

**BEFORE THE ENVIRONMENT COURT  
AT AUCKLAND**

**ENV-2024-AKL-**

**I MUA I TE KŌTI TAIAO O AOTEAROA  
KI TĀMAKI MAKĀURAU**

**UNDER** the Resource Management Act 1991 ("**Act**")

**IN THE MATTER** of an appeal under section 174 of the RMA against a decision of Auckland Transport on the Notices of Requirement that comprise part of the Airport to Botany Bus Rapid Transit Project

**BETWEEN** **BPG DEVELOPMENTS LIMITED**

Appellant

**A N D** **AUCKLAND TRANSPORT**

Respondent

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**NOTICE OF APPEAL BY BPG DEVELOPMENTS LIMITED**

**28 MARCH 2024**

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**ELLIS GOULD  
LAWYERS  
AUCKLAND**

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**TO: The Registrar**

Environment Court  
Auckland

1. **BPG DEVELOPMENTS LIMITED** (“**BPG**”) appeals the decision of Auckland Transport (“**AT**”) dated 21 February 2024 confirming two Notices of Requirement for designations in the Auckland Unitary Plan, being:

- (a) Airport to Botany Bus Rapid Transit from Botany to Rongomai Park (“**NoR 1**”); and
- (b) Airport to Botany Bus Rapid Transit from Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (“**NoR 2**”).

Both NoR 1 and 2 enable the construction, operation and maintenance of upgrades to provide for a Bus Rapid Transit corridor, walking and cycling facilities and associated infrastructure. These, along with two other Notices of Requirement<sup>1</sup>, comprise part of the Airport to Botany Bus Rapid Transit Project (“**A2B**”).

- 2. BPG made submissions on NoR 1 and NoR 2 on 6 April 2023.
- 3. BPG received notice of the Decision on 8 March 2024.
- 4. The Decision subject to the appeal was made by AT.
- 5. BPG is not a trade competitor for the purposes of 308D of the Act.
- 6. BPG will be directly and adversely affected by the subject of this appeal as it is responsible for the management of the following properties (“**Sites**”) which are proposed to be designated as part of NoR 1 and NoR 2:

- (a) “**Botany Junction**” which is affected by NoR 1 and comprises:
  - (i) 277 Te Irirangi Drive (owned by Te Irirangi Limited); and
  - (ii) 123 Ormiston Road (owned by Ormiston Road Holdings Limited).

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

(b) 308 Te Irirangi Drive which is affected by NoR 1 (owned by Ecart Holdings Limited and known as “**Botany South**”).

(c) 613 – 615 Great South Road which is affected by NoR 2 (owned by Manukau Junction Limited and known as “**Cavendish Corner**”).

(together “**the Sites**”)

7. BPG is not opposed to NoR 1 or 2, subject to the imposition of an appropriate lapse date and of conditions which appropriately address the effects of the designations on the safety and convenience of vehicle access to and from the Sites. The appeal is concerned primarily with the conditions on which the NoRs 1 and 2 should be upheld.

### **Reasons for the Appeal**

8. The reasons for the appeal are that, NoR 1 and 2, in their present form will:

- (a) Not promote the sustainable management of the natural and physical resources;
- (b) Not amount to and promote the efficient use and development of resources;
- (c) Not be consistent with the purpose and principles in Part 2 of the Act;
- (d) Generate unacceptable adverse effects on the environment, and in particular, on the Sites;
- (e) Not enable the social, economic, and cultural wellbeing of the community; and
- (f) Not warrant being upheld in terms of section 171 of the Act.

In addition, and without limiting the generality of the above:

#### *Background*

- (g) The frontages of each of the Sites are subject to the proposed designations. Cavendish Corner is subject to NoR 1. Botany Junction and Botany South are subject to NoR 2.

- (h) The Sites are variously zoned Business – Local Centre, Business – Mixed Use and General Business.<sup>1</sup> Each of the Sites comprises a street-facing centre for a range of businesses including professional offices, food and beverage/hospitality, retail, medical services, gyms, childcare facilities and other commercial premises.
- (i) Efficient vehicle access to and egress from the Sites is required to:
  - (i) Ensure the operation and commercial viability of businesses located at the Sites; and
  - (ii) Enable the business and services on the Sites to continue to provide functional benefits and amenity to occupants of the surrounding residential areas.

*Appeal Point 1 – Lapse date*

- (j) BPG appeals the part of the Decision which rejected the Commissioners' recommendation to impose a 10-year lapse date on NoRs 1 and 2, and which adopts a 15-year lapse date instead.
- (k) The A2B Project involves route protection. As a result, SGA seeks extended lapse dates so that designations will be in place if and when funding becomes available for aspects other than the consenting programme.
- (l) That extended lapse date raises a number of issues including:
  - (i) The lack of certainty that the work will occur at all and, if it does occur, the sequence in which that will happen.
  - (ii) That landowners and occupiers have no certainty regarding whether and when their land will be purchased until a commitment is made to fund and undertake that exercise. While there is an ability under section 185 RMA to request the Environment Court to make an order requiring purchase, that section places the obligation on the landowner to initiate the proceedings and is inevitably time-consuming and expensive.



- (m) A ten-year lapse date more appropriately accounts for the funding context while reducing uncertainty generated by the lengthy lapse period on landowners and occupiers.

*Appeal Point 2 – Long term effects on access and egress*

- (n) BPG appeals the part of the Decision which:
  - (i) Rejects the Commissioners' recommendations to amend the wording of conditions 14 and 16 of NoRs 1 and 2, and to introduce a new condition 45 for NoR 1, to mitigate the effects of the NoRs on the amenity and functionality of existing accesses (including loading bays); and
  - (ii) Fails to provide for access to / egress from the Sites to be retained in its current form following completion of construction.
- (o) BPG understands that the Requiring Authority:
  - (i) Does not intend to make permanent changes to the access to / egress from the Sites (i.e., it is intended to retain all of the vehicle accesses to the respective sites).
  - (ii) Has applied the NORs to the Sites only to provide for temporary changes to access arrangement effects arising from the reforming and regrading works proposed during the construction phase.
- (p) Those outcomes are not clear from the designation plans, however. While AT proposes a condition (Condition 16) that seeks to provide some assurance regarding long term property access, it does not provide the requisite certainty for landowners and occupiers.
- (q) Condition 16 requires the provision of safe access. It does not require the retention of all access that exists at the time the Outline Plan is submitted, or even that efficient access is provided.
- (r) The Sites have multiple accesses, reflective of the size and nature of the services provided on them. Despite this, the condition could be complied with through closure of existing (more direct) accesses on the basis that

safe access is still provided by other existing (but less direct) accesses. Closure of direct accesses would have significant adverse effects on efficiency of travel to the Sites, as well as traffic circulation in respect of carparking configuration within the sites. That in turn would have significant adverse effects on the viability of the activities on the Sites and the extent to which they provide convenient and functional services for the surrounding community.

- (s) In addition, the left in / left out (“**LILLO**”) intersections on Te Irirangi Drive, which service Botany Junction and Botany South respectively, currently cater to large trucks which utilise loading areas to the rear of the Sites. The proposed changes show a narrowing of both intersections that would compromise their use by larger trucks. The provision of such access could also be interpreted as complying with the condition, on the basis that safe access is still provided for.

*Appeal Point 3 – Construction Effects*

- (t) BPG appeals the part of the Decision which:
  - (i) Rejects the Commissioners’ recommendations to amend the wording of condition 20 of NoRs 1 and 2 regarding the Construction Traffic Management Plan (“**CTMP**”) to require the CTMP consideration of key vehicle access routes and the impacts on businesses of closing; and
  - (ii) Fails to provide for a process of engagement and feedback from key stakeholders as part of the preparation of the CTMP.
- (u) Due to the commercial nature of the activities on the Sites, it is important that access is retained throughout the construction of the project as any restriction on access can affect the commercial viability and efficient operation of the businesses located at the Sites.
- (v) While Condition 20 of NoR 1 and NoR 2 requires the provision and approval of a CTMP prior to the commencement of construction in the vicinity of the Site, the current wording fails to ensure that the CTMP is consulted on adequately or to provide certainty that the operation of the Sites will not be unreasonably impacted by construction of the Project.

*Appeal Point 4 – Carparking*

- (w) BPG appeals the part of the Decision which fails to introduce a condition on NoR 1 and NoR 2 requiring that the current carpark quantity and configuration at the Sites be retained.
- (x) The current designation boundaries for NoR 1 encroach into the Botany Junction and Botany South properties and, if given effect in that form, are likely to result in a reduction of carparking space in these locations.
- (y) It is unclear the extent to which the designation boundaries for NoR 2 will impact the carparking space for Cavendish corner, so a condition is sought for certainty.
- (z) Adverse effects on the current car parking configuration and quantity need to be avoided both during construction and in the long term if commercial activities and community services on the Sites are to continue to contribute to the social and economic wellbeing of the local community.

*Appeal Point 5 – Signage*

- (aa) BPG appeals the part of the Decision which fails to introduce a condition on NoR 1 and NoR 2 requiring that the current signage at the Sites be retained or replicated.
- (bb) There are currently large-format destination signs at all three of the Sites (Botany Junction, Botany South and Cavendish Corner) which are located within the proposed designation boundaries. Removal of this signage could impact on the access to and ultimately the viability of those activities.
- (cc) Conditions should be imposed requiring either retention or replication of that signage following implementation of the NoRs.

***Relief Sought***

- 9. BPG seeks the following relief:
  - (a) That the appeal be allowed.

- (b) That Condition 5 of NoR 1 and NoR 2 be amended to read as follows (deletions shown in strikethrough and additions shown in underline):

*Lapse*

*In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 10~~15~~ years from the date on which it is included in the AUP.*

- (c) That Condition 16 of NoR 1 be amended to read as follows (deletions shown in strikethrough and additions shown in underline):

**Existing Property Access**

A. *Where existing property vehicle access which exists at the time the Outline Plan is submitted is proposed to be altered by the project, the Requiring Authority shall consult with the directly affected landowner regarding the required changes. The Outline Plan shall demonstrate how safe access will be provided, unless otherwise agreed with the affected landowner.*

B. *The Requiring Authority shall ensure that all property access at **277 Te Irirangi Drive, 123 Ormiston Road and 308 Te Irirangi Drive** that exists at the time the Outline Plan is submitted shall be retained in and reinstated into its current form following completion of construction. In addition, the Requiring Authority must ensure that:*

*a. Direct vehicle access between 277 Te Irirangi Drive and Botany Way is retained in a form that caters to 11.5 metre trucks.*

*b. Direct vehicle access between 308 Te Irirangi Drive and Bishop Lenihan Place is retained in a form that caters to 12.6 metre trucks.*

- (d) That Condition 16 of NoR 2 be amended to read as follows (deletions shown in strikethrough and additions shown in underline):

**Existing Property Access**

A. *Where existing property vehicle access which exists at the time the Outline Plan is submitted is proposed to be altered by the project, the Requiring Authority shall consult with the directly affected landowner regarding the required changes. The Outline Plan shall demonstrate how safe access will be provided, unless otherwise agreed with the affected landowner.*

B. The Requiring Authority shall ensure that all property access at **613 – 615 Great South Road** that exists at the time the Outline Plan is submitted shall be retained in and reinstated into its current form following completion of construction.

- (e) Reinstatement of the Commissioners' recommendations regarding the inclusion of Condition 14 and 16 of NoRs 1 and 2 and Condition 45 of NoR 1.
- (f) That Condition 20 of NoR 1 and NoR 2 be amended to read as follows (deletions shown in strikethrough and additions shown in underline):

**Construction Traffic Management Plan (CTMP)**

(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.

...

(xii) Methods to maintain key vehicle access routes within sites during the designation extent to ensure business operations on affected sites can continue in a viable manner during construction works.

(xiii) Members of the public and stakeholders directly affected by any Construction Traffic Management Plan and adjacent owners and occupiers of land shall be engaged in the preparation of that Plan.

- (g) Introduction of a new condition on NoR 1 reading as follows:

**Carpark**

The Requiring Authority is to ensure that there is no reduction in the quantity of carparks at 277 Te Irirangi Drive, 123 Ormiston Road and 308 Te Irirangi Drive both during the construction period and following completion of construction. Carparking configuration must also be retained in its current form.

- (h) Introduction of a new condition on NoR 2 reading as follows:

**Carpark**

The Requiring Authority is to ensure that there is no reduction in the quantity of carparks at 613 to 615 Great South Road both during the construction period and following completion of construction. Carparking configuration must also be retained in its current form.

- (i) Introduction of a new condition on NoR 1 reading as follows:

**Signage**

The Requiring Authority is to ensure that the large format destination signage at **277 Te Irirangi Drive, 123 Ormiston Road and 308 Te Irirangi Drive** is either:

- (a) retained in its current location; or
  - (b) relocated to a suitable location, as agreed in consultation with the landowner, at the Requiring Authority's own cost.
- (j) Introduction of a new condition on NoR 2 reading as follows:

**Signage**

The Requiring Authority is to ensure that the large format destination signage at **613 – 615 Great South Road** is either:

- (c) retained in its current location; or
  - (d) relocated to a suitable location, as agreed in consultation with the landowner, at the Requiring Authority's own cost.
- (k) Such further orders, relief, consequential amendments or other amendments as are considered appropriate and necessary to address BPG's concerns set out above.
- (l) Costs of and incidental to this appeal.

**Attachments**

10. The following documents are attached to this notice:
- (a) **Attachment 1:** Copies of BPG's submissions on NoR 1 and NoR 2.
  - (b) **Attachment 2:** Extracts of the Recommendation and Decision.
  - (c) **Attachment 3:** A list of persons to be served with a copy of this notice.

**DATED** this 28<sup>th</sup> day of March 2024

**BPG DEVELOPMENTS LIMITED** by its solicitors  
and duly authorised agents Ellis Gould



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**Douglas Allan / Alex Devine**

**ADDRESS FOR SERVICE:** The offices of Ellis Gould Lawyers, Level 31, Vero Centre, 48 Shortland Street, PO Box 1509, Auckland 1140, DX CP22003, Auckland, Telephone: (09) 307-2172, Facsimile: (09) 358-5215. Attention: Douglas Allan / Alex Devine. [dallan@ellisgould.co.nz](mailto:dallan@ellisgould.co.nz) / [adevine@ellisgould.co.nz](mailto:adevine@ellisgould.co.nz).

## **Advice to recipients of copy of notice of appeal**

### **How to become party to proceedings**

You may be a party to the appeal if you made a submission or a further submission on the matter of this appeal.

To become a party to the appeal, you must —

- within 15 working days after the period for lodging a notice of appeal ends, lodge a notice of your wish to be a party to the proceedings (in form 33) with the Environment Court and serve copies of your notice on the relevant local authority and the appellant; and
- within 20 working days after the period for lodging a notice of appeal ends, serve copies of your notice on all other parties.
- Your right to be a party to the proceedings in the court may be limited by the trade competition provisions in section 274(1) and Part 11A of the Act.
- You may apply to the Environment Court under section 281 of the Act for a waiver of the above timing or service requirements (see form 38).

### **How to obtain copies of documents relating to appeal**

The copy of this notice served on you does not have attached a copy of the appellant's submission and (or or) the decision (or part of the decision) appealed. These documents may be obtained, on request, from the appellant.

**Advice:** If you have any questions about this notice, contact the Environment Court in Auckland, Wellington, or Christchurch.



