the on-going provision or security of supply of network utility and/or parks facility operations;</p> <p>(iii) minor works such as new service connections; and</p> <p>(iv) the upgrade and replacement of existing network utilities and/or parks facilities in the same location with the same or similar effects as the existing utility and/or park facility.</p> <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
<p>Pre-construction Conditions</p>	
7.	<p>Outline Plan</p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(b) Mana Whenua shall be invited as partners to participate in the preparation of an Outline Plan (or Plans).</p> <p>(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.</p> <p>(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:</p> <p>(i) Network Utilities Management Plan;</p> <p>(ii) Construction Environmental Management Plan;</p> <p>(iii) Construction Traffic Management Plan;</p> <p>(iv) Construction Noise and Vibration Management Plan;</p> <p>(v) Urban and Landscape Design Management Plan;</p> <p>(vi) Historic Heritage Management Plan; and</p> <p>(vii) Ecological Management Plan.</p> <p>(viii) <u>Development Response Management Plan</u></p>
8.	<p>Management Plans</p> <p>(a) Any management plan shall:</p> <p>(i) be prepared and implemented in accordance with the relevant management plan condition;</p> <p>(ii) be prepared by a Suitably Qualified and Experienced Person(s);</p> <p>(iii) be developed in partnership with Mana Whenua. The Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua;</p> <p>(iv) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates;</p>

	<ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> 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. <p>(b) Any management plan developed in accordance with Condition 8 may:</p> <ul style="list-style-type: none"> (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation; (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; and (iii) if there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision. <p>(c) Any material changes to the SCEMPs, are to be submitted to the Council for information.</p>
<p>9.</p>	<p>Mana Whenua Partnership</p> <p>(a) At least twelve (12) months prior to the start of detailed design for a Stage of Work<u>Within six months of confirmation of the NoRs</u>, the Requiring Authority shall invite Mana Whenua to establish a Mana Whenua Partnership Forum (MWPF). The objective of the MWPF is to provide a forum for Mana Whenua to participate as partners in all phases of the Project. To achieve the objective, the MWPF, <u>the Requiring Authority and the consenting authority shall agree on terms of reference for the MWPF including address</u> (as a minimum) the following matters:</p> <p><u>Requirements for implementing MWPF advice</u></p> <ul style="list-style-type: none"> (i) how Mana Whenua will provide input into the design of the Project <u>and how the consenting authority will ensure this input is implemented</u>. For example: <ul style="list-style-type: none"> 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) <u>The consequences for the Requiring Authority if the input from the MWPF is not adequately implemented</u> (iii) how Mana Whenua will be engaged <u>collaborated with</u> in the preparation of management plans and future consenting processes; (iv) how mātauranga Māori and tikanga Māori will be recognised in all phases of the Project; <p><u>Support for MWPF</u></p> <ul style="list-style-type: none"> (v) <u>the frequency and type of monitoring and reporting required to ensure the MWPF is fully informed about compliance with all consenting conditions. Including but not limited to compliance with the ULDMP, DRMP, NUMP, Tree Management Plan, HHMP, CNVMP, CTMP, CEMP and the Cultural Monitoring Plan.</u> (vi) <u>how the MWPF will be supported with technical legal, effects and resource management advice from the consenting authority and the Requiring Authority. Including but not limited to legal, resource management, effects specialists available</u>