**Attachment 1:** Copies of BPG's submission on NoR 1 and BPG's submission on NoR 2

21 February 2024

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

Dear David

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

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

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

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

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

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



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

Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in <b>bold and underlined</b> and rejections are in <b>bold and strikethrough</b> )	Reason for modifications
All	Abbreviations and definitions	<p><b>Certification of material changes to management plans and CNVMP Schedules</b></p> <p>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.</p> <p>A material change to a management plan or CNVMP Schedule shall be deemed certified:</p> <p>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or</p> <p><b>(b) <u>ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</u></b></p> <p><b>(c) <u>five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.</u></b></p>	<p><b>Reject deletion of clauses (b) and (c)</b> – Auckland Transport does not consider the proposed deletion of clauses (b) and (c) are appropriate. The Commissioners did not provide an evidential basis for the deletion of clauses (b) and (c). Auckland Transport considers that these clauses are necessary to ensure that construction works are not unreasonably delayed. Auckland Transport is experienced in implementing large scale infrastructure projects and in reality, it will be communicating regularly with the Council Monitoring Officer. Any likely material changes to management plans will be flagged as they occur.</p>
All	3 <sup>1</sup>	<p><b>Land use Integration Process</b></p> <p>(a) The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose:</p> <p>(i) Within twelve (12) months of the date on which this designation is included in the AUP, the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to be established by Condition (2)(a)(iii).</p> <p>(ii) The nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation.</p> <p>...</p> <p><del>(e) Where a Developer and Development Agency wishes to advance development plans, the Requiring Authority shall:</del></p> <p><del>(i) engage with the Developer or Development Agency in good faith to consider how the designation can integrate with the development plans;</del></p> <p><del>(ii) use all reasonable endeavours to advance the design of the relevant part of the designation to understand how it can integrate with the development plans; and</del></p> <p><del>(iii) use all reasonable endeavours to minimise the impact of the designation on development plans (including, but not limited to, considering design and construction methods to minimise the loss of land available for the development plans).</del></p> <p>...</p> <p>(f) The nominated contact shall maintain a record of the engagement between the Requiring Authority and Developers and Development Agencies for the period following the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include:</p> <p>....</p> <p><del>(iv) details of any agreed changes to achieve integration with development plans</del></p>	<p><b>Reject addition of clause (e) and (f)(iv)</b> – Auckland Transport does not consider the proposed addition of clauses (e) and (f)(iv) are necessary. The Commissioners did not provide any justification for the amendments made to the Land use Integration Process (LIP) condition, nor did they state any concerns regarding the condition as proposed. Auckland Transport also notes that the changes sought by the Commissioners, in particular the requirement for the Requiring Authority to ‘use all reasonable endeavours’ to advance a development and minimise the impact that the Project will have on development plans goes well beyond the prevent or hinder test that is set out in section 176 of the RMA. Auckland Transport considers that the LIP condition that it proposes will complement the section 176 process and does not override this requirement.</p> <p>Auckland Transport has been clear in evidence and legal submissions<sup>2</sup> that no further design work will be undertaken and no design decisions will be made prematurely. With funding for the next stages of the Project yet to be allocated, progressing the design at this stage would be inappropriate. The LIP condition is an innovative mechanism proposed by Auckland Transport to assist with the integration of future development located adjacent to the Project. The LIP, together with the section 176 approval process, will effectively bridge the gap between the concept and detailed stages of designs for those who genuinely require further information prior to project implementation to enable their development (or master plans) to proceed.</p> <p>Auckland Transport notes that examples have been presented throughout the hearing process which effectively demonstrate how the LIP will work in practice. These examples include:</p> <ul style="list-style-type: none"> <li>- Murdoch Newell Development Limited at 33 Lambie Drive; and</li> <li>- Altrend Properties Limited at 352-358 Puhinui Road.</li> </ul> <p>In both scenarios, the Developers had development plans that were well progressed and collaboratively worked with the Requiring Authorities to achieve an integrated land use and transport outcome.</p> <p>Therefore, Auckland Transport considers that all the matters raised in clauses (e)(i) – (e)(iii) and (f)(iv) are addressed through the existing conditions.</p>

<sup>1</sup> Condition 3 – All NoRs

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



Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in <b>bold and underlined</b> and rejections are in <b>bold and strikethrough</b> )	Reason for modifications
All	4 <sup>3</sup>	<p><b>Designation Review</b></p> <p><del>(a) The Requiring Authority shall, within 12 months of lodgement of the outline plan of works</del></p> <p style="padding-left: 40px;"><del>(i) in conjunction with the landowner(s) review the extent of designation required for construction purposes and identify any areas that are no longer required for construction or operation of the Project; and</del></p> <p style="padding-left: 40px;"><del>(ii) identify an indicative final operational area boundary so that adjacent landowners and occupants will be able to understand how much land is permanently required for the BRT.</del></p> <p>(b) The Requiring Authority shall within 6 months of Completion of Construction or as soon as otherwise practicable:</p> <p style="padding-left: 40px;">(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 style="padding-left: 40px;">(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>	<p><b>Reject addition of clause (a)</b></p> <p>Auckland Transport does not consider that the Commissioners' recommended additions are necessary.</p> <p>Both clauses (a)(i) and (a)(ii) are addressed through PWA processes. Mr van der Ham confirmed in his evidence<sup>4</sup> and explained during the hearing that once detailed design has been confirmed (which will occur prior to lodgement of the outline plan), land requirement plans will be prepared which show the areas of land to be permanently acquired and any additional land to be temporarily occupied.</p> <p>Auckland Transport staff will engage with the affected landowner to advise them of their rights and entitlements under the Public Works Act and are experienced in doing so.</p> <p>Where Auckland Transport needs to occupy a portion of a property on a temporary basis to construct the Project, it will typically acquire a lease or licence to occupy the relevant portion of the property for a temporary period and the landowner will be paid rent for the duration of this period. At this point, it will be apparent that this portion of the property will not be permanently required for the Project.</p>
All	5 <sup>5</sup>	<p><b>Lapse</b></p> <p>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within <del>10</del><b>15</b> years from the date on which it is included in the AUP.</p>	<p><b>Reject amendment to lapse date</b></p> <p>Auckland Transport rejects the recommendation made by the Commissioners to reduce the lapse period from 15 years to 10 years. The Commissioners have provided no evidential basis to support this reduction or to explain how a reduction of 5 years would address uncertainty for affected landowners or bring forward funding for the Project.</p> <p>As explained in evidence,<sup>6</sup> the 15 year lapse period has been carefully determined using a range of considerations including:</p> <ul style="list-style-type: none"> <li>- The time required to secure funding which is allocated at a national and regional level (i.e. through the Auckland Regional Land Transport Plan);</li> <li>- The time required to undertake detailed design;</li> <li>- The process for and time required to acquire the property interests required for the Project, including the negotiation of leases and licences required for temporary occupation; and</li> <li>- The implementation timeframes set out in the Single Stage Business Case.</li> </ul> <p>As acknowledged by the Commissioners, the proposed designation conditions, together with other mechanisms available to the Requiring Authority, are able to manage the effects of a longer lapse period. These include:</p> <ul style="list-style-type: none"> <li>- Condition 2 – Project information;</li> <li>- Condition 3 – Land use Integration;</li> <li>- Condition 12 – Stakeholder Communication and Engagement Management Plan;</li> <li>- Section 176 approval process to enable future development within the designation; and</li> <li>- Early acquisition policy.</li> </ul> <p>Auckland Transport maintains that a 15 year lapse period is appropriate.</p>
All	9 <sup>7</sup>	<p><b>Outline Plan</b></p>	<p><b>Reject addition of clause (e)</b> – Auckland Transport does not consider the proposed additional clause (e) is necessary. Auckland Transport considers that</p>

<sup>3</sup> Condition 4 – All NoRs

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

<sup>5</sup> Condition 5 – All NoRs

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

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



Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners  (additions to conditions are in <b>bold and underlined</b> and rejections are in <b>bold and strikethrough</b> )	Reason for modifications
		<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 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"> <li>(i) Network Utilities Management Plan;</li> <li>(ii) Construction Environmental Management Plan;</li> <li>(iii) Construction Traffic Management Plan;</li> <li>(iv) Construction Noise and Vibration Management Plan;</li> <li>(v) Urban and Landscape Design Management Plan;</li> <li>(vi) Historic Heritage Management Plan;</li> <li>(vii) Ecological Management Plan;</li> <li>(viii) Tree Management Plan;</li> <li>(ix) Network Utilities Management Plan; and</li> <li>(x) Development Response Management Plan.</li> </ul> <p><del>(e) Outline Plans (or Plan) shall include details of where retaining walls will replace proposed cut/fill batters, at the Project edges. Earthworks and batters should be designed in consultation with property owners to minimise the land required for the works and the utilisation of retaining walls in preference to batters should be investigated to minimise impacts on the adjacent land. Retaining walls should be considered rather than a batter slope in areas where space is limited. This needs to be undertaken on a site-by-site basis and ensure property access and flood risk are not adversely affected.</del></p>	<p>boundary treatment is a matter more appropriately addressed through the Urban Landscape Design Management Plan (ULDMP). Detailed design for the Project will be undertaken before any Outline Plan is lodged. Auckland Transport provided comprehensive evidence by Mr Mason that this is the most appropriate time to consider boundary treatment<sup>8</sup> for a number of reasons.</p> <p>In this regard, Auckland Transport notes that to achieve the objective of the ULDMP, details need to be provided on how the project is designed to ...<i>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)</i>...<sup>9</sup> In addition, key stakeholders will be invited to participate in the preparation of the ULDMP six months prior to the start of detailed design.</p> <p><b>Amendment to ULDMP</b> – While the ULDMP requires landscape and urban design details regarding the road design and associated earthworks, Auckland Transport recognises that the appropriateness of the use of retaining walls will be determined at this time and has clarified this through amendments made to the ULDMP condition as shown below:</p> <p>...</p> <p>(h) The ULDMP(s) shall include:</p> <p>...</p> <p>(iii) landscape and urban design details that cover the following:</p> <p>...</p> <p>A. road design – elements such as:</p> <ul style="list-style-type: none"> <li>a.intersection form;</li> <li>b.carriageway gradient and associated earthworks;</li> <li>c.contouring <b>including</b> cut and fill batters, <b>retaining walls</b> and their interface with adjacent land uses;</li> </ul>
All	10 <sup>10</sup>	<p><b>Management Plans</b></p> <p>...</p> <p>(a) Any management plan developed in accordance with Condition 10 may:</p> <ul style="list-style-type: none"> <li>(↔) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation, <b>noting that condition 10(a)(vi) applies in all cases (i.e. a new or amended OPW will also be required);</b></li> </ul> <p>...</p> <p>(d) Any material changes to the SCEMP(s) are to be submitted to the Council for <b>certification information</b>.</p>	<p><b>Reject additions proposed to clause (a)(v)</b> – Auckland Transport considers that the additions proposed are not necessary. The Management Plan condition clearly requires any management plan to be submitted with the Outline Plan, with the exception of the Stakeholder Communication Engagement Management Plan (SCEMP) and the Construction Noise and Vibration Management Plan Schedules.</p> <p><b>Reject change from information to certification of material changes to the SCEMP</b> – Discussed in detail below in relation to the Stakeholder Communication and Engagement Management Plan.</p>
All	12 <sup>11</sup>	<p><b>Stakeholder Communication and Engagement Management Plan</b></p> <p>(a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations <b>prior to the Start of Construction any Outline Plan being submitted.</b></p>	<p><b>Reject addition of clauses (b)(i) – (b)(iii)</b> - The Commissioners have not justified their recommendation to broaden the scope of the SCEMP beyond its clearly stated purpose. Auckland Transport considers that the additions proposed by the Commissioners undermine the intent of the condition which is to manage how</p>

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

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

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

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



Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in <b>bold and underlined</b> and rejections are in <b>bold and strikethrough</b> )	Reason for modifications
		<p>(b) The objectives of the SCEMP <del>is</del> <b>are</b> to: <b>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.</b></p> <p><del>(i) Develop, maintain and build relationships with the wider public and diverse stakeholders (including directly affected and adjacent landowners e.g. Businesses, community organisations, householders and their tenants);</del></p> <p><del>(ii) provide opportunities for those new to the area to find out about and engage with the project;</del></p> <p><del>(iii) identify how the public and diverse stakeholders will be proactively engaged with prior to and throughout the Construction Works and the purpose of each engagement.</del></p> <p>(c) To achieve the objective of the SCEMP:</p> <p>(i) At least <del>18 months prior to any Outline Plan</del> <b>6 months prior to the start of detailed design for a Stage of Work being submitted</b>, the Requiring Authority shall identify:</p> <p>A. <b>a list of the properties within the designation which the Requiring Authority does not own or have occupation rights to whose owners will be engaged with;</b></p> <p>B. a list of key stakeholders, community groups, organisations and businesses who will be engaged with; <b>and</b></p> <p>C. <b>methods to engage with key stakeholders, community groups, organisations, businesses and the owners of properties identified in (c)(i)A above.</b></p> <p><del>D. methods and timing to engage with landowners and occupiers whose access is directly affected [RECLOATED]</del></p> <p><del>E. assistance to be provided to stakeholders, individuals, community groups, organisations and businesses to ensure they are able to engage effectively. This could include the provision of independent advisors, experts and translators;</del></p> <p>(ii) <b>a record details</b> of (c)(i) shall be <b>submitted with an Outline Plan for the relevant Stage of Work included in the SCEMP</b></p> <p>(iii) The SCEMP shall include:</p> <p>A. the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);</p> <p>B. the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;</p> <p>C. details of opportunities to strengthen the relationship between Mana Whenua, key stakeholders and the wider community;</p> <p><b>D. methods and timing to engage with landowners whose access is directly affected;</b></p> <p>E. methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (b)(i) above; and</p> <p>F. linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.</p> <p>(d) Any SCEMP prepared for a Stage of Work shall be submitted to Council for <del>certification information</del> <b>ten</b> working days prior to the Start of Construction for a Stage of Work.</p>	<p>stakeholders will be engaged with during construction works. Notwithstanding this, the issues sought to be addressed by the additions of clauses (b)(i) – (iii) are sufficiently addressed through the Project Information condition.</p> <p><b>Reject addition of clause (c)(i)(D)</b> – Auckland Transport does not consider the proposed addition to be necessary. When funding for the Project is confirmed, the property acquisition process is likely to commence soon after. As part of this process, Auckland Transport encourages affected landowners to obtain independent advice and reasonable costs will be reimbursed through the PWA.</p> <p><b>Reject amendment to clause (d)</b> – Auckland Transport agrees with the Commissioners that Auckland Council should have some oversight of the identification of key stakeholders, community groups, organisations, businesses and the owners of properties and how they are proposed to be engaged. As such, Auckland Transport proposes amendments to the SCEMP condition to require a record of this identification process to be submitted with an Outline Plan refer to (c)(i) and (c)(ii).</p>
All	13 <sup>12</sup>	<p><b>Development Response Management Plan</b></p> <p>...</p> <p>(e) To achieve the objective, the DRMP shall include: [...]</p> <p><del>(vi) recommended measures to mitigate effects on the operation and financial wellbeing of community organisations and sports clubs;</del></p> <p><del>(vii) recommended measures to provide support for anxiety and mental health outcomes;</del></p> <p><del>(viii) recommended hardship assistance package and hardship fund to be available for compensation of landowners, tenants, adjacent property owners and details of how people will qualify for any assistance.</del></p> <p><del>(ix) recommended assistance for tenants, leaseholders or owners who are asked to move during the works.</del></p>	<p><b>Reject additions of clause (e)(vi) – (ix)</b> – The Commissioners recognised and acknowledged in their recommendation that the Development Response Management Plan (DRMP) is focussed on business disruption effects from the Project only.<sup>13</sup> Auckland Transport does not consider that the proposed additions which broaden the scope of the DRMP condition are justified. Notwithstanding this, the matters that the proposed additions attempt to address will be addressed through the PWA process, as set out in the evidence of Mr van der Ham.<sup>14</sup></p>

<sup>12</sup> Condition 13 – NoRs 1-3

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

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



Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in <b>bold and underlined</b> and rejections are in <b>bold and strikethrough</b> )	Reason for modifications
All	14 <sup>15</sup>	<p><b>Urban and Landscape Design Management Plan</b></p> <p>....</p> <p>(h) The ULDMP(s) shall include:</p> <p>(i) a concept plan 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; <b>and</b></p> <p><del>(iii) a connectivity and severance assessment of key destinations and desire lines for people walking and cycling across and along the Project; and</del></p> <p>(iv) <b>(iii)</b> landscape and urban design details that cover the following:</p> <p>A. road design – elements such as:</p> <p>a. intersection form;</p> <p>b. carriageway gradient and associated earthworks;</p> <p>c. contouring <b>including</b>, cut and fill batters, <b>retaining walls</b> and their interface with adjacent land uses;</p> <p>d. benching;</p> <p>e. spoil disposal sites;</p> <p>f. median width and treatment; and</p> <p>g. 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. <del>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;</del></p> <p>I. historic heritage places with reference to the HHMP in (Condition 26); and</p> <p>J. re-instatement of construction and site compound areas, driveways, accessways and fences.</p>	<p><b>Reject addition of (h)(iii)</b> – Auckland Transport does not consider the Commissioners' recommendation provides adequate justification as to why the scope of this condition should be broadened. The issues that the proposed amendments seek to cover are already sufficiently addressed through the Urban Landscape and Design Management Plan (ULDMP). Auckland Transport considers the proposed amendments are unnecessary for the following reasons:</p> <ul style="list-style-type: none"> <li>Walking and cycling facilities are a key outcome of the Project along the full extent of the Project corridor to support the bus rapid transit.</li> <li>The provision of cross corridor movement is already provided for by clause h(iii)(G) in the ULDMP which requires that details are provided of pedestrian and cycle facilities including paths, road crossings.</li> <li>The provision of desire lines is covered through clause (h)(ii) which requires the ULDMP to include principles for walking and cycling facilities.</li> <li>Key stakeholders (e.g. Kāinga Ora) will have an opportunity to provide input to the ULDMP at least six months prior to the start of detailed design.</li> </ul> <p><b>Reject addition of clause (h)(iii) H</b> – Auckland Transport considers that the addition of clause (h)(iii)(H) is not justified. The Commissioners acknowledged that the specific Existing Property Access condition (Condition 16<sup>16</sup>) is "sufficient to ensure future property access".<sup>17</sup></p>
All	15 <sup>18</sup>	<p><b>Flood Hazard</b></p> <p>(a) The Project shall be designed to achieve the following flood risk outcomes:</p> <p>(i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;</p> <p>(ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors <b>with to maintain a minimum</b> freeboard of <del>over</del> 150mm;</p> <p>(iii) no increase in flood levels in a 1% AEP event for existing authorised community, commercial and industrial building floors that are already subject to flooding;</p>	<p><b>Reject and amend in part</b> – In their recommendation, the Commissioners acknowledged that a "large degree of agreement" had been reached on the wording of the Flood Hazard condition and the only outstanding matter related to the maximum acceptable flood hazard for a main access to a habitable dwelling.<sup>19</sup> Since the hearing, discussions have been ongoing with the Auckland Council Healthy Waters Team at a programme wide level (across all Te Tupu Ngātahi projects) and Auckland Transport has proposed amendments to the flood hazard condition to reflect these discussions.</p>

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

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

<sup>17</sup> Airport to Botany Bus Rapid Transit Project Recommendation at [357].