	<p><u>prior, at and after all meetings and provide technical agenda papers in a timely fashion between meetings to ensure discussions are fully informed.</u></p> <p>(vii) <u>the MWPF will be administratively supported, including meeting organisation, a local venue and the taking and dissemination of meeting minutes;</u></p> <p>(viii) where opportunities for Mana Whenua to participate in engagement with local communities, business associations, social institutions and community groups will be provided;[relocated]</p> <p>(ix) 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:</p> <p>A. planting supplied through Mana Whenua and community based nurseries;</p> <p>B. local schools being involved in planting; and</p> <p>C. scholarships, cadetships and job creation. [relocated]</p> <p>(x) <u>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;</u>[relocated]</p> <p>(viii) <u>the frequency of meetings shall be agreed between the Requiring Authority and Mana Whenua; and</u></p> <p>(ix) <u>prior to the Start of Construction, the Requiring Authority shall produce a record of the Mana Whenua Partnership Forum. The record of the MWPF shall be provided to Mana Whenua and the consenting authority and shall include (but not be limited to);</u></p> <p>A. <u>details of how Mana Whenua have participated as partners in the Project;</u></p> <p>B. <u>details of how the matters set out in <u>Condition 10(a)</u> will be incorporated into the Project;</u></p> <p>C. <u>how the objective of the MWPF has been and will continue to be met; and</u></p> <p>D. <u>details of how comments from Mana Whenua have been incorporated into the Project and where not incorporated, the reasons why.</u></p> <p><u>Engagement with community</u></p> <p>(x) <u>MWPF will identify how they wish to participate in engagement with local communities, business associations, social institutions and community groups. Funding for engagement activities will be provided by the consenting authority</u></p> <p>(xi) <u>MWPF will identify how they wish to support the physical, mental, social and economic wellbeing for iwi and the local community, resources and funding will be provided through the Project. This could include:</u></p> <p><u>A. planting supplied through Mana Whenua and community based nurseries;</u></p> <p><u>B. local schools being involved in planting; and</u></p> <p><u>C. scholarships, cadetships and job creation</u></p> <p><u>D. use of acquired properties for positive community outcomes</u></p> <p><u>E. support for community members affected by the Project.</u></p> <p>(b) <u>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.</u></p> <p>(c) <u>The MWPF shall continue to meet for at least six months following the Completion of Construction or as agreed with Mana Whenua.</u></p>
10.	<p><u>Stakeholder Communication and Engagement Management Plan (SCEMP)</u></p> <p>(a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations 18 months prior to the Start of Construction for a Stage of Work. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with prior to and throughout the Construction Works. To achieve the objective, the SCEMP shall include:</p> <p>(i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);</p> <p>(ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;</p> <p>(iii) details of opportunities to strengthen the relationship between Mana Whenua, key stakeholders and the wider community;</p>

- (iv) ~~a list of stakeholders, community groups, organisations and businesses who will be engaged with;~~
 - (v) ~~identification of the properties whose owners will be engaged with;~~
 - (vi) ~~methods and timing to engage with landowners whose access is directly affected;~~
 - (vii) ~~methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and~~
 - (viii) ~~linkages and cross references to communication and engagement methods set out in other conditions and management plans where relevant.~~
- (b) ~~Any SCEMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.~~

Stakeholder Communication and Engagement Management Plan (SCEMP)

(a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations 18 months prior to the Start of Construction for a Stage of Work. The objectives of the SCEMP are to:

- i. develop, maintain and build relationships with the wider public and diverse stakeholders (including directly affected and adjacent owners e.g., businesses, community organisations, households; and their tenants, and those potentially affected in other ways)
- 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, the purpose of each engagement, by when and by/with whom
- iv. feed information into the Development Response Management Plan and communicate out of the Development Response Management Plan.

(b) The SCEMP shall be co-designed¹ by a representative group including the Requiring Authority, stakeholders, the wider public, MWPF, Council Parks and Community Facilities, and others as required.

(c) The SCEMP co-design group will be supported with technical legal, effects and resource management advice from the consenting authority and the Requiring Authority. Including but not limited to legal, resource management, effects specialists who will be available prior, at and after all meetings and provide technical agenda papers in a timely fashion between meetings to ensure discussions are fully informed.

(d) The SCEMP co-design group will be administratively supported including meeting organisation, a local venue and the taking and dissemination of meeting minutes;

(e) The frequency of meetings shall be agreed between the Requiring Authority and the SCEMP co-design group;

(f) The SCEMP will include:

- i. a description of the approaches to be undertaken to achieve the objectives of the SCEMP
- ii. 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);
- iii. the procedures for ensuring that there is a contact person available for the duration of the SCEMP, for engagement with the project by the wider public and stakeholders;
- iv. a list of stakeholders, community groups, organisations, individuals and businesses who will be engaged with;
- v. methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and
- vi. linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.