<sup>18</sup> Condition 15 – NoRs 1-3, Condition 13 – NoR 4a

<sup>19</sup> At [325].



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		<p>(iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors;</p> <p>(i) <b>no increase maximum of more than 50mm increase in flood level in a 1% AEP event on land zoned for urban or future urban development where there is no existing dwelling outside and adjacent to the designation boundaries between the pre and post Project scenarios;</b></p> <p>(ii) <b>no increase in 10% AEP flood levels for existing authorised habitable floors that are at risk of flooding;</b></p> <p>(iii) no new flood prone areas; and</p> <p>(iv) no <b>more than a 10% average</b> increase of flood hazard for main access to existing authorised habitable dwellings <b>existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP event, where depth is greater than 0.5m or velocity is greater than 2.0 m/s or the product of velocity and depth is greater than 0.5m<sup>2</sup>/s. For areas with lower flood hazard, no more than a 10% average increase in flood hazard for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. Where Flood Hazard is:</b></p> <p><b>A. velocity x depth is greater than or equal to 0.6; or</b></p> <p><b>B. depth is greater than 0.5m; or</b></p> <p><b>C. velocity is greater than 2m/s.</b></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 <b>10 year and 100 year ARI 1% AEP</b> 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>	
All	16 <sup>20</sup>	<p><b>Existing Property Access</b></p> <p>(a) Where existing property vehicle access which exists at the time the Outline Plan is submitted is proposed to be altered by the project, the Requiring Authority shall consult with the directly affected landowner regarding the required changes. The Outline Plan shall demonstrate how safe access will be provided, unless otherwise agreed with the affected landowner.</p> <p>(b) <b>The Project shall not result in the removal of access to loading bays for commercial buildings or the restriction of internal access to loading bays.</b></p>	<p><b>Reject addition of clause (b)</b> – The Commissioners concluded that the PWA is able to mitigate effects related to the loss of parking, internal access and loading.<sup>21</sup> Auckland Transport therefore considers that clause (b) is not justified and notes that access to loading bays is a specified matter in the Construction Traffic Management Plan condition.</p>
All	20 <sup>22</sup>	<p><b>Construction Traffic Management Plan</b></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> <p>...</p> <p>(iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours (for example on roads serving educational facilities during pick up and drop off times) to manage vehicular and pedestrian traffic near educational facilities or to manage traffic congestion. <b>The CTMP must ensure that there is no Project heavy construction traffic using the roads serving educational facilities during pick up and drop off times applicable to each school.</b></p> <p>...</p> <p><b>(xii) methods to maintain key vehicle access routes within sites within the designation extent to ensure business operations on affected sites can continue in a viable manner during construction works.</b></p>	<p><b>Reject addition of clause (b)(iii) and (xii)</b> – Auckland Transport does not consider the proposed amendments to clauses (b)(iii) and (xii) are necessary. Auckland Transport notes that the issues that are covered by the amendments proposed by the Commissioners are already addressed through the Construction Traffic Management Plan.</p>
NoR 4a	48B	<p><b>Prices Road</b></p> <p>(a) <b>Full road access must be maintained between Puhinui Road / SH20B and Prices Road until alternative road network connection is created between Prices Road and the Campana Road intersection with Puhinui Road / SH20.</b></p>	<p><b>Reject new condition.</b> Auckland Transport does not consider the proposed condition is necessary. Auckland Transport and NZ Transport Agency Waka Kotahi (NZTA) are legally obliged through various statutory requirements to ensure access to properties is enabled.</p> <p>Auckland Transport and NZTA also have the authority to make changes to the road reserve independently of this Project. As an example, there is not currently</p>

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

<sup>21</sup> At [374].

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





Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in <b>bold and underlined</b> and rejections are in <b>bold and strikethrough</b> )	Reason for modifications
			'full road access' between Prices Road and SH20B as the right turn from Prices Road to SH20B is banned. In addition, Auckland Transport considers that the Existing Property Access condition addresses potential impacts on existing access and this was acknowledged by the Commissioners. <sup>23</sup>
All	31 <sup>24</sup>	<b>Low Noise Road Surface</b> (a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project. (b) <del>Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</del> (i) <del>the volume of traffic exceeds 10,000 vehicles per day; or</del> (ii) <del>the road is subject to high wear and tear (such as cul-de-sac heads, roundabouts and main road intersections); or</del> (iii) <del>it is in an industrial or commercial area where there is a high concentration of truck traffic; or</del> (iv) <del>it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</del> (c) <del>Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 31(b)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.</del>	<b>Reject deletion of clauses (b) and (c), reinstated as a new condition</b> – The Commissioners have not provided a rationale for the deletion of clauses (b) and (c), Auckland Transport notes that Auckland Council accepted the original drafting of this condition. Notwithstanding the above, Auckland Transport agrees in principle that resurfacing should be separated from the implementation of a low noise road surface and has proposed a new condition to decouple these matters (refer to Appendices B – E for new condition on all NoRs (Condition 32 <sup>25</sup> )).
All	-	<del>Notwithstanding the above applying to PPFs in Schedule 2 existing as at 2022, conditions 32 to 43 shall be read as also including a requirement for the future BPO assessment to determine the BPO for the environment that is present prior to construction starting provided that the Requiring Authority is not responsible for acoustically treating dwellings that are constructed following the lodgement of the NoR.</del>	<b>Reject amendments to traffic noise conditions</b> Auckland Transport rejects the amendments to these traffic noise conditions and notes that the proposed conditions on the designations appropriately provide for assessing road traffic noise during detailed design. This has been discussed extensively through the evidence <sup>26</sup> provided by Auckland Transport and the legal submissions. <sup>27</sup>
All	34 <sup>29</sup>	As part of the detailed design of the Project, a Suitably Qualified and Experienced Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 2: Identified PPFs Noise Criteria Categories. For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 31 may be (or be part of) the Selected Mitigation Option(s). <del>Barriers may also be (or be part of) the Selected Mitigation Options(s).</del>	Auckland Transport notes that the NoRs traverse an environment that is highly urbanised and receives high noise levels from existing roads as well as aircraft. In this regard, and as set out in the evidence of Ms Wilkening, appropriate noise attenuation for new dwellings being established close to existing roads (with current high noise levels) should be included at the time these dwellings are constructed. <sup>28</sup> When the Project will be implemented, Auckland Transport has proposed designation conditions which require the implementation of a low noise road surface which will benefit both existing and future receivers. The proposed conditions also provide for the Best Practicable Option (beyond road surface material if required and appropriate) to be assessed closer to construction of the Project, for those PPFs set out in the relevant schedule of the proposed designation conditions.
All	38 <sup>30</sup>	Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dBLAeq(24h) inside Habitable Spaces ('Category C Buildings'). <del>This does not include those dwellings constructed after the lodgement of the NoR.</del>	
NoR 1, NoR 2 and NoR 3	44	<b>Affected person assistance</b>	<b>Reject new condition</b> – Auckland Transport does not consider the proposed new condition to be justified. As set out in Mr van der Ham's evidence <sup>31</sup> and the closing legal submissions, <sup>32</sup> there are mechanisms provided through the PWA to ensure that the power to acquire land is exercised responsibly, fairly and in a just manner. <sup>33</sup>

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

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

<sup>25</sup> Condition 32 – NoR 1 and 2, Condition 30 – NoR 3, Condition 28 – NoR 4a

<sup>26</sup> Primary Evidence of Siiri Wilkening dated 22 June 2023 at [9.8].

<sup>27</sup> Opening Legal Submissions on behalf of Auckland Transport and NZ Transport Agency Waka Kotahi dated 17 August 2023 at [9.93].

<sup>28</sup> Primary Evidence of Siiri Wilkening dated 22 June 2023 at [10.29].

<sup>29</sup> Condition 34 – NoR 1 and 2, Condition 32 – NoR 3, Condition 30 – NoR 4a

<sup>30</sup> Condition 38 – NoRs 1 and 2, Condition 36 NoR 3, Condition 34 NoR 4a

<sup>31</sup> Primary Evidence on behalf of Mark van der Ham dated 22 June 2023 at [3.4], [3.9] and [3.11].

<sup>32</sup> Closing Legal Submissions on behalf of Auckland Transport and NZ Transport Agency Waka Kotahi dated 10 October 2023 at [3.21] and [3.46].

<sup>33</sup> Primary Evidence of Mark van der Ham dated 22 June 2023 at [3.11].



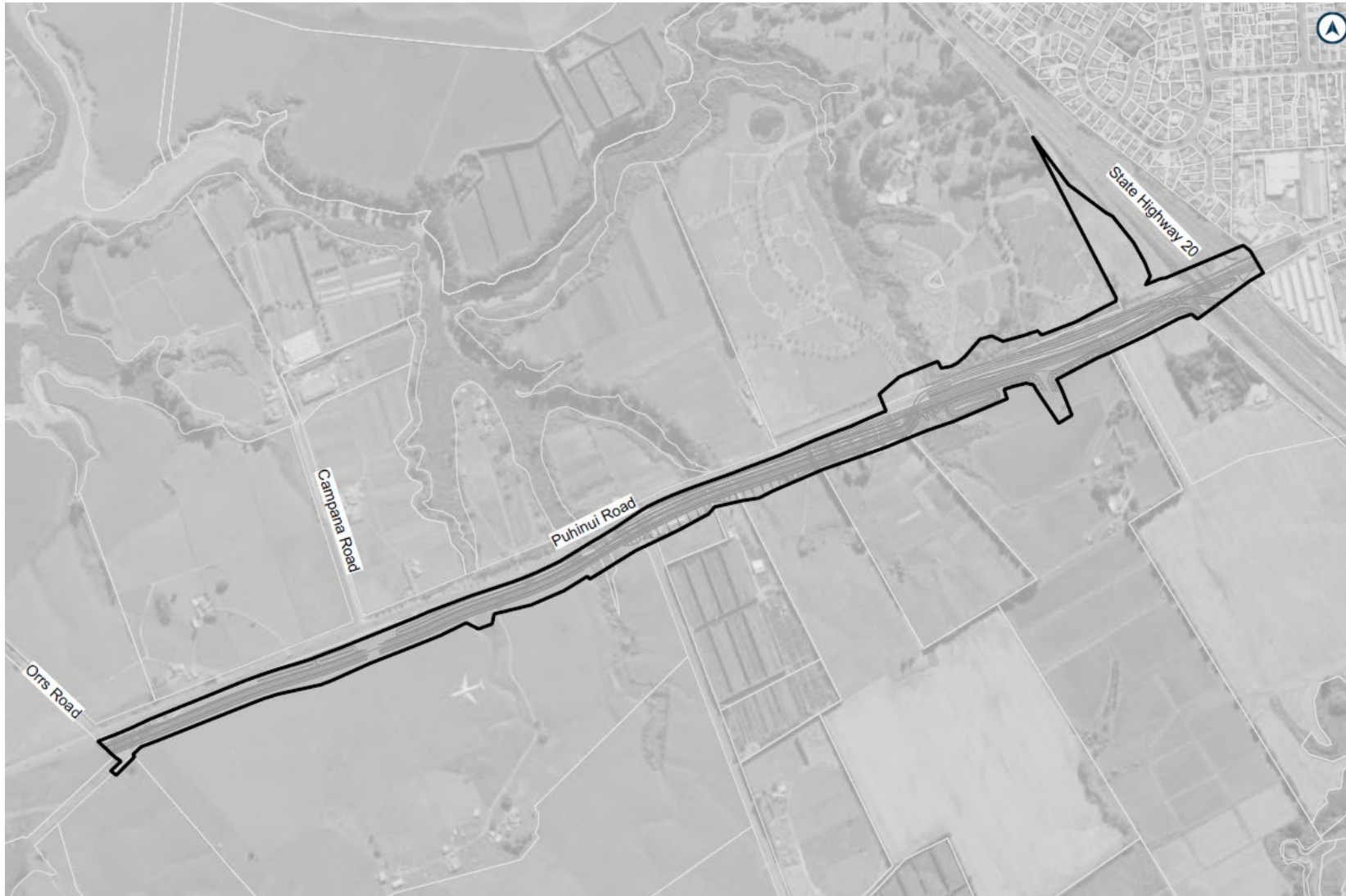
Designation	Condition number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners  (additions to conditions are in <b>bold and underlined</b> and rejections are in <b>bold and strikethrough</b> )	Reason for modifications
		<del>The Requiring Authority shall at its cost provide fully funded independent expert and / or legal professional services to any directly affected residential landowner who wishes to avail themselves of an early purchase of property either through the Requiring Authorities' hardship mechanism or through s185 of the RMA. Details of how people can access these services must be contained on the website required by Condition 2.</del>	
NoR 1	45	<b>Loading Bays</b> <del>The Project shall not result in the removal of access to loading bays for commercial buildings or the restriction of internal access to loading bays.</del>	<b>Reject new condition</b> – Auckland Transport does not consider the proposed new condition to be necessary. Where temporary impacts on access to loading bays and internal circulation within the site are caused by the Project, these issues will be addressed through the Construction Traffic Management Plan condition. Any permanent loss of a private loading bay will be managed through subsequent PWA processes.
NoR 2	45	<del>Z Energy Service Station – Te Irirangi Drive</del> <del>To ensure the operational and functional needs of the Service Station on PT Lot 3 DP 149321 are maintained, the final alignment of the Te Irirangi Drive permanent works corridor shall not extend any further beyond the legal boundary of PT Lot 3 DP 149321 between the points A-B identified in Image A (exclusion area) unless otherwise agreed by the landowner and occupier of PT Lot 3 DP 149321. For clarity, the exclusion area is between the northern boundary with Lot 4 DP 149321 and the southern vehicle crossing on Te Irirangi Drive as it existed at September 2023.</del>	<b>Reject new condition</b> – Auckland Transport does not consider the proposed new condition to be necessary. Given the amendment to the designation boundary at the Z Energy site made during the hearing, the designation boundary no longer extends over the operational area under the forecourt canopy and Hazard Zone 'F' (which applies around the fuel pumps closest to Te Irirangi Drive). Any permanent impacts, for example on-site car parking, landscaping etc. will be managed through subsequent PWA processes.
NoR 3	43	<b>Ranfurly Shops</b> <del>The existing carparks located on the northern side of Puhunui Road outside the Ranfurly shops (151 – 169 Puhunui Road) shall be retained.</del>	<b>Reject new condition</b> – Auckland Transport does not consider the new condition to be necessary. Auckland Transport considers that on street parking is a matter to be considered at the future detailed design stage as a solution may be identified at this time which is different and potentially technically better to what is proposed by the Commissioners' condition. However, as demonstrated in the evidence of Mr Mason, there is sufficient area within the designation boundary to provide for parking in the future if this is considered appropriate at that time.
NoR 4a	40	<b>Designation boundary</b> <del>The Requiring Authority must review the designation boundary on the south side of SH20B between SH 20 and Prices Road and reduce the width of the designation if practicable within 6 months of the designation being confirmed.</del>	<b>Reject new condition</b> – Auckland Transport does not consider the proposed new condition to be necessary. Following the adjournment of the hearing, Auckland Transport has continued discussions with Altrend Properties Limited regarding their development plans. Through these discussions, an agreement has been reached with Altrend Properties Limited with regard to the designation boundaries for NoR 4a (Auckland Transport) and NoR 4b (NZTA). Appendix A shows the updated designation boundary for NoR 4a as it relates to the Altrend Properties Limited site.  Auckland Transport are committed to working with Developers to integrate their development plans with the Project and note that the LIP condition appropriately provides for this.

Yours sincerely

Jane Small

Group Manager, Property and Planning

## Appendix A – Updated designation boundary NoR 4a



## **Appendix B – Auckland Transport’s Modifications to NoR 1 conditions (tracked)**



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

Designation Number	XXXX
Requiring Authority	Auckland Transport
Location	Botany to Rongomai Park
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.

## Purpose

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

## Conditions

### Abbreviations and Definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans and CNVMP Schedules	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; <b>(b) <u>ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received; or</u></b> <b>(c) <u>five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.</u></b>
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 27
Construction Works	Activities undertaken to construct the Project excluding Enabling Works
Council	Auckland Council
CTMP	Construction Traffic Management Plan

Developer	Any legal entity that intends to master plan or develop land adjacent to the designation
Development Agency	Public entities involved in development projects
DRMP	Development Response Management Plan
Educational facility	Facility used for education to secondary level. Includes: (a) schools and outdoor education facilities; and (b) accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above. Excludes: (a) care centres; and (b) tertiary education facilities.
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
Enabling works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines
LIP	Land use Integration Process
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Airport to Botany Bus Rapid Transit Project: (a) Te Ākitai Waiohū (b) Ngāi Tai ki Tamaki (c) Ngāti Te Ata Waiohū (d) Ngāti Whanaunga (e) Ngāti Tamaoho (f) Ngāti Paoa Trust Board (g) Te Ahiwaru (h) Ngāti Tamaterā (i) Ngāti Maru Note: other iwi not identified above may have an interest in the Project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
NZAA	New Zealand Archaeological Association

OSMP	Open Space Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: <i>Acoustics – Road-traffic noise – New and altered roads</i>
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
Stage of Work	Any physical works that require the development of an Outline Plan
Start of Construction	The time when Construction Works (excluding Enabling Works) start
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan



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



	<p>(c) Information requested or provided under Condition 3(b) above may include but not be limited to the following matters:</p> <ul style="list-style-type: none"> <li>(i) design details including but not limited to: <ul style="list-style-type: none"> <li>A. boundary treatment (e.g. the use of retaining walls or batter slopes);</li> <li>B. the horizontal and vertical alignment of the road (levels);</li> <li>C. potential locations for mid-block crossings;</li> <li>D. integration of stormwater infrastructure;</li> <li>E. outputs from any flood modelling; and</li> <li>F. <del>how to access</del> traffic noise modelling contours <del>to inform adjacent development.</del></li> </ul> </li> <li>(ii) potential modifications to the extent of the designation in response to information received through Condition 3(b)(ii)</li> <li>(iii) a process for the Requiring Authority to undertake a technical review of or provide comments on any master planning or development proposal advanced by the Developer or Development Agency as it relates to integration with the Project; and</li> <li>(iv) details of how to apply for written consent from the Requiring Authority for any development proposal that relates to land is within the designation under section 176(1)(b) of the RMA.</li> </ul> <p>(d) Where information is requested from the Requiring Authority and is available, the nominated contact shall provide the information unless there are reasonable grounds for not providing it.</p> <p><del>(e) Where a Developer and Development Agency wishes to advance development plans, the Requiring Authority shall:</del></p> <ul style="list-style-type: none"> <li><del>(i) Engage with the Developer or Development Agency in good faith to consider how the designation can integrate with the development plans;</del></li> <li><del>(ii) Use all reasonable endeavours to advance the design of the relevant part of the designation to understand how it can integrate with the development plans; and</del></li> <li><del>(iii) Use all reasonable endeavours to minimise the impact of the designation on development plans (including, but not limited to, considering design and construction methods to minimise the loss of land available for the development plans).</del></li> </ul> <p>(f) The nominated contact shall maintain a record of the engagement between the Requiring Authority and Developers and Development Agencies for the period following the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include:</p> <ul style="list-style-type: none"> <li>(i) a list of all Developers and Development Agencies who have indicated through the Notice of Requirement process that they intend to master plan or develop sites along the Project alignment that may require specific integration with the designation;</li> <li>(ii) details of any requests made to the Requiring Authority that could influence detailed design, the results of any engagement and, where such requests that could influence detailed design are declined, the reasons why the Requiring Authority has declined the requests; and</li> <li>(iii) details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators.</li> <li><del>(iv) Details of any agreed changes to achieve integration with development plans.</del></li> </ul> <p>(g) The record shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work</p>
4.	<p><b>Designation Review</b></p> <p><del>(a) The Requiring Authority shall, within 12 months of lodgement of the outline plan of works;</del></p> <ul style="list-style-type: none"> <li><del>(i) in conjunction with the landowner(s) review the extent of designation required for construction purposes and identify any</del></li> </ul>

	<p><del>areas that are no longer required for construction or operation of the Project; and</del></p> <p><del>(ii) identify an indicative final operational area boundary so that adjacent landowners and occupants will be able to understand how much land is permanently required for the BRT.</del></p> <p>(b) The Requiring Authority shall within six (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>
<b>5.</b>	<p><b>Lapse</b></p> <p>(a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within <del>40</del> <b>15</b> years from the date on which it is included in the AUP.</p>
<b>6.</b>	<p><b>Te Ākitai Waiohua – Southwest Gateway Programme</b></p> <p>(a) The Requiring Authority acknowledges Te Ākitai Waiohua as Mana Whenua and a principal partner to the Southwest Gateway Programme, to which this project forms a part. The operation of this designation must in all respects reflect these matters, including through meeting the conditions and meaningful engagement at both a governance and kaitiaki level.</p>
<b>7.</b>	<p><b>Network Utility Operators and Auckland Council Parks (Section 176 Approval)</b></p> <p>(a) Prior to the start of Construction Works, Network Utility Operators (including Auckland International Airport Limited) with existing infrastructure and Auckland Council in relation to parks located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <p>(i) operation, maintenance and repair works;</p> <p>(ii) minor renewal works to existing network utilities or parks necessary for the on-going provision or security of supply of network utility or parks operations;</p> <p>(iii) minor works such as new service connections; and</p> <p>(iv) the upgrade and replacement of existing network utilities or parks in the same location with the same or similar effects as the existing utility or parks.</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>
<b>8.</b>	<p><b>Property Management</b></p> <p>(a) The Requiring Authority shall undertake its best endeavours to ensure that properties acquired for the Project are appropriately managed in a manner that does not adversely affect the surrounding area.</p>
<b>Pre-construction conditions</b>	
<b>9.</b>	<p><b>Outline Plan</b></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) Construction Environmental Management Plan;</p> <p>(ii) Construction Traffic Management Plan;</p> <p>(iii) Construction Noise and Vibration Management Plan;</p>

	<ul style="list-style-type: none"> <li>(iv) Urban and Landscape Design Management Plan;</li> <li>(v) Historic Heritage Management Plan;</li> <li>(vi) Ecological Management Plan;</li> <li>(vii) Tree Management Plan;</li> <li>(viii) Network Utilities Management Plan; and</li> <li>(ix) Development Response Management Plan.</li> </ul> <p><del>(e) Outline Plans (or Plan) shall include details of where retaining walls will replace proposed cut/fill batters, at the Project edges. Earthworks and batters should be designed in consultation with property owners to minimise the land required for the works and the utilisation of retaining walls in preference to batters should be investigated to minimise impacts on the adjacent land. Retaining walls should be considered rather than a batter slope in areas where space is limited. This needs to be undertaken on a site-by-site basis and ensure property access and flood risk are not adversely affected.</del></p>
10.	<p><b>Management Plans</b></p> <ul style="list-style-type: none"> <li>(a) Any management plan shall: <ul style="list-style-type: none"> <li>(i) be prepared and implemented in accordance with the relevant management plan condition;</li> <li>(ii) be prepared by a Suitably Qualified Person(s);</li> <li>(iii) be developed in partnership with Mana Whenua. The Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua;</li> <li>(iv) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates;</li> <li>(v) summarise comments received from Mana Whenua and <b>other</b> stakeholders as required by the relevant management plan condition, along with a summary of where comments have: <ul style="list-style-type: none"> <li>A. been incorporated; and</li> <li>B. where not incorporated, the reasons why.</li> </ul> </li> <li>(vi) be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules;</li> <li>(vii) Once finalised, uploaded to the Project website or equivalent virtual information source.</li> </ul> </li> <li>(b) Any management plan developed in accordance with Condition 10 may: <ul style="list-style-type: none"> <li>(i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation <b>noting that condition 10(a)(vi) applies in all cases (i.e. a new or amended OPW will also be required)</b>;</li> <li>(ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process;</li> </ul> </li> <li>(c) if there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision;</li> <li>(d) Any material changes to the SCEMP(s) are to be submitted to the Council for <b>certification information</b>.</li> </ul>
11.	<p><b>Mana Whenua Kaitiaki Forum</b></p> <ul style="list-style-type: none"> <li>(a) At least twelve (12) months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall invite Mana Whenua to establish a Mana Whenua Kaitiaki Forum. The objective of the Mana Whenua Kaitiaki Forum is to provide a forum for Mana Whenua to participate as partners in all phases of the Project. To achieve the objective, the Mana Whenua Kaitiaki Forum shall address (as a minimum) the following matters: <ul style="list-style-type: none"> <li>(i) how Mana Whenua will provide input into the design of the Project. For example:</li> </ul> </li> </ul>

	<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) how Mana Whenua will be engaged in the preparation of management plans and future consenting processes;</p> <p>(iii) how mātauranga Māori and tikanga Māori will be recognised in all phases of the Project;</p> <p>(iv) where opportunities for Mana Whenua to participate in engagement with local communities, business associations, social institutions and community groups will be provided;</p> <p>(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:</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.</p> <p>(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;</p> <p>(vii) the frequency of meetings shall be agreed between the Requiring Authority and Mana Whenua; and</p> <p>(viii) prior to the Start of Construction, the Requiring Authority shall produce a record of the Mana Whenua Kaitiaki Forum. The record of the Mana Whenua Kaitiaki Forum shall be provided to Mana Whenua and shall include (but not be limited to);</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 (a) will be incorporated into the Project;</p> <p>C. how the objective of the Mana Whenua Kaitiaki Forum 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> <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 Mana Whenua Kaitiaki Forum shall continue to meet for at least six months following the Completion of Construction or as agreed with Mana Whenua.</p> <p><b><u>Advice note</u></b>  <b><u>For the avoidance of doubt, Mana Whenua may wish to use another forum as the Mana Whenua Kaitiaki Forum.</u></b></p>
12.	<p><b>Stakeholder Communication and Engagement Management Plan (SCEMP)</b></p> <p>(a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations prior to <del>any Outline Plan being submitted</del> <b><u>the Start of Construction.</u></b></p> <p>(b) The objective of the SCEMP <del>is</del> <b><u>are to: identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with prior to and throughout Construction Works.</u></b></p>

	<p>(i) <del>develop, maintain and build relationships with the wider public and diverse stakeholders (including directly affected and adjacent landowners e.g. Business, community organisations, householders and their tenants);</del></p> <p>(ii) <del>provide opportunities for those new to the area to find out about and engage with the project;</del></p> <p>(iii) <del>identify how the public and diverse stakeholders will be proactively engaged with prior to and throughout the Construction Works and the purpose of each engagement.</del></p> <p>(c) To achieve the objective of the SCEMP:</p> <p>(i) <del>At least 18</del> <b>six (6)</b> months prior to <del>any Outline Plan being submitted</del> <b>detailed design for a Stage of Work</b>, the Requiring Authority shall identify:</p> <p>A. a list of <del>the</del> properties <b>within the designation which the Requiring Authority does not own or have occupation rights to whose owners will be engaged with;</b></p> <p>B. a list of key stakeholders, community groups, organisations and businesses who will be engaged with;</p> <p>C. <del>methods and timing to engage with landowners and occupiers whose access is directly affected; and</del> [relocated]</p> <p>D. <b>methods and timing to engage with key stakeholders, community groups, organisations and businesses and owners of properties identified in (c)(i)A-B.</b></p> <p>E. <del>assistance to be provided to stakeholders, individuals, community groups, organisations and businesses to ensure they are able to engage effectively. This could include the provision of independent advisors, experts and translators; and</del></p> <p>(ii) <del>a record details</del> of (c)(i) shall be <b>submitted with an Outline Plan for the relevant Stage of Work included in the SCEMP.</b></p> <p>(iii) <del>The</del> SCEMP shall include:</p> <p>A. the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);</p> <p>B. the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;</p> <p>C. details of opportunities to strengthen the relationship between Mana Whenua, key stakeholders and the wider community;</p> <p>D. <b>methods and timing to engage with landowners whose access is directly affected;</b></p> <p>E. methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in <del>(b)(c)</del>(i) above; and</p> <p>F. linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.</p> <p>(d) Any SCEMP prepared for a Stage of Work shall be submitted to Council for <b>certification information</b> ten working days prior to the Start of Construction for a Stage of Work.</p>
13.	<p><b>Development Response Management Plan</b></p> <p>(a) A DRMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the DRMP is to provide a framework to assist businesses affected by the Project to manage the impacts of construction and to maximise the opportunities the Project presents.</p>

	<p>(c) Business Associations representing businesses within the relevant Stage of Work shall be invited no later than 18 months prior to the Start of Construction for a Stage of Work, to participate in the development of the DRMP.</p> <p>(d) To achieve the objective, the DRMP shall include:</p> <ul style="list-style-type: none"> <li>(i) a list of businesses likely to be impacted by the Project;</li> <li>(ii) recommended measures to mitigate impacts on identified businesses associated with construction effects such as the potential loss of visibility of businesses from public spaces, reduction of accessibility and severance. Such mitigation measures may include business support, temporary placemaking and place activation measures and temporary wayfinding and signage;</li> <li>(iii) a summary of any proactive assistance to be provided to impacted businesses;</li> <li>(iv) identification of opportunities to co-ordinate the forward work programme, where appropriate with infrastructure providers and development agencies; <b>and</b></li> <li>(v) linkages and cross-references to communication and engagement methods set out in other conditions and management plans (e.g. the SCEMP) where relevant.</li> <li><del>(vi) recommended measures to mitigate effects on the operation and financial wellbeing of community organisations and sports clubs;</del></li> <li><del>(vii) recommended measures to provide support for anxiety and mental health outcomes;</del></li> <li><del>(viii) recommended hardship assistance package and hardship fund to be available for compensation of landowners, tenants, adjacent property owners and details of how people will qualify for any assistance.</del></li> <li><del>(ix) recommended assistance for tenants, leaseholders or owners who are asked to move during the works.</del></li> </ul>
14.	<p><b>Urban and Landscape Design Management Plan (ULDMP)</b></p> <p>(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the ULDMP(s) is to:</p> <ul style="list-style-type: none"> <li>(i) enable integration of the Project's permanent works into the surrounding landscape and urban context;</li> <li>(ii) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment; and</li> <li>(iii) acknowledge and recognise the whakapapa Mana Whenua have to the Project area.</li> </ul> <p>(c) Mana Whenua shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work to provide input on cultural landscape and design matters. This shall include (but not be limited to) how desired outcomes for the management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with the Historic Heritage Management Plan (Condition 26) and the Ecological Management Plan (Condition 28) may be reflected in the ULDMP.</p> <p>(d) Key stakeholders <del>identified through Condition 12(c)(i)B</del> 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.</p> <p>(e) The ULDMP shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> <li>(i) Auckland Transport's Urban Roads and Streets Design Guide;</li> <li>(ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;</li> <li>(iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;</li> <li>(iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and</li> </ul>

	<p>(v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.</p> <p>(f) 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) has responded to requests that could influence detailed design through the Land Use Integration Process (Condition 3)</p> <p>(vi) provides opportunities to incorporate Mana Whenua values and cultural narrative through the design. This shall include but not be limited to:</p> <p>A. how to protect and enhance connections to the Māori cultural landscape;</p> <p>B. how and where accurate historical signage can be provided along the corridor;</p> <p>C. how historical portage routes will be recognised;</p> <p>D. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided;</p> <p>E. how opportunities to utilise flora and fauna with a specific connection to the area are realised where possible by:</p> <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>(vii) 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>(g) At the discretion of Mana Whenua, the matters listed in (f)(v) – (vi) shall either be incorporated into the ULDMP or prepared as a separate plan.</p> <p>(h) The ULDMP shall include:</p> <p>(i) a concept plan(s) – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;</p> <p>(ii) developed design concepts, including principles for walking and cycling facilities and public transport; <b>and</b></p> <p><del>(iii) a connectivity and severance assessment of key destinations and desire lines for people walking and cycling across and along the Project; and</del></p> <p>(iv) landscape and urban design details – that cover the following:</p>
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	<p>A. road design – elements such as:</p> <ol style="list-style-type: none"> <li>a. intersection form;</li> <li>b. carriageway gradient and associated earthworks</li> <li>c. contouring <b>including</b> cut and fill batters <b>and/or retaining walls</b> and their interface with adjacent land uses and existing roads (including slip lanes);</li> <li>d. benching;</li> <li>e. spoil disposal sites;</li> <li>f. median width and treatment; and</li> <li>g. roadside width and treatment;</li> </ol> <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><del>H. property access – including how access to the site and adjacent sites is affected, what changes are proposed and what provision has been made to retain existing levels of amenity and functionality;</del></p> <p>I. historic heritage places with reference to the HHMP (Condition 26); and</p> <p>J. re-instatement of construction and site compound areas, driveways, accessways and fences.</p> <p>(i) <del>The ULDM shall also include the following</del> planting details and maintenance requirements:</p> <ol style="list-style-type: none"> <li>(i) planting design details including: <ol style="list-style-type: none"> <li>A. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan (Condition 29). Where practicable, mature trees and native vegetation should be retained;</li> <li>B. street trees, shrubs and ground cover suitable for berms;</li> <li>C. treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones;</li> <li>D. planting of stormwater wetlands;</li> <li>E. identification of vegetation to be retained and any planting requirements under the Ecological Management Plan (Conditions 28) and Tree Management Plan (Condition 29);</li> <li>F. integration of any planting requirements required by conditions of any resource consents for the project; and</li> <li>G. re-instatement planting of construction and site compound areas as appropriate.</li> </ol> </li> <li>(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</li> <li>(iii) detailed specifications relating to the following: <ol style="list-style-type: none"> <li>A. weed control and clearance;</li> <li>B. pest animal management (to support plant establishment);</li> <li>C. ground preparation (top soiling and decompaction);</li> <li>D. mulching; and</li> <li>E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.</li> </ol> </li> </ol> <p><b>Advice note:</b> 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</p>
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	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.
<b>Specific Outline Plan requirements</b>	
	<p><b>Flood Hazard</b></p> <p>For the purpose of Condition 15:</p> <ul style="list-style-type: none"> <li>(a) ARI – means Average Recurrence Interval;</li> <li>(b) Existing authorised community, commercial and industrial floor – means the floor level of any community, commercial and industrial building which is authorised and exists at the time the Outline Plan is submitted.</li> <li>(c) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the Outline Plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.</li> <li>(d) Flood prone area – means <del>a potential ponding areas</del> that <b><u>may flood and commonly comprise of topographical depression areas relies on a single culvert for drainage and does not have an overland flow path. The areas can occur naturally or as a result of constructed features.</u></b></li> <li>(e) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes;</li> <li>(f) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways); and</li> <li>(g) Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).</li> </ul>
15.	<p><b>Flood Hazard</b></p> <ul style="list-style-type: none"> <li>(a) The Project shall be designed to achieve the following flood risk outcomes: <ul style="list-style-type: none"> <li>(i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;</li> <li>(ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors <b><u>with to maintain a minimum freeboard over of</u></b> 150mm;</li> <li>(iii) no increase in flood levels in a 1% AEP event for existing authorised community, commercial and industrial building floors that are already subject to flooding;</li> <li>(iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors;</li> <li>(v) <b><u>no increase maximum</u></b> of 50mm <b><u>increase</u></b> in flood level in a 1% AEP event <b><u>on land zoned for urban or future urban development where there is no existing dwelling outside and adjacent to the designation boundaries between the pre and post Project scenarios;</u></b></li> <li><del>(vi) no increase in 10% AEP flood levels for existing authorised habitable floors that are at risk of flooding;</del></li> <li>(vii) no new flood prone areas; and no <del>more than a 10% average</del> increase of flood hazard for main access to authorised habitable dwellings <b><u>existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP event where depth is greater than 0.5m or velocity is greater than 2.0 m/s or the product of velocity and depth is greater than 0.5m<sup>2</sup>/s. For areas with lower flood hazard, no more than a 10% average increase in flood hazard for main</u></b></li> </ul> </li> </ul>