(g) The completed SCEMP for each Stage of Work shall be submitted to Council for independent review 18 months prior to construction commencing within the Stage of Work.

(h) After confirmation each SCEMP will be reviewed annually by the Development Response Management Plan Advisory Group.

11.

Urban and Landscape Design Management Plan (ULDMP)

- (a) A ULDMP shall be prepared in consultation with key stakeholders prior to the Start of Construction for a Stage of Work.
- (b) 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
- (bb) The ULDMP shall also be prepared in consultation with Council, in relation to effects on Parks, Open Space zones and community facilities, prior to the Start of Construction for a Stage of Work.
- (c) The objective of the ULDMP is to:
- (i) enable integration of the Project's permanent works into the surrounding landscape, sense of place and urban context;
 - (ii) ensure that the Project integrates with the existing and proposed active mode network;
 - (iii) ensure that the Project provides for high levels of connectivity, accessibility and safety for all users;
 - (iv) ensure that the Project ~~manages~~ mitigates potential adverse landscape and visual effects as far as practicable and contributes to the experience of a quality urban environment for people and communities;
 - (v) provide commensurate rejuvenation of the local environment; and
 - (vi) acknowledge and recognise the whakapapa Mana Whenua have to the Project area.
- (d) 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) Waka Kotahi Aotearoa Urban Street Guide (2023);
 - (vi) Waka Kotahi Integrated Public Transport and Urban Form Guide (tbc);
 - (vii) Auckland's Urban ~~Nga~~here (Forest) Strategy or any subsequent updated version;
 - (viii) Auckland Council's Auckland Design Manual; and
 - (ix) Auckland Council's Transport Emissions Reduction Pathway.
- (e) 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), community infrastructure, natural environment, landscape character ~~and~~ open space zones and any adopted master plans for the locality;
 - (ii) provides ~~appropriate~~ high quality and safe walking and cycling and micro-mobility connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections to the immediate neighbourhoods and wider community;
 - (iii) promotes inclusive access (~~where appropriate~~); and
 - (iv) promotes a sense of personal and public 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) 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:

¹ Codesign is a set of methods to involve the people affected in the development of plans. For example, see <https://knowledgeauckland.org.nz/publications/co-design-in-aotearoa-new-zealand-a-snapshot-of-the-literature/>

	<p>a. preserving them in the design and maintenance of the Project; and</p> <p>b. restoring them in a manner that recognises their historical and cultural significance. For example by clustering planting to represent a lost ngahere.</p> <p>F. how the historic and cultural significance of the Puhinui Historic Gateway is recognised; and</p> <p>G. how public access to coastal areas, waterways and open space is enhanced, where appropriate.</p> <p>(vi) provides for an integrated stormwater management approach which prioritises in the following order:</p> <p>A. opportunities for ki uta ki tai (a catchment scale approach);</p> <p>B. opportunities for net catchment benefit;</p> <p>C. green infrastructure and nature-based solutions; and</p> <p>D. opportunities for low maintenance design.</p> <p>(f) At the discretion of Mana Whenua, the matters listed in (e)(v) – (vi) shall either be incorporated into the ULDMP or prepared as a separate plan.</p> <p>(g) The ULDMP shall include:</p> <p>(i) a concept plan(s) – which depicts the overall landscape and urban design concept, and explains the rationale for the landscape and urban design proposals;</p> <p>(ii) developed design concepts, including principles for walking and cycling <u>and micro-mobility</u> facilities and public transport; and</p> <p>(iii) landscape and urban design details – that cover the following:</p> <p>A. road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment;</p> <p>B. roadside elements – such as lighting, fencing, wayfinding and signage;</p> <p>C. architectural and landscape treatment of all major structures, including bridges and retaining walls;</p> <p>D. architectural and landscape treatment of noise barriers;</p> <p>E. landscape treatment of permanent stormwater control wetlands and swales;</p> <p>F. integration of passenger transport;</p> <p>G. pedestrian and cycle <u>and micro-mobility</u> facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses;</p> <p>H. <u>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;</u></p> <p>I. <u>interfaces – how the interface and edge treatment with adjoining properties has been treated, including the treatment / interface with existing slip roads;</u></p> <p>J. historic heritage places with reference to the HHMP (Condition 23); and</p> <p>K. re-instatement of construction and site compound areas, driveways, accessways and fences.</p> <p>(h) The ULDMP shall also include the following planting details and maintenance requirements:</p> <p>(i) planting design details including:</p> <p>A. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan (Condition 26). Where practicable, mature trees and native vegetation should be retained;</p> <p>B. street trees, shrubs and ground cover suitable for berms;</p> <p>C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones;</p> <p>D. planting of stormwater wetlands;</p> <p>E. identification of vegetation to be retained and any planting requirements under the Ecological Management Plan (Condition 25) and Tree Management Plan (Condition 26);</p> <p>F. integration of any planting requirements required by conditions of any resource consents for the project; and</p> <p>G. re-instatement planting of construction and site compound areas as appropriate.</p> <p>H. <u>Restoration planting which remedies the loss of ecosystem services provided by vegetation identified for removal, including the replacement of planting that fails to establish. Advice note: In particular for trees, and including trees removed which would not have been protected by the AUP:OP, this ecosystem services replacement calculation is expected to yield a tree replacement ratio greater than 2:1</u></p>
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- (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 for restoration purposes, and:
 - F. restoration planting which remedies the loss of ecosystem services provided by vegetation identified for removal, including the replacement of planting which fails to establish.