	<p><del>access to authorised habitable dwellings existing at time the Outline Plan is submitted.</del></p> <p><b>Where Flood Hazard is:</b></p> <p><b>A. <u>velocity x depth is greater than or equal to (<math>\geq</math>) 0.6; or</u></b></p> <p><b>B. <u>depth is greater than (<math>&gt;</math>) 0.5m; or</u></b></p> <p><b>C. <u>velocity is greater than (<math>&gt;</math>) 2m/s</u></b></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 <del>40 year and 100-year ARI 1% AEP</del> 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>
16.	<p><b>Existing property access</b></p> <p>(a) Where existing property vehicle access which exists at the time the Outline Plan is submitted is proposed to be altered by the project, the Requiring Authority shall consult with the directly affected landowner regarding the required changes. The Outline Plan shall demonstrate how safe access will be provided, unless otherwise agreed with the affected landowner.</p> <p><del>(b) The Project shall not result in the removal of access to loading bays for commercial buildings or the restriction of internal access to loading bays.</del></p>
<b>Construction conditions</b>	
17.	<p><b>Construction Environmental Management Plan (CEMP)</b></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"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) details of the proposed construction yards including temporary screening when adjacent to residential areas</li> <li>(v) details of the proposed <del>locations of refuelling activities and</del> construction lighting;</li> <li>(vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vii) methods for providing for the health and safety of the general public;</li> <li>(viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain;</li> <li>(ix) procedures for incident management;</li> <li>(x) <b>location and</b> procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses;</li> <li>(xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;</li> <li>(xii) procedures for responding to complaints about Construction Works; and</li> <li>(xiii) methods for amending and updating the CEMP as required.</li> </ul>
18.	<b>Complaints Register</b>

	<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"> <li>(i) the date, time and nature of the complaint;</li> <li>(ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</li> <li>(iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate;</li> <li>(iv) the outcome of the investigation into the complaint; and</li> <li>(v) any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally.</li> </ul> <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><b>19.</b></p>	<p><b>Cultural Monitoring Plan</b></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 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. <b><u>To achieve the objective</u></b>, the Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> <li>(i) requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua;</li> <li>(ii) requirements and protocols for cultural inductions for contractors and subcontractors;</li> <li>(iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and</li> <li>(v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol</li> </ul> <p>(d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p><b>Advice note:</b> 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><b>20.</b></p>	<p><b>Construction Traffic Management Plan (CTMP)</b></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"> <li>(i) methods to manage the effects of temporary traffic management activities on traffic;</li> <li>(ii) measures to ensure the safety of all transport users;</li> <li>(iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours (for example on roads serving educational facilities during pick up and drop off times) to manage vehicular and pedestrian traffic</li> </ul>

	<p>near educational facilities or to manage traffic congestion. <del>The CTMP must ensure that there is no Project heavy construction traffic using the roads serving educational facilities during pick up and drop off times applicable to each school;</del></p> <ul style="list-style-type: none"> <li>(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;</li> <li>(v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, pedestrians and cyclists;</li> <li>(vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative access arrangements when it will not be. Engagement with landowners whose access is directly affected shall be undertaken in accordance with Condition 12<del>(e)(i)</del><b>(b)(iii)D</b>;</li> <li>(vii) details of how access for the loading and unloading of goods will be provided for;</li> <li>(viii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads;</li> <li>(ix) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services);</li> <li>(x) details of minimum network performance parameters to be achieved during the construction phase, including any measures to monitor compliance with the performance parameters. These could include maximum increases in journey time and traffic volumes along key routes; and</li> <li>(xi) details of any Travel Demand Management (TDM) measures proposed to be implemented in the event of thresholds identified in (x) being exceeded.</li> <li><del>(xii) methods to maintain key vehicle access routes within sites within the designation extent to ensure business operations on affected sites can continue in a viable manner during construction works.</del></li> </ul>
21.	<p><b>Open Space Management Plan (OSMP)</b></p> <ul style="list-style-type: none"> <li>(a) An OSMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the OSMP is to minimise as far as practicable adverse effects on the recreation amenity of parks and reserves resulting from construction.</li> <li>(b) To achieve the objective, the OSMP shall include details of: <ul style="list-style-type: none"> <li>(i) how the ongoing operation (including but not limited to events) of and access (including walking and cycling) to parks and reserves during construction will be maintained in accordance with the Construction Traffic Management Plan (Condition 20);</li> <li>(ii) opportunities to coordinate the construction of the Project, as far as practicable, with the forward work programme (including any events) for parks and reserves directly affected by the Project;</li> </ul> </li> <li>(c) Auckland Council Parks and Community Facilities shall be invited to participate in the development of the OSMP at least six (6) months prior to the start of detailed design for a Stage of Work.</li> <li>(d) Any OSMP 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.</li> </ul>
22.	<p><b>Construction Noise Standards</b></p> <ul style="list-style-type: none"> <li>(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:</li> </ul>

<b>Table 22-1 Construction Noise Standards</b>																										
<b>Day of week</b>	<b>Time period</b>	<b>L<sub>Aeq</sub>(15min)</b>	<b>L<sub>AFmax</sub></b>																							
<b>Occupied activity sensitive to noise</b>																										
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																							
<b>Other occupied buildings</b>																										
All	0730h – 1800h	70 dB																								
	1800h – 0730h	75 dB																								
(b) Where compliance with the noise standards set out in Table 22-1 is not practicable, the methodology in Condition 25 shall apply.																										
<b>23.</b>	<p><b>Construction Vibration Standards</b></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><b>Table 23-1 Construction vibration standards</b></p> <table border="1"> <thead> <tr> <th><b>Receiver</b></th> <th><b>Details</b></th> <th><b>Category A*</b></th> <th><b>Category B**</b></th> </tr> </thead> <tbody> <tr> <td colspan="4"><b>Occupied activity sensitive to noise</b></td> </tr> <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>* Category A criteria adopted from Rule E25.6.30.1 of the AUP</p> <p>** Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime</p> <p>(b) Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply</p>			<b>Receiver</b>	<b>Details</b>	<b>Category A*</b>	<b>Category B**</b>	<b>Occupied activity sensitive to noise</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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<b>24.</b>	<p><b>Construction Noise and Vibration Management Plan (CNMVP)</b></p> <p>(a) A CNMVP shall be prepared prior to the Start of Construction for Stage of Work.</p> <p>(b) A CNMVP shall be implemented during the Stage of Work to which it relates.</p> <p>(c) The objective of the CNMVP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 22 and 23 to the extent practicable. To achieve this objective, the CNMVP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following:</p> <p>(i) description of the works and anticipated equipment/processes;</p> <p>(ii) hours of operation, including times and days when construction activities would occur;</p>																									

	<ul style="list-style-type: none"> <li>(iii) the construction noise and vibration standards for the project;</li> <li>(iv) identification of receivers where noise and vibration standards apply;</li> <li>(v) a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable;</li> <li>(vi) methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li>(vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints;</li> <li>(viii) contact details of the Project Liaison Person;</li> <li>(ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;</li> <li>(x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise Condition 22 and/or vibration standards Condition 23 Category B will not be practicable;</li> <li>(xi) identification of trigger levels for undertaking building condition surveys, which shall be Category B day time levels;</li> <li>(xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration;</li> <li>(xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules and the best practicable option for management of effects are being implemented; and</li> <li>(xiv) requirements for review and update of the CNVMP.</li> </ul>
25.	<p><b>Schedule to a CNVMP</b></p> <ul style="list-style-type: none"> <li>(a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when: <ul style="list-style-type: none"> <li>(i) construction noise is either predicted or measured to exceed the noise standards in Condition 22, except where the exceedance of the <math>L_{Aeq}</math> criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> <li>A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or</li> <li>B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</li> </ul> </li> <li>(ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 23.</li> </ul> </li> <li>(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. <b><u>To achieve the objective,</u></b> the Schedule shall include details such as: <ul style="list-style-type: none"> <li>(i) construction activity location, start and finish dates;</li> <li>(ii) the nearest neighbours to the construction activity;</li> <li>(iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance;</li> <li>(iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime;</li> <li>(v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;</li> <li>(vi) the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and</li> </ul> </li> </ul>

	<p>(vii) 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>
26.	<p><b>Historic Heritage Management Plan</b></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"> <li>(i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;</li> <li>(ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</li> <li>(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;</li> <li>(iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory);</li> <li>(v) roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;</li> <li>(vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</li> <li>(vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;</li> <li>(viii) methods to acknowledge cultural values identified through the Mana Whenua Kaitiaki Forum (Condition 11) and Urban Landscape and Design Management Plan (Condition 14) where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</li> <li>(ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to: <ul style="list-style-type: none"> <li>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;</li> </ul> </li> </ul>

	<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 unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1) The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 19).</p> <p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation, building and standing structures and monitoring), shall be submitted to the Manager within 12 months of completion.</p> <p><b>Advice note:</b>  <b>Accidental Discoveries</b>  The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and shall apply when an archaeological authority under the HNZPTA is not otherwise in place.</p>
27.	<p><b>Pre-Construction Ecological Survey</b></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 Person. The purpose of the survey is to inform <del>the detailed design of</del> ecological management by confirming whether the indigenous flora and fauna (including Regionally or Nationally At-Risk or Threatened species) within the Identified Biodiversity Areas recorded in Schedule 3 are still present.</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 confirms the presence of indigenous flora and fauna (including Regionally or Nationally At-Risk or Threatened species) in accordance with Condition 27(a) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 28 for these areas (Confirmed Biodiversity Areas).</p>
28.	<p><b>Ecological Management Plan (EMP)</b></p> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 27) prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. <b>To achieve the objective, t</b>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 27(c) for the presence of long-tailed bats:</p> <ol style="list-style-type: none"> <li>A. measures to minimise disturbance from construction activities within the vicinity of any active roosts that are discovered until such roosts are confirmed to be vacant of bats;</li> <li>B. how the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable;</li> <li>C. details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tailed bats;</li> <li>D. details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous, or exotic trees or artificial alternatives) will be provided and maintained; and</li> <li>E. where mitigation isn't practicable, details of any offsetting proposed.</li> </ol>



	<p>(ii) If an EMP is required in accordance with Condition 27(c) 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 27(c) 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>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>b. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction Works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person; and</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 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>(c) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.</p> <p>(d) Where appropriate, and in partnership with Mana Whenua, flora and fauna values identified in the ULDM are reflected and included within this EMP.</p> <p><b>Advice note:</b> Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</p> <p>(i) Stream and/or wetland restoration plans;</p>
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	<ul style="list-style-type: none"> <li>(ii) Vegetation restoration plans; and</li> <li>(iii) Fauna management plans (e.g. avifauna, herpetofauna).</li> </ul>
<b>29.</b>	<p><b>Tree Management Plan</b></p> <ul style="list-style-type: none"> <li>(a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared.</li> <li>(b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 4. To achieve the objective, the Tree Management Plan shall: <ul style="list-style-type: none"> <li>(i) confirm that the trees listed in Schedule 4 still exist; and</li> <li>(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"> <li>A. any opportunities identified through Condition 14(i)(i)A to relocate mature trees and native trees where practicable;</li> <li>B. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 14);</li> <li>C. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and</li> <li>D. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.</li> </ul> </li> <li>(iii) demonstrate how the tree management measures (outlined in A – D above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.</li> </ul> </li> </ul>
<b>30.</b>	<p><b>Network Utility Management Plan (NUMP)</b></p> <ul style="list-style-type: none"> <li>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</li> <li>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. <b><u>To achieve the objective, the NUMP shall include methods to:</u></b> <ul style="list-style-type: none"> <li>(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</li> <li>(ii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area;</li> <li>(iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; <b><u>and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</u></b></li> </ul> </li> <li>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) (including Auckland International Airport Limited) who have existing assets that are directly affected by the Project.</li> <li>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) (including Auckland International Airport Limited) during detailed design where practicable.</li> <li>(e) The NUMP shall describe how any comments from the Network Utility Operator (including Auckland International Airport Limited) in relation to its assets have been addressed.</li> <li>(f) Any comments received from the Network Utility Operator (including Auckland International Airport Limited) shall be considered when finalising the NUMP.</li> <li>(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.</li> </ul>
<b>Operational conditions</b>	
<b>31.</b>	<b>Low Noise Road Surface</b>

	<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><del>(b) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</del></p> <p><del>(i) the volume of traffic exceeds 10,000 vehicles per day; or</del></p> <p><del>(ii) the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</del></p> <p><del>(iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or</del></p> <p><del>(iv) it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</del></p> <p>(c) <del>Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 31(b)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.</del></p>
32.	<p><b><u>Future Resurfacing Work</u></b></p> <p>(a) <u>Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</u></p> <p><u>(i) the volume of traffic exceeds 10,000 vehicles per day; or</u></p> <p><u>(ii) the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</u></p> <p><u>(iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or</u></p> <p><u>(iv) it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</u></p> <p>(b) <u>Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 31(a)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.</u></p>
	<p><b>Traffic Noise</b></p> <p>For the purposes of Conditions 33 to 44:</p> <p>(c) Building-Modification Mitigation – has the same meaning as in NZS 6806;</p> <p>(d) Design year has the same meaning as in NZS 6806;</p> <p>(e) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed;</p> <p>(f) Habitable Space – has the same meaning as in NZS 6806;</p> <p>(g) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 2 Identified PPFs Noise Criteria Categories;</p> <p>(h) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;</p> <p>(i) 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>(j) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;</p> <p>(k) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 2: Identified PPFs Noise Criteria Categories;</p> <p>(l) 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 31; and</p> <p>(m) Structural Mitigation – has the same meaning as in NZS 6806.</p>

	<b><del>Notwithstanding the above applying to PPFs in Schedule 2 existing as at 2022, conditions 32 to 43 shall be read as also including a requirement for the future BPO assessment to determine the BPO for the environment that is present prior to construction starting provided that the Requiring Authority is not responsible for acoustically treating dwellings that are constructed following the lodgement of the NoR.</del></b>
33.	<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 33 to 44 (all traffic noise conditions).</p> <p>The Noise Criteria Categories do not need to be complied with at a PPF where:</p> <ul style="list-style-type: none"> <li>(a) The PPF no longer exists; or</li> <li>(b) Agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met.</li> </ul> <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>
34.	<p>As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 2: Identified PPFs Noise Criteria Categories.</p> <p>For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 31 may be (or be part of) the Selected Mitigation Option(s). <b>Barriers may also be (or be part of) the Selected Mitigation Options(s).</b></p>
35.	Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 2: Identified PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
36.	If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.
37.	The Detailed Mitigation Options shall be implemented prior to Completion of Construction of the Project, with the exception of any low-noise road surfaces, which shall be implemented within twelve months of Completion of Construction.
38.	Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB <sub>L<sub>Aeq</sub>(24h)</sub> inside Habitable Spaces ('Category C Buildings'). <b>This does not include those dwellings constructed after the lodgement of the NoR.</b>
39.	Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring Authority shall write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within three months of the date of the Requiring Authority's letter, the Requiring Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.
40.	<p>For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 39 above if:</p> <ul style="list-style-type: none"> <li>(a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or</li> <li>(b) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or</li> <li>(c) The building owner did not agree to entry within three months of the date of the Requiring Authority's letter sent in accordance with Condition 39 above (including where the owner did not respond within that period); or</li> <li>(d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project.</li> </ul>

	If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.
41.	Subject to Condition 40 above, within six months of the assessment undertaken in accordance with Condition 40, the Requiring Authority shall write to the owner of each Category C Building advising: <ul style="list-style-type: none"> <li>(a) If Building-Modification Mitigation is required to achieve 40 dB<sub>LAeq(24h)</sub> inside habitable spaces; and</li> <li>(b) The options available for Building-Modification Mitigation to the building, if required; and</li> <li>(c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.</li> </ul>
42.	Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation shall be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.
43.	Subject to Condition 41, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 42 if: <ul style="list-style-type: none"> <li>(a) The Requiring Authority has completed Building Modification Mitigation to the building; or</li> <li>(b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or</li> <li>(c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 41 (including where the owner did not respond within that period); or</li> <li>(d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project.</li> </ul>
44.	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable
45	<del><b>Affected person assistance</b> The Requiring Authority shall at its cost provide fully funded independent expert and / or legal professional services to any directly affected residential landowner who wishes to avail themselves of an early purchase of property either through the Requiring Authorities' hardship mechanism or through s185 of the RMA. Details of how people can access these services must be contained on the website required by Condition 2.</del>
46	<del><b>Loading Bays</b> The Project shall not result in the removal of access to loading bays for commercial buildings or the restriction of internal access to loading bays.</del>

## Attachments

### Schedule 1: General accordance plan and information

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

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

### Concept plan:



**Schedule 2: Identified PPFs noise criteria categories**

<b>Address</b>	<b>New or Altered Road</b>	<b>Noise Criteria Category</b>
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
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11 Boderg Way	Altered	Category A
12 Boderg Way	Altered	Category C
13 Boderg Way	Altered	Category A
15 Boderg Way	Altered	Category A
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19 Boderg Way	Altered	Category A



21 Boderg Way	Altered	Category B
3 Borris Close	Altered	Category A
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8 Brosna Place	Altered	Category A
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426 East Tamaki Road	Altered	Category A
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52 Haven Drive	Altered	Category A
54 Haven Drive	Altered	Category A
4/29 Haven Drive	Altered	Category A
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3 Kanturk Close	Altered	Category B
4 Kanturk Close	Altered	Category B
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33 Kellaway Drive	Altered	Category B
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41 Kellaway Drive	Altered	Category B
43 Kellaway Drive	Altered	Category B
45 Kellaway Drive	Altered	Category B
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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
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3 Kilbaha Close	Altered	Category A
4 Kilbaha Close	Altered	Category A
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4 Marlon Lane	Altered	Category B
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4A Marlon Lane	Altered	Category B
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8A Matarangi Road	Altered	Category A
35 Medvale Avenue	Altered	Category A
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56 Michael Jones Drive	Altered	Category A
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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
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3 Mika Court	Altered	Category B
4 Mika Court	Altered	Category B
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7 Mika Court	Altered	Category A
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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
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8 Redcastle Drive	Altered	Category A
10 Redcastle Drive	Altered	Category A
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98 Redcastle Drive	Altered	Category A

100 Redcastle Drive	Altered	Category A
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106 Redcastle Drive	Altered	Category A
108 Redcastle Drive	Altered	Category A
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2 Reinheimer Place	Altered	Category A
3 Reinheimer Place	Altered	Category A
4 Reinheimer Place	Altered	Category A
5 Reinheimer Place	Altered	Category A
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9 Reinheimer Place	Altered	Category A
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4 Riechelmann Court	Altered	Category A
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15 Robin Brooke Drive	Altered	Category A
17 Robin Brooke Drive	Altered	Category A
19 Robin Brooke Drive	Altered	Category A
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21 Robin Brooke Drive	Altered	Category A
22 Robin Brooke Drive	Altered	Category A
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150 Smales Road	Altered	Category A
11 Speyside Crescent	Altered	Category A
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3 Srah Place	Altered	Category A
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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 Iirangi Drive	Altered	Category C
205 Te Iirangi Drive	Altered	Category B
207 Te Iirangi Drive	Altered	Category B
209 Te Iirangi Drive	Altered	Category B
211 Te Iirangi Drive	Altered	Category B
213 Te Iirangi Drive	Altered	Category C
226 Te Iirangi Drive	Altered	Category A
228 Te Iirangi Drive	Altered	Category B
311 Te Iirangi Drive	Altered	Category A
311 Te Iirangi Drive	Altered	Category A
311 Te Iirangi Drive	Altered	Category A
487 Te Iirangi Drive	Altered	Category B
491 Te Iirangi 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
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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
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14 Vidiri Court	Altered	Category B
15 Vidiri Court	Altered	Category A
17 Vidiri Court	Altered	Category A
19 Vidiri Court	Altered	Category C
9 Walter Haddrell Crescent	Altered	Category A
10 Walter Haddrell Crescent	Altered	Category A
11 Walter Haddrell Crescent	Altered	Category A
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4 Wando Lane	Altered	Category B
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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
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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

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

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

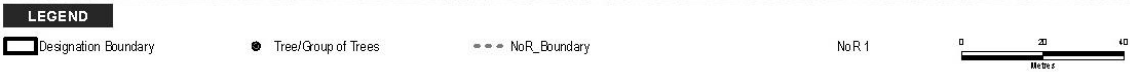




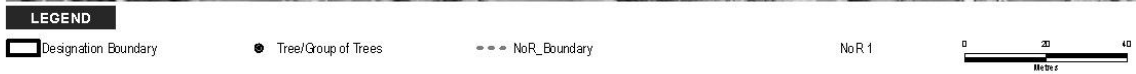
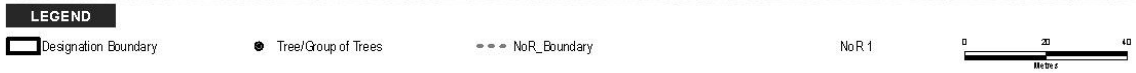


**Schedule 4: Trees to be included in the Tree Management Plan [Schedule updated – refer to clean set]**

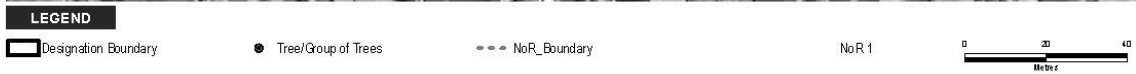
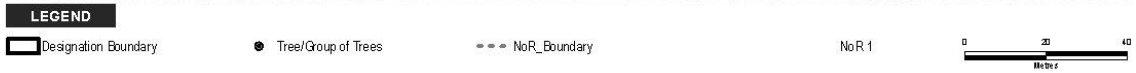










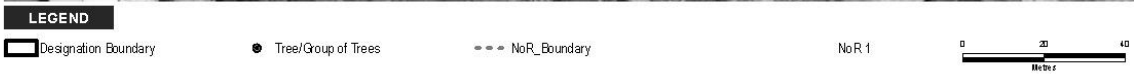
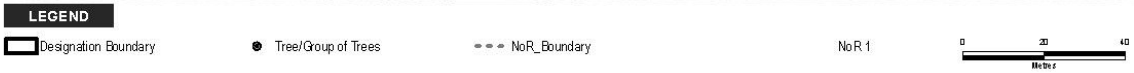




**LEGEND**  
Designation Boundary    ● Tree/Group of Trees    - - - NoR\_Boundary    NoR 1    0 20 40  
Meter



**LEGEND**  
Designation Boundary    ● Tree/Group of Trees    - - - NoR\_Boundary    NoR 1    0 20 40  
Meter





**LEGEND**

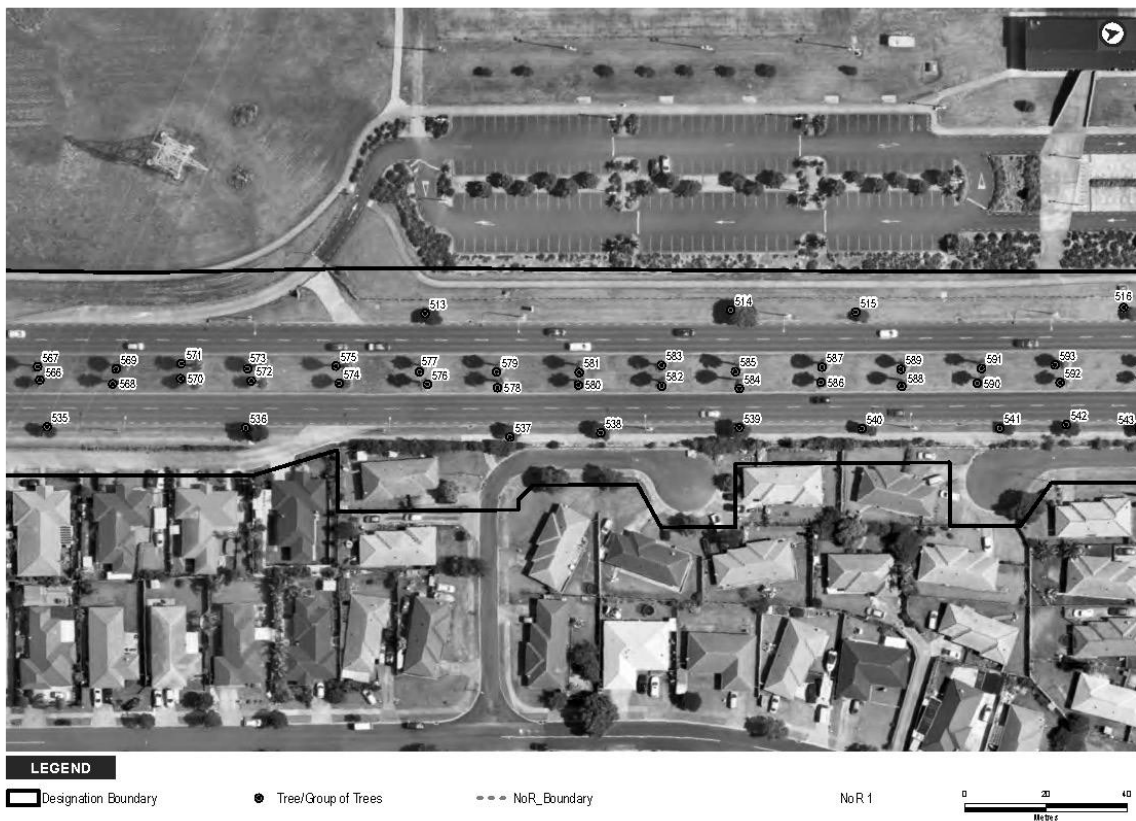
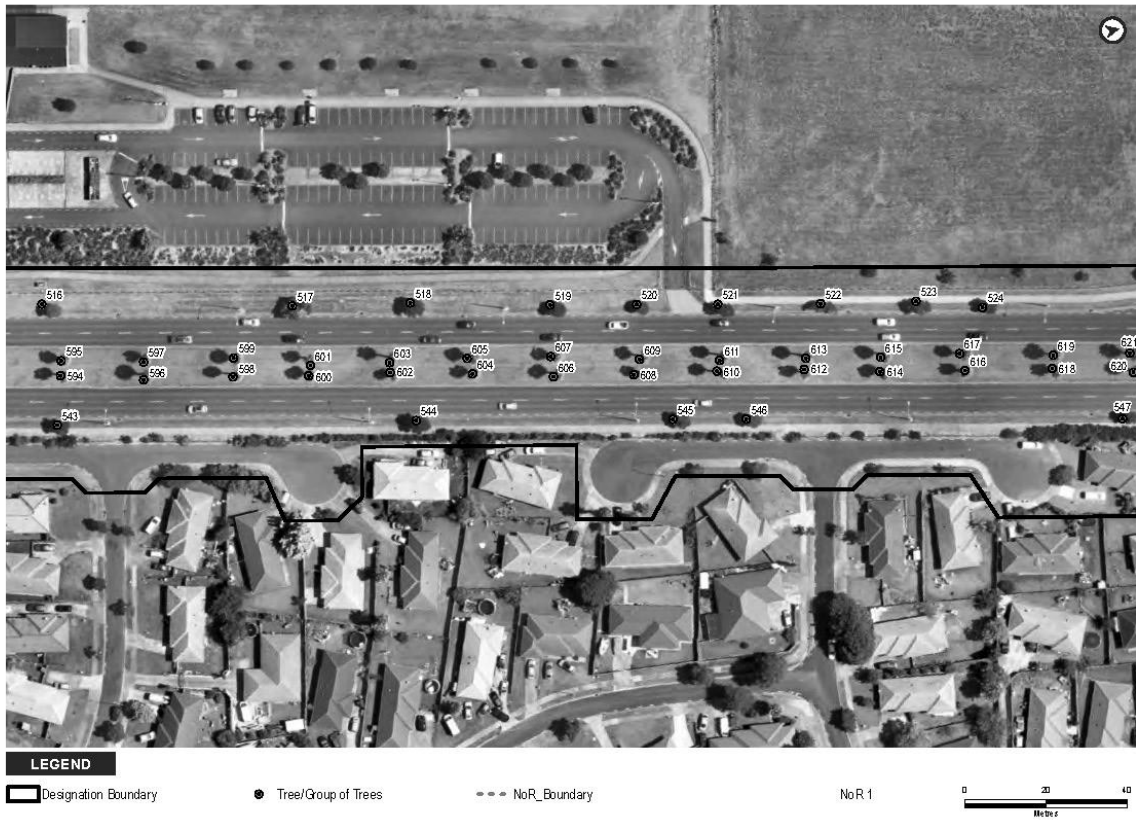
Designation Boundary     
 ● Tree/Group of Trees     
 - - - NoR\_Boundary     
 NoR 1     
 0 20 40  
 Meter

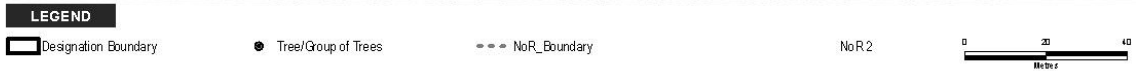


**LEGEND**

Designation Boundary     
 ● Tree/Group of Trees     
 - - - NoR\_Boundary     
 NoR 1     
 0 20 40  
 Meter







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

451	Single tree	Road Reserve	Plane	Semi - Mature
452	Single tree	Road Reserve	Pohutukawa	Semi - Mature
453	Single tree	Road Reserve	Pohutukawa	Semi - Mature
454	Single tree	Road Reserve	Pohutukawa	Semi - Mature
455	Single tree	Road Reserve	Pohutukawa	Semi - Mature
700	Single tree	Road Reserve	Pohutukawa	Semi - Mature
457	Single tree	Road Reserve	Pohutukawa	Semi - Mature
458	Single tree	Road Reserve	Washingtonia Palm	Mature
459	Single tree	Road Reserve	Washingtonia Palm	Mature
460	Single tree	Road Reserve	Washingtonia Palm	Mature
461	Single tree	Road Reserve	Washingtonia Palm	Mature
462	Single tree	Road Reserve	Washingtonia Palm	Mature
463	Single tree	Road Reserve	Washingtonia Palm	Mature
464	Single tree	Road Reserve	Washingtonia Palm	Mature
465	Single tree	Road Reserve	Washingtonia Palm	Mature
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468	Single tree	Road Reserve	Washingtonia Palm	Mature
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471	Single tree	Road Reserve	Washingtonia Palm	Mature
472	Single tree	Road Reserve	Washingtonia Palm	Mature
473	Single tree	Road Reserve	Washingtonia Palm	Mature
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475	Single tree	Road Reserve	Washingtonia Palm	Mature
476	Single tree	Road Reserve	Washingtonia Palm	Mature
477	Single tree	Road Reserve	Washingtonia Palm	Mature
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480	Single tree	Road Reserve	Washingtonia Palm	Mature
481	Single tree	Road Reserve	Washingtonia Palm	Mature

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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





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
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568	Single tree	Road Reserve	Washingtonia Palm	Mature
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701	Single tree	Road Reserve	Pohutukawa	Semi - Mature
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703	Single tree	Road Reserve	Pohutukawa	Semi - Mature
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726	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





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
842	Single tree	Road Reserve	Pohutukawa	Mature
843	Single tree	Road Reserve	Pohutukawa	Mature
845	Single tree	Road Reserve	Pohutukawa	Mature
846	Single tree	Road Reserve	Pohutukawa	Mature
844	Group of Trees	Road Reserve	Mixed Natives, lemonwood, Ngaio, Pohutukawa	Mature
847	Single tree	Road Reserve	Pohutukawa	Mature
848	Single tree	Road Reserve	Pohutukawa	Mature
850	Single tree	Road Reserve	Pohutukawa	Mature
851	Single tree	Road Reserve	Pohutukawa	Mature
849	Group of Trees	Road Reserve	Mixed Natives, lemonwood, Ngaio, Pohutukawa	Mature
852	Single tree	Road Reserve	Pohutukawa	Mature
853	Single tree	Road Reserve	Pohutukawa	Mature
854	Single tree	Road Reserve	Pohutukawa	Mature
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870	Single tree	Road Reserve	Pohutukawa	Mature
1073	Single tree	Road Reserve	Pohutukawa	Mature
1074	Single tree	Road Reserve	Pohutukawa	Mature
871	Group of Trees	Road Reserve	Mixed Natives, Pohutukawa	Mature
871a	Group of Trees	Road Reserve	Mixed Natives, Pohutukawa	Mature
872	Single tree	Road Reserve	Washingtonia Palm	Mature
873	Single tree	Road Reserve	Washingtonia Palm	Mature
874	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
978	Single tree	Road Reserve	Washingtonia Palm	Mature
979	Single tree	Road Reserve	Washingtonia Palm	Mature
980	Single tree	Road Reserve	Washingtonia Palm	Mature
981	Single tree	Road Reserve	Washingtonia Palm	Mature
982	Single tree	Road Reserve	Washingtonia Palm	Mature
983	Single tree	Road Reserve	Washingtonia Palm	Mature
984	Single tree	Road Reserve	Washingtonia Palm	Mature
985	Single tree	Road Reserve	Washingtonia Palm	Mature
986	Single tree	Road Reserve	Washingtonia Palm	Mature
987	Single tree	Road Reserve	Washingtonia Palm	Mature
988	Single tree	Road Reserve	Washingtonia Palm	Mature
989	Single tree	Road Reserve	Washingtonia Palm	Mature
990	Single tree	Road Reserve	Washingtonia Palm	Mature
991	Single tree	Road Reserve	Washingtonia Palm	Mature
992	Single tree	Road Reserve	Washingtonia Palm	Mature
993	Single tree	Road Reserve	Washingtonia Palm	Mature
994	Single tree	Road Reserve	Washingtonia Palm	Mature
995	Single tree	Road Reserve	Washingtonia Palm	Mature
996	Single tree	Road Reserve	Washingtonia Palm	Mature
997	Single tree	Road Reserve	Washingtonia Palm	Mature
998	Single tree	Road Reserve	Washingtonia Palm	Mature
999	Single tree	Road Reserve	Washingtonia Palm	Mature
1000	Single tree	Road Reserve	Washingtonia Palm	Mature