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.

Specific Outline Plan Requirements

12. Flood Hazard

(a) The Project shall be designed to achieve the following flood risk outcomes:

- (i) no increase in 1% AEP flood levels for existing authorised habitable floors that are already subject to flooding or with a freeboard of less than 150mm;
- (ii) no more than a 10% reduction in freeboard in 1% AEP event for existing authorised habitable floors with a freeboard of over 150mm;
- (iii) no increase in 1% AEP flood levels 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 of more than 50mm in 1% AEP flood level on land zoned for urban or future urban development ~~where there is no existing dwelling;~~
- (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;
- (viii) no increase in flood hazard (defined as flow depth times velocity) for main access to existing authorised habitable dwellings that are already classified as significant hazard. Significant flood hazard means flow depth $\geq 0.3m$, or flow depth $\geq 0.1m$ and velocity $\geq 2ms^{-1}$ as per Auckland Council Stormwater Flood modelling Specifications (November 2011 version): and
- (ix) for areas with other hazard classifications, no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted.

(a) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 10 year and 1% AEP flood levels (for Maximum Probable Development land use and including climate change). The updated model shall be submitted to Auckland Council Healthy Waters for review and comment. The model extents and modelling methodologies shall be agreed with Auckland Council Healthy Waters prior to detailed assessment being undertaken.

	<p>(b) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.</p>
<p>Construction Conditions</p>	
<p>13.</p>	<p>Construction Environmental Management Plan (CEMP)</p> <p>(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:</p> <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) 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; (viii) procedures for incident management; (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses; (x) 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; (xi) procedures for responding to complaints about Construction Works; and (xii) methods for amending and updating the CEMP as required.
<p>14.</p>	<p>Complaints Register</p> <p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (i) the date, time and nature of the complaint; (ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate; (iv) the outcome of the investigation into the complaint; (v) any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. <p>(b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</p>
<p>15.</p>	<p>Cultural Monitoring Plan</p> <p>(a) A Cultural Monitoring Plan shall be prepared prior to the Start of Construction.</p> <p>(b) At least six (6) months prior to the start of detailed design, a Suitably Qualified and Experienced Person(s) identified in partnership with Mana Whenua shall commence the preparation of the Cultural Monitoring Plan.</p> <p>(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.</p> <p>(d) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> (i) requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua; (ii) requirements and protocols for cultural inductions for contractors and subcontractors; (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;