1001	Single tree	Road Reserve	Washingtonia Palm	Mature
1002	Single tree	Road Reserve	Washingtonia Palm	Mature
1003	Single tree	Road Reserve	Washingtonia Palm	Mature
1004	Single tree	Road Reserve	Washingtonia Palm	Mature
1005	Single tree	Road Reserve	Washingtonia Palm	Mature
1006	Single tree	Road Reserve	Washingtonia Palm	Mature
1007	Single tree	Road Reserve	Washingtonia Palm	Mature
1008	Single tree	Road Reserve	Washingtonia Palm	Mature
1009	Single tree	Road Reserve	Washingtonia Palm	Mature
1010	Single tree	Road Reserve	Washingtonia Palm	Mature
1011	Single tree	Road Reserve	Washingtonia Palm	Mature
1012	Single tree	Road Reserve	Washingtonia Palm	Mature
1013	Single tree	Road Reserve	Washingtonia Palm	Mature
1014	Single tree	Road Reserve	Washingtonia Palm	Mature
1015	Single tree	Road Reserve	Washingtonia Palm	Mature
1016	Single tree	Road Reserve	Washingtonia Palm	Mature
1017	Single tree	Road Reserve	Washingtonia Palm	Mature
1018	Single tree	Road Reserve	Washingtonia Palm	Mature
1019	Single tree	Road Reserve	Washingtonia Palm	Mature
1020	Single tree	Road Reserve	Washingtonia Palm	Mature
1021	Single tree	Road Reserve	Washingtonia Palm	Mature
1022	Single tree	Road Reserve	Washingtonia Palm	Mature
1023	Single tree	Road Reserve	Washingtonia Palm	Mature
1024	Single tree	Road Reserve	Washingtonia Palm	Mature
1025	Single tree	Road Reserve	Washingtonia Palm	Mature
1026	Single tree	Road Reserve	Washingtonia Palm	Mature
1027	Single tree	Road Reserve	Washingtonia Palm	Mature
1028	Single tree	Road Reserve	Washingtonia Palm	Mature



1029	Single tree	Road Reserve	Washingtonia Palm	Mature
1030	Single tree	Road Reserve	Washingtonia Palm	Mature
1031	Single tree	Road Reserve	Washingtonia Palm	Mature
1032	Single tree	Road Reserve	Washingtonia Palm	Mature
1033	Single tree	Road Reserve	Washingtonia Palm	Mature
1034	Single tree	Road Reserve	Washingtonia Palm	Mature
1035	Single tree	Road Reserve	Washingtonia Palm	Mature
1036	Single tree	Road Reserve	Washingtonia Palm	Mature
1037	Single tree	Road Reserve	Washingtonia Palm	Mature
1038	Single tree	Road Reserve	Washingtonia Palm	Mature
1039	Single tree	Road Reserve	Washingtonia Palm	Mature
1040	Single tree	Road Reserve	Washingtonia Palm	Mature
1041	Single tree	Road Reserve	Washingtonia Palm	Mature
1042	Single tree	Road Reserve	Washingtonia Palm	Mature
1043	Single tree	Road Reserve	Washingtonia Palm	Mature
1044	Single tree	Road Reserve	Washingtonia Palm	Mature
1045	Single tree	Road Reserve	Washingtonia Palm	Mature
1046	Single tree	Road Reserve	Washingtonia Palm	Mature
1047	Single tree	Road Reserve	Washingtonia Palm	Mature
1048	Single tree	Road Reserve	Washingtonia Palm	Mature
1049	Single tree	Road Reserve	Washingtonia Palm	Mature
1050	Single tree	Road Reserve	Washingtonia Palm	Mature
1051	Single tree	Road Reserve	Washingtonia Palm	Mature
1052	Single tree	Road Reserve	Washingtonia Palm	Mature
1053	Single tree	Road Reserve	Washingtonia Palm	Mature
1054	Single tree	Road Reserve	Washingtonia 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
<b>1083</b>	<b>Single tree</b>	<b>Road Reserve</b>	<b>Pohutukawa</b>	<b>Mature</b>
1082	Group of Trees	Road Reserve	Pohutukawa, Broadleaf, Tarata	
<b>1108</b>	<b>Single tree</b>	<b>Road Reserve</b>	<b>Pohutukawa</b>	<b>Mature</b>
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, 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

## **Appendix B – Auckland Transport’s Modifications to NoR 1 conditions (clean)**



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

Designation Number	XXXX
Requiring Authority	Auckland Transport
Location	Botany to Rongomai Park
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.

## Purpose

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

## Conditions

### Abbreviations and Definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans and CNVMP Schedules	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: <ul style="list-style-type: none"> <li>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified;</li> <li>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received; or</li> <li>(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.</li> </ul>
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 27
Construction Works	Activities undertaken to construct the Project excluding Enabling Works
Council	Auckland Council

CTMP	Construction Traffic Management Plan
Developer	Any legal entity that intends to master plan or develop land adjacent to the designation
Development Agency	Public entities involved in development projects
DRMP	Development Response Management Plan
Educational facility	Facility used for education to secondary level. Includes: (a) schools and outdoor education facilities; and (b) accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above. Excludes: (a) care centres; and (b) tertiary education facilities.
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
Enabling works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; and (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines
LIP	Land use Integration Process
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Airport to Botany Bus Rapid Transit Project: (a) Te Ākitai Waiohū; (b) Ngāi Tai ki Tamaki; (c) Ngāti Te Ata Waiohū; (d) Ngāti Whanaunga; (e) Ngāti Tamaoho; (f) Ngāti Paoa Trust Board; (g) Te Ahiwaru; (h) Ngāti Tamaterā; and (i) Ngāti Maru. Note: other iwi not identified above may have an interest in the Project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA

NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
NZAA	New Zealand Archaeological Association
OSMP	Open Space Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport
RMA	Resource Management Act 1991
SCEMP	Stakeholder Communication and Engagement Management Plan
Stage of Work	Any physical works that require the development of an Outline Plan
Start of Construction	The time when Construction Works (excluding Enabling Works) start
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise
ULDMP	Urban and Landscape Design Management Plan

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



	<p>(c) Information requested or provided under Condition 3(b) above may include but not be limited to the following matters:</p> <ul style="list-style-type: none"> <li>(i) design details including but not limited to: <ul style="list-style-type: none"> <li>A. boundary treatment (e.g. the use of retaining walls or batter slopes);</li> <li>B. the horizontal and vertical alignment of the road (levels);</li> <li>C. potential locations for mid-block crossings;</li> <li>D. integration of stormwater infrastructure;</li> <li>E. outputs from any flood modelling; and</li> <li>F. traffic noise modelling contours.</li> </ul> </li> <li>(ii) potential modifications to the extent of the designation in response to information received through Condition 3(b)(ii);</li> <li>(iii) a process for the Requiring Authority to undertake a technical review of or provide comments on any master planning or development proposal advanced by the Developer or Development Agency as it relates to integration with the Project; and</li> <li>(iv) details of how to apply for written consent from the Requiring Authority for any development proposal that relates to land is within the designation under section 176(1)(b) of the RMA.</li> </ul> <p>(d) Where information is requested from the Requiring Authority and is available, the nominated contact shall provide the information unless there are reasonable grounds for not providing it.</p> <p>(e) The nominated contact shall maintain a record of the engagement between the Requiring Authority and Developers and Development Agencies for the period following the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include:</p> <ul style="list-style-type: none"> <li>(i) a list of all Developers and Development Agencies who have indicated through the Notice of Requirement process that they intend to master plan or develop sites along the Project alignment that may require specific integration with the designation;</li> <li>(ii) details of any requests made to the Requiring Authority that could influence detailed design, the results of any engagement and, where such requests that could influence detailed design are declined, the reasons why the Requiring Authority has declined the requests; and</li> <li>(iii) details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators.</li> </ul> <p>(f) The record shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</p>
4.	<p><b>Designation Review</b></p> <p>(a) The Requiring Authority shall within six (6) months of Completion of Construction or as soon as otherwise practicable:</p> <ul style="list-style-type: none"> <li>(i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and</li> <li>(ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</li> </ul>
5.	<p><b>Lapse</b></p> <p>(a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.</p>
6.	<p><b>Te Ākitai Waiohua – Southwest Gateway Programme</b></p> <p>(a) The Requiring Authority acknowledges Te Ākitai Waiohua as Mana Whenua and a principal partner to the Southwest Gateway Programme, to which this project forms a part. The operation of this designation must in all respects</p>

	reflect these matters, including through meeting the conditions and meaningful engagement at both a governance and kaitiaki level.
<b>7.</b>	<p><b>Network Utility Operators and Auckland Council Parks (Section 176 Approval)</b></p> <p>(a) Prior to the start of Construction Works, Network Utility Operators (including Auckland International Airport Limited) with existing infrastructure and Auckland Council in relation to parks located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> <li>(i) operation, maintenance and repair works;</li> <li>(ii) minor renewal works to existing network utilities or parks necessary for the on-going provision or security of supply of network utility or parks operations;</li> <li>(iii) minor works such as new service connections; and</li> <li>(iv) the upgrade and replacement of existing network utilities or parks in the same location with the same or similar effects as the existing utility or parks.</li> </ul> <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>
<b>8.</b>	<p><b>Property Management</b></p> <p>(a) The Requiring Authority shall undertake its best endeavours to ensure that properties acquired for the Project are appropriately managed in a manner that does not adversely affect the surrounding area.</p>
<b>Pre-construction conditions</b>	
<b>9.</b>	<p><b>Outline Plan</b></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"> <li>(i) Construction Environmental Management Plan;</li> <li>(ii) Construction Traffic Management Plan;</li> <li>(iii) Construction Noise and Vibration Management Plan;</li> <li>(iv) Urban and Landscape Design Management Plan;</li> <li>(v) Historic Heritage Management Plan;</li> <li>(vi) Ecological Management Plan;</li> <li>(vii) Tree Management Plan;</li> <li>(viii) Network Utilities Management Plan; and</li> <li>(ix) Development Response Management Plan.</li> </ul>
<b>10.</b>	<p><b>Management Plans</b></p> <p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> <li>(i) be prepared and implemented in accordance with the relevant management plan condition;</li> <li>(ii) be prepared by a Suitably Qualified Person(s);</li> <li>(iii) be developed in partnership with Mana Whenua. The Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua;</li> <li>(iv) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates;</li> </ul>

	<ul style="list-style-type: none"> <li>(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"> <li>A. been incorporated; and</li> <li>B. where not incorporated, the reasons why.</li> </ul> </li> <li>(vi) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and</li> <li>(vii) Once finalised, uploaded to the Project website or equivalent virtual information source.</li> </ul> <p>(b) Any management plan developed in accordance with Condition 10 may:</p> <ul style="list-style-type: none"> <li>(i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation; and</li> <li>(ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process.</li> </ul> <p>(c) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision.</p> <p>(d) Any material changes to the SCEMP(s) are to be submitted to the Council for information.</p>
<p><b>11.</b></p>	<p><b>Mana Whenua Kaitiaki Forum</b></p> <ul style="list-style-type: none"> <li>(a) At least twelve (12) months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall invite Mana Whenua to establish a Mana Whenua Kaitiaki Forum. The objective of the Mana Whenua Kaitiaki Forum is to provide a forum for Mana Whenua to participate as partners in all phases of the Project. To achieve the objective, the Mana Whenua Kaitiaki Forum shall address (as a minimum) the following matters: <ul style="list-style-type: none"> <li>(i) how Mana Whenua will provide input into the design of the Project. For example: <ul style="list-style-type: none"> <li>A. how Mana Whenua values and narrative are incorporated through the form of the Project and associated structures;</li> <li>B. how the historic and cultural significance of the Puhinui Historic Gateway will be recognised; and</li> <li>C. how pou, art, sculptures, mahi toi or other any other features located on land within or adjoining the Project will be provided in a manner that represents the Māori history of the area and promotes a distinctiveness or sense of place.</li> </ul> </li> <li>(ii) how Mana Whenua will be engaged in the preparation of management plans and future consenting processes;</li> <li>(iii) how mātauranga Māori and tikanga Māori will be recognised in all phases of the Project;</li> <li>(iv) where opportunities for Mana Whenua to participate in engagement with local communities, business associations, social institutions and community groups will be provided;</li> <li>(v) where opportunities for Mana Whenua to support the physical, mental, social and economic wellbeing for iwi and the local community will be provided through the Project. This could include: <ul style="list-style-type: none"> <li>A. planting supplied through Mana Whenua and community based nurseries;</li> <li>B. local schools being involved in planting; and</li> <li>C. scholarships, cadetships and job creation.</li> </ul> </li> <li>(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;</li> <li>(vii) the frequency of meetings shall be agreed between the Requiring Authority and Mana Whenua; and</li> </ul> </li> </ul>

	<p>(viii) prior to the Start of Construction, the Requiring Authority shall produce a record of the Mana Whenua Kaitiaki Forum. The record of the Mana Whenua Kaitiaki Forum shall be provided to Mana Whenua and shall include (but not be limited to);</p> <ul style="list-style-type: none"> <li>A. details of how Mana Whenua have participated as partners in the Project;</li> <li>B. details of how the matters set out in (a) will be incorporated into the Project;</li> <li>C. how the objective of the Mana Whenua Kaitiaki Forum has been and will continue to be met; and</li> <li>D. details of how comments from Mana Whenua have been incorporated into the Project and where not incorporated, the reasons why.</li> </ul> <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 Mana Whenua Kaitiaki Forum shall continue to meet for at least six months following the Completion of Construction or as agreed with Mana Whenua.</p> <p><b>Advice note</b> For the avoidance of doubt, Mana Whenua may wish to use another forum as the Mana Whenua Kaitiaki Forum.</p>
12.	<p><b>Stakeholder Communication and Engagement Management Plan (SCEMP)</b></p> <p>(a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations prior to the Start of Construction.</p> <p>(b) 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 Construction Works. To achieve the objective of the SCEMP:</p> <ul style="list-style-type: none"> <li>(i) at least six (6) months prior to detailed design for a Stage of Work, the Requiring Authority shall identify: <ul style="list-style-type: none"> <li>A. a list of properties within the designation which the Requiring Authority does not own or have occupation rights to;</li> <li>B. a list of key stakeholders, community groups, organisations and businesses who will be engaged with; and</li> <li>C. methods to engage with key stakeholders, community groups, organisations and businesses and the owners of properties identified in (b)(i)A-B above.</li> </ul> </li> <li>(ii) a record of (b)(i) shall be submitted with an Outline Plan for the relevant Stage of Work.</li> <li>(iii) the SCEMP shall include: <ul style="list-style-type: none"> <li>A. the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);</li> <li>B. the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;</li> <li>C. details of opportunities to strengthen the relationship between Mana Whenua, key stakeholders and the wider community;</li> <li>D. methods and timing to engage with landowners whose access is directly affected;</li> <li>E. methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (b)(i) above; and</li> </ul> </li> </ul>

	<p>F. linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.</p> <p>(c) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</p>
<b>13.</b>	<p><b>Development Response Management Plan</b></p> <p>(a) A DRMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the DRMP is to provide a framework to assist businesses affected by the Project to manage the impacts of construction and to maximise the opportunities the Project presents.</p> <p>(c) Business Associations representing businesses within the relevant Stage of Work shall be invited no later than 18 months prior to the Start of Construction for a Stage of Work, to participate in the development of the DRMP.</p> <p>(d) To achieve the objective, the DRMP shall include:</p> <ul style="list-style-type: none"> <li>(i) a list of businesses likely to be impacted by the Project;</li> <li>(ii) recommended measures to mitigate impacts on identified businesses associated with construction effects such as the potential loss of visibility of businesses from public spaces, reduction of accessibility and severance. Such mitigation measures may include business support, temporary placemaking and place activation measures and temporary wayfinding and signage;</li> <li>(iii) a summary of any proactive assistance to be provided to impacted businesses;</li> <li>(iv) identification of opportunities to co-ordinate the forward work programme, where appropriate with infrastructure providers and development agencies; and</li> <li>(v) linkages and cross-references to communication and engagement methods set out in other conditions and management plans (e.g. the SCEMP) where relevant.</li> </ul>
<b>14.</b>	<p><b>Urban and Landscape Design Management Plan (ULDMP)</b></p> <p>(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the ULDMP(s) is to:</p> <ul style="list-style-type: none"> <li>(i) enable integration of the Project's permanent works into the surrounding landscape and urban context;</li> <li>(ii) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment; and</li> <li>(iii) acknowledge and recognise the whakapapa Mana Whenua have to the Project area.</li> </ul> <p>(c) Mana Whenua shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work to provide input on cultural landscape and design matters. This shall include (but not be limited to) how desired outcomes for the management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with the Historic Heritage Management Plan (Condition 26) and the Ecological Management Plan (Condition 28) may be reflected in the ULDMP.</p> <p>(d) Key stakeholders shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work.</p> <p>(e) The ULDMP shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> <li>(i) Auckland Transport's Urban Roads and Streets Design Guide;</li> <li>(ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;</li> </ul>