	<ul style="list-style-type: none"> (iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; (v) details of the preferred Accidental Discovery Protocol; and (vi) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol <p>(e) 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 and Experienced Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p>Advice Note: 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.</p>																																		
<p>16.</p>	<p>Construction Traffic Management Plan (CTMP)</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads; (vi) methods to maintain vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services). 																																		
<p>17.</p>	<p>Construction Noise Standards</p> <p>(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:</p> <p>Table 17.1: Construction noise standards</p> <table border="1" data-bbox="328 1442 1412 1935"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L_{Aeq(15min)}</th> <th>L_{AFmax}</th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> <tr> <td rowspan="4">Weekday</td> <td>0630h - 0730h</td> <td>55 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>65 dB</td> <td>80 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="4">Saturday</td> <td>0630h - 0730h</td> <td>55 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> </tbody> </table>	Day of week	Time period	L _{Aeq(15min)}	L _{AFmax}	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Saturday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB
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Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

(b) Where compliance with the noise standards set out in Table 17.1 is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition 20 shall apply.

18.

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 18.1 Construction vibration criteria

Receiver	Details	Category A	Category B
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	

**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 18.1 is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 19(c)(x), then the methodology in Condition 20 shall apply.

19.

Construction Noise and Vibration Management Plan (CNVMP)

- (a) A CNVMP shall be prepared prior to the Start of Construction for a 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 17 and 18 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 Acoustics – Construction Noise and the Waka Kotahi State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following:
 - (i) description of the works and anticipated equipment/processes;
 - (ii) hours of operation, including times and days when construction activities would occur;
 - (iii) the construction noise and vibration standards for the Project;
 - (iv) identification of receivers where noise and vibration standards apply;
 - (v) a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable;
 - (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;

	<ul style="list-style-type: none"> (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) identification of areas where compliance with the noise (Condition 17) and/or vibration standards (Condition 18 Category A or Category B) will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites. (xi) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise (Condition 17) and/or vibration standards (Condition 18 Category B) will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls Condition 19 (c)(x); (xii) identification of trigger levels for undertaking building condition surveys, which shall be below Category B day time levels; (xiii) procedures 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; (xiv) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that CNVMP, Schedules and the best practicable option for management of effects are being implemented; and (xv) requirements for review and update of the CNVMP.
<p>20.</p>	<p>Schedule to a CNVMP</p> <ul style="list-style-type: none"> (a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified and Experienced Person, in consultation with the owners and occupiers of sites subject to the Schedule, when: <ul style="list-style-type: none"> (i) construction noise is either predicted or measured to exceed the noise standards in Condition 17; (ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 18. (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. The Schedule shall include details such as: <ul style="list-style-type: none"> (i) construction activity location, start and finish dates; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 17 and 18 and predicted duration of the exceedance; (iv) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (v) a summary of 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 (vi) location, times and types of monitoring. (c) The Schedule shall be submitted to the Manager for information 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. If any comments are received from the Manager, these shall be considered by the Requiring Authority prior to implementation of the Schedule. (d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.
<p>21.</p>	<p>Historic Heritage Management Plan (HHMP)</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (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;
- (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) 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 Partnership Forum (Condition 9) and Urban and Landscape Design Management Plan (Condition 11) 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 mitigation 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 accidental 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 and Experienced Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 15).

(b2) an addendum to the HHMP shall be provided and certified by the Manager Heritage Unit (heritageconsents@aucklandcouncil.govt.nz) at least two weeks prior to earthworks commencing on site. Matters to be included in the addendum should include (but not be limited to):

- A. Provision in the methodology for circa 1900 and post 1900 sites and artefacts to be recorded, and for the potential for retention of artefacts for re-use in the road reserve area (or similar) near where they are found. This re-use is to be developed between the Consent holder (or any contractor) and the Heritage Unit, Auckland Council.
- B. Final reports submitted to comply with external requirements (archaeological authority) should also be shared with the schools, and similar, in the area. This is to enable institutions to develop an understanding of NZ history in their community.

Advice note: The Protected Objects Act 1975 applies to any archaeological artefacts

- (c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.

Accidental Discoveries

Advice Note:

The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version.

22. Pre-Construction Ecological Survey

	<p>(a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified and Experienced Person. The purpose of the survey is to inform the detailed design of ecological management by:</p> <ul style="list-style-type: none"> (i) confirming whether the species of value indigenous flora and fauna (including Regionally or <u>Nationally At-Risk or Threatened species</u>) within the Identified Biodiversity Areas recorded in Schedule 3 are still present; and (ii) confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines (or any subsequent updated version). <p>(b) Mana Whenua shall be invited as partners to observe how the ecological survey in (a) will be undertaken.</p> <p>(c) If the ecological survey in (a) above confirms the presence of ecological species of value indigenous flora and fauna (including Regionally or <u>Nationally At-Risk or Threatened species</u>) in accordance with Condition 24(a)(i) and that effects are likely in accordance with Condition 24(a)(ii), then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 25 for these areas (Confirmed Biodiversity Areas).</p>
<p>23.</p>	<p>Ecological Management Plan (EMP)</p> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 22) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise impacts of the Project on the ecological values of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:</p> <ul style="list-style-type: none"> (i) if an EMP is required in accordance with Condition 22(b) for the presence of long-tailed bats: <ul style="list-style-type: none"> 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 22(b) for the presence of Threatened or At-Risk birds (excluding Wetland Birds): <ul style="list-style-type: none"> 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 22(b) for the presence of Threatened or At-Risk wetland birds: <ul style="list-style-type: none"> 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;~~
 - ~~b. monitoring of the nesting Threatened or At Risk wetland birds by a Suitably Qualified and Experienced 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 and Experienced 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 and Experienced 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.~~

~~(b) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.~~

~~(c) Where appropriate, and in partnership with Mana Whenua, flora and fauna values identified in the ULDMP are reflected and included within this EMP.~~

Ecological Management Plan (EMP)

An Ecological Management Plan shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 22 on NoR4B) prepared by a suitably qualified ecologist, to manage effects on bats, birds, lizards, and the removal of vegetation (e.g. vegetation removal in roads, public spaces, ONFs, ONLs, HNCs, and ONCs) within NoR1 – 4B, must be submitted for certification by the Council, prior to any works commencing within the designation (NoR 1 – 4B). The ecological management plan shall include, but not limited to the following:

- Bat Management
- Bird Management (all bird species)
- Lizard Management
- Revegetation Planting

The certified Ecological Management Plan (EMP) for any Confirmed Biodiversity Areas (confirmed through Condition 22 on NoR4B) shall be implemented in all respects, unless the Council, in consultation with Council's ecologist, agrees in writing to any alteration.

The EMP shall be consistent with best practices methodologies and complicit with ecological management measures to be undertaken in compliance with conditions of any regional resource consents for the Project.

Advice Note:

	<p>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</p> <ul style="list-style-type: none"> (i) Stream and/or wetland restoration plans; (ii) Vegetation restoration plans; and (iii) Fauna management plans (e.g. avifauna, herpetofauna, bats).
24.	<p>Network Utility Management Plan (NUMP)</p> <ul style="list-style-type: none"> (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. The NUMP shall include methods to: <ul style="list-style-type: none"> (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 <u>and shall include any s177 consents required for works affecting prior Designations and Watercare 'Works Over Approvals'</u>. (d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) 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. <p><i>Advice Note:</i> <u>For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</u></p>
24A	<p><u>The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to identify opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan or Plans prepared for the Project.</u></p>

Schedule 1: General accordance plan and information

The proposed work is an upgrade of the existing State Highway 20B (SH20B) from the SH20/20B Interchange to Manukau Memorial Gardens. This is for the construction, operation and maintenance of the State Highway including a Bus Rapid Transit (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 the SH20B corridor between the SH20/20B interchange and the intersection of Manukau Memorial Gardens to provide westbound lanes, walking and cycling facilities and a ramp from SH20B onto SH20 for southbound traffic while enabling the provision of a BRT corridor;

- b) Associated works including but not limited to intersections, bridges, embankments, retaining walls, culverts, stormwater management systems; and
- c) Construction activities, including vegetation removal, construction areas and the re-grading of driveways.

Concept Plan:



Schedule 2: Pre-construction pipit survey area