	<ul style="list-style-type: none"> <li>(iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;</li> <li>(iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and</li> <li>(v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.</li> </ul> <p>(f) To achieve the objective, the ULDMP shall provide details of how the Project:</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(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;</li> <li>(iii) promotes inclusive access (where appropriate); and</li> <li>(iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> <li>A. Crime Prevention Through Environmental Design (CPTED) principles;</li> <li>B. Safety in Design (SID) requirements; and</li> <li>C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.</li> </ul> </li> <li>(v) has responded to requests that could influence detailed design through the Land Use Integration Process (Condition 3);</li> <li>(vi) 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"> <li>A. how to protect and enhance connections to the Māori cultural landscape;</li> <li>B. how and where accurate historical signage can be provided along the corridor;</li> <li>C. how historical portage routes will be recognised;</li> <li>D. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided;</li> <li>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"> <li>a. preserving them in the design and maintenance of the Project; and</li> <li>b. restoring them in a manner that recognises their historical and cultural significance. For example, by clustering planting to represent a lost ngahere.</li> </ul> </li> <li>F. how the historic and cultural significance of the Puhinui Historic Gateway is recognised; and</li> <li>G. how public access to coastal areas, waterways and open space is enhanced, where appropriate.</li> </ul> </li> <li>(vii) provides for an integrated stormwater management approach which prioritises in the following order: <ul style="list-style-type: none"> <li>A. opportunities for ki uta ki tai (a catchment scale approach);</li> <li>B. opportunities for net catchment benefit;</li> <li>C. green infrastructure and nature-based solutions; and</li> <li>D. opportunities for low maintenance design.</li> </ul> </li> </ul> <p>(g) At the discretion of Mana Whenua, the matters listed in (f)(v) – (vi) shall either be incorporated into the ULDMP or prepared as a separate plan.</p> <p>(h) The ULDMP shall include:</p> <ul style="list-style-type: none"> <li>(i) a concept plan(s) – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;</li> </ul>
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	<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:</p> <p>a. intersection form;</p> <p>b. carriageway gradient and associated earthworks;</p> <p>c. contouring, cut and fill batters and/or retaining walls and their interface with adjacent land uses and existing roads (including slip lanes);</p> <p>d. benching;</p> <p>e. spoil disposal sites;</p> <p>f. median width and treatment; and</p> <p>g. 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 26); and</p> <p>I. re-instatement of construction and site compound areas, driveways, accessways and fences.</p> <p>(i) 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 29). 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 (Conditions 28) and Tree Management Plan (Condition 29);</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</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.</p> <p><b>Advice note:</b> 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</p>
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	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.
<b>Specific Outline Plan requirements</b>	
	<p><b>Flood Hazard</b></p> <p>For the purpose of Condition 15:</p> <ul style="list-style-type: none"> <li>(a) ARI – means Average Recurrence Interval;</li> <li>(b) Existing authorised community, commercial and industrial floor – means the floor level of any community, commercial and industrial building which is authorised and exists at the time the Outline Plan is submitted;</li> <li>(c) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the Outline Plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage;</li> <li>(d) Flood prone area – means potential ponding areas that may flood and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features;</li> <li>(e) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes;</li> <li>(f) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways); and</li> <li>(g) Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).</li> </ul>
15.	<p><b>Flood Hazard</b></p> <ul style="list-style-type: none"> <li>(a) The Project shall be designed to achieve the following flood risk outcomes: <ul style="list-style-type: none"> <li>(i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;</li> <li>(ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors to maintain a minimum freeboard of 150mm;</li> <li>(iii) no increase in flood levels in a 1% AEP event for existing authorised community, commercial and industrial building floors that are already subject to flooding;</li> <li>(iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors;</li> <li>(v) maximum of 50mm increase in flood level in a 1% AEP event outside and adjacent to the designation boundaries between the pre and post Project scenarios;</li> <li>(vi) no new flood prone areas; and</li> <li>(vii) no increase of flood hazard for main access to authorised habitable dwellings existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP event. Where Flood Hazard is: <ul style="list-style-type: none"> <li>A. velocity x depth is greater than or equal to (<math>\geq</math>) 0.6; or</li> <li>B. depth is greater than (<math>&gt;</math>) 0.5m; or</li> <li>C. velocity is greater than (<math>&gt;</math>) 2m/s.</li> </ul> </li> </ul> </li> <li>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 1% AEP flood levels (for Maximum Probable Development land use and including climate change).</li> <li>(c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or</li> </ul>



	varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.
<b>16.</b>	<p><b>Existing property access</b></p> <p>(a) Where existing property vehicle access which exists at the time the Outline Plan is submitted is proposed to be altered by the Project, the Requiring Authority shall consult with the directly affected landowner regarding the required changes. The Outline Plan shall demonstrate how safe access will be provided, unless otherwise agreed with the affected landowner.</p>
<b>Construction conditions</b>	
<b>17.</b>	<p><b>Construction Environmental Management Plan (CEMP)</b></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"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) details of the proposed construction yards including temporary screening when adjacent to residential areas;</li> <li>(v) details of the proposed construction lighting;</li> <li>(vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vii) methods for providing for the health and safety of the general public;</li> <li>(viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain;</li> <li>(ix) procedures for incident management;</li> <li>(x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses;</li> <li>(xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;</li> <li>(xii) procedures for responding to complaints about Construction Works; and</li> <li>(xiii) methods for amending and updating the CEMP as required.</li> </ul>
<b>18.</b>	<p><b>Complaints Register</b></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"> <li>(i) the date, time and nature of the complaint;</li> <li>(ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</li> <li>(iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate;</li> <li>(iv) the outcome of the investigation into the complaint; and</li> <li>(v) any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally.</li> </ul> <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><b>19.</b></p>	<p><b>Cultural Monitoring Plan</b></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 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. To achieve the objective, the Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> <li>(i) requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua;</li> <li>(ii) requirements and protocols for cultural inductions for contractors and subcontractors;</li> <li>(iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and</li> <li>(v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol.</li> </ul> <p>(d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p><b>Advice note:</b> 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><b>20.</b></p>	<p><b>Construction Traffic Management Plan (CTMP)</b></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"> <li>(i) methods to manage the effects of temporary traffic management activities on traffic;</li> <li>(ii) measures to ensure the safety of all transport users;</li> <li>(iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours (for example on roads serving educational facilities during pick up and drop off times) to manage vehicular and pedestrian traffic near educational facilities or to manage traffic congestion;</li> <li>(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;</li> <li>(v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, pedestrians and cyclists;</li> <li>(vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative access arrangements when it will not be. Engagement with landowners whose access is directly affected shall be undertaken in accordance with Condition 12(b)(iii)D;</li> </ul>

	<ul style="list-style-type: none"> <li>(vii) details of how access for the loading and unloading of goods will be provided for;</li> <li>(viii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads;</li> <li>(ix) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services);</li> <li>(x) details of minimum network performance parameters to be achieved during the construction phase, including any measures to monitor compliance with the performance parameters. These could include maximum increases in journey time and traffic volumes along key routes; and</li> <li>(xi) details of any Travel Demand Management (TDM) measures proposed to be implemented in the event of thresholds identified in (x) being exceeded.</li> </ul>																																																			
<b>21.</b>	<p><b>Open Space Management Plan (OSMP)</b></p> <ul style="list-style-type: none"> <li>(a) An OSMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the OSMP is to minimise as far as practicable adverse effects on the recreation amenity of parks and reserves resulting from construction.</li> <li>(b) To achieve the objective, the OSMP shall include details of: <ul style="list-style-type: none"> <li>(i) how the ongoing operation (including but not limited to events) of and access (including walking and cycling) to parks and reserves during construction will be maintained in accordance with the Construction Traffic Management Plan (Condition 20); and</li> <li>(ii) opportunities to coordinate the construction of the Project, as far as practicable, with the forward work programme (including any events) for parks and reserves directly affected by the Project.</li> </ul> </li> <li>(c) Auckland Council Parks and Community Facilities shall be invited to participate in the development of the OSMP at least six (6) months prior to the start of detailed design for a Stage of Work.</li> <li>(d) Any OSMP 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.</li> </ul>																																																			
<b>22.</b>	<p><b>Construction Noise Standards</b></p> <ul style="list-style-type: none"> <li>(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:</li> </ul> <p><b>Table 22-1 Construction Noise Standards</b></p> <table border="1"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L<sub>Aeq</sub>(15min)</th> <th>L<sub>AFmax</sub></th> </tr> </thead> <tbody> <tr> <td colspan="4"><b>Occupied activity sensitive to noise</b></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"><b>Other occupied buildings</b></td> </tr> </tbody> </table>	Day of week	Time period	L <sub>Aeq</sub> (15min)	L <sub>AFmax</sub>	<b>Occupied activity sensitive to noise</b>				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	<b>Other occupied buildings</b>			
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	All	0730h – 1800h 1800h – 0730h	70 dB 75 dB	
	(b) Where compliance with the noise standards set out in Table 22-1 is not practicable, the methodology in Condition 25 shall apply.			
<b>23.</b>	<b>Construction Vibration Standards</b>			
	(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.			
	<b>Table 23-1 Construction vibration standards</b>			
	<b>Receiver</b>	<b>Details</b>	<b>Category A*</b>	<b>Category B**</b>
	<b>Occupied activity sensitive to noise</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 23-1 is not practicable, the methodology in Condition 25 shall apply.			
<b>24.</b>	<b>Construction Noise and Vibration Management Plan (CNMVP)</b>			
	(a) A CNMVP shall be prepared prior to the Start of Construction for Stage of Work.			
	(b) A CNMVP shall be implemented during the Stage of Work to which it relates.			
	(c) The objective of the CNMVP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 22 and 23 to the extent practicable. To achieve the objective, the CNMVP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following:			
	(i)	description of the works and anticipated equipment/processes;		
	(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;		

	<ul style="list-style-type: none"> <li>(x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise Condition 22 and/or vibration standards Condition 23 Category B will not be practicable;</li> <li>(xi) identification of trigger levels for undertaking building condition surveys, which shall be Category B day time levels;</li> <li>(xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration;</li> <li>(xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules and the best practicable option for management of effects are being implemented; and</li> <li>(xiv) requirements for review and update of the CNVMP.</li> </ul>
25.	<p><b>Schedule to a CNVMP</b></p> <ul style="list-style-type: none"> <li>(a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when: <ul style="list-style-type: none"> <li>(i) construction noise is either predicted or measured to exceed the noise standards in Condition 22, except where the exceedance of the <math>L_{Aeq}</math> criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> <li>A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or</li> <li>B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</li> </ul> </li> <li>(ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 23.</li> </ul> </li> <li>(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. To achieve the objective, the Schedule shall include details such as: <ul style="list-style-type: none"> <li>(i) construction activity location, start and finish dates;</li> <li>(ii) the nearest neighbours to the construction activity;</li> <li>(iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance;</li> <li>(iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime;</li> <li>(v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;</li> <li>(vi) the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and</li> <li>(vii) location, times and types of monitoring.</li> </ul> </li> <li>(c) The Schedule shall be submitted to the Manager for certification at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP.</li> <li>(d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.</li> </ul>

26.	<p><b>Historic Heritage Management Plan</b></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"> <li>(i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;</li> <li>(ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</li> <li>(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;</li> <li>(iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory);</li> <li>(v) roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;</li> <li>(vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</li> <li>(vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;</li> <li>(viii) methods to acknowledge cultural values identified through the Mana Whenua Kaitiaki Forum (Condition 11) and Urban Landscape and Design Management Plan (Condition 14) where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</li> <li>(ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to: <ul style="list-style-type: none"> <li>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;</li> </ul> </li> <li>(x) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and</li> <li>(xi) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1) The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 19).</li> </ul>
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	<p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation, building and standing structures and monitoring), shall be submitted to the Manager within 12 months of completion.</p> <p><b>Advice note:</b>  <b>Accidental Discoveries</b>  The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and shall apply when an archaeological authority under the HNZPTA is not otherwise in place.</p>
27.	<p><b>Pre-Construction Ecological Survey</b></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 Person. The purpose of the survey is to inform ecological management by confirming whether the indigenous flora and fauna (including Regionally or Nationally At-Risk or Threatened species) within the Identified Biodiversity Areas recorded in Schedule 3 are still present.</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 confirms the presence of indigenous flora and fauna (including Regionally or Nationally At-Risk or Threatened species) in accordance with Condition 27(a) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 28 for these areas (Confirmed Biodiversity Areas).</p>
28.	<p><b>Ecological Management Plan (EMP)</b></p> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 27) prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. To achieve the objective, the EMP shall set out the methods which may include:</p> <p>(i) if an EMP is required in accordance with Condition 27(c) for the presence of long-tailed bats:</p> <ul style="list-style-type: none"> <li>A. measures to minimise disturbance from construction activities within the vicinity of any active roosts that are discovered until such roosts are confirmed to be vacant of bats;</li> <li>B. how the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable;</li> <li>C. details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tailed bats;</li> <li>D. details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous, or exotic trees or artificial alternatives) will be provided and maintained; and</li> <li>E. where mitigation is not practicable, details of any offsetting proposed.</li> </ul> <p>(ii) If an EMP is required in accordance with Condition 27(c) for the presence of Threatened or At-Risk birds (excluding Wetland Birds):</p> <ul style="list-style-type: none"> <li>A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;</li> <li>B. where Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of the Pipit bird breeding season (August to February) where practicable;</li> </ul>

	<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 27(c) 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>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>b. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction Works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person; and</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 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>(c) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.</p> <p>(d) Where appropriate, and in partnership with Mana Whenua, flora and fauna values identified in the ULDM are reflected and included within this EMP.</p> <p><b>Advice note:</b> Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</p> <p>(i) Stream and/or wetland restoration plans;</p> <p>(ii) Vegetation restoration plans; and</p> <p>(iii) Fauna management plans (e.g. avifauna, herpetofauna).</p>
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<p><b>29.</b></p>	<p><b>Tree Management Plan</b></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. To achieve the objective, the Tree Management Plan shall:</p> <p>(i) confirm that the trees listed in Schedule 4 still exist; and</p> <p>(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:</p> <p>A. any opportunities identified through Condition 14(i)(i)A to relocate mature trees and native trees where practicable;</p> <p>B. planting to replace trees that require removal (with reference to the ULDM planting design details in Condition 14);</p> <p>C. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and</p> <p>D. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.</p> <p>(iii) demonstrate how the tree management measures (outlined in A – D above) are consistent with conditions of any resource consents granted for the Project in relation to managing construction effects on trees.</p>
<p><b>30.</b></p>	<p><b>Network Utility Management Plan (NUMP)</b></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. To achieve the objective, the NUMP shall include methods to:</p> <p>(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</p> <p>(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</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) (including Auckland International Airport Limited) during detailed design 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>

<b>Operational conditions</b>	
<b>31.</b>	<p><b>Low Noise Road Surface</b></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>
<b>32.</b>	<p><b>Future Resurfacing Work</b></p> <p>(a) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</p> <ul style="list-style-type: none"> <li>(i) the volume of traffic exceeds 10,000 vehicles per day; or</li> <li>(ii) the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</li> <li>(iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or</li> <li>(iv) it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</li> </ul> <p>(b) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 31(a)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.</p>
	<p><b>Traffic Noise</b></p> <p>For the purposes of Conditions 33 to 44:</p> <ul style="list-style-type: none"> <li>(a) Building-Modification Mitigation – has the same meaning as in NZS 6806;</li> <li>(b) Design year has the same meaning as in NZS 6806;</li> <li>(c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed;</li> <li>(d) Habitable Space – has the same meaning as in NZS 6806;</li> <li>(e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 2 Identified PPFs Noise Criteria Categories;</li> <li>(f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;</li> <li>(g) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C);</li> <li>(h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;</li> <li>(i) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 2: Identified PPFs Noise Criteria Categories;</li> <li>(j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806 taking into account any low noise road surface to be implemented in accordance with Condition 31; and</li> <li>(k) Structural Mitigation – has the same meaning as in NZS 6806.</li> </ul>
<b>33.</b>	<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 33 to 44 (all traffic noise conditions).</p> <p>The Noise Criteria Categories do not need to be complied with at a PPF where:</p> <ul style="list-style-type: none"> <li>(a) The PPF no longer exists; or</li> <li>(b) Agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met.</li> </ul> <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>

34.	As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 2: Identified PPFs Noise Criteria Categories. For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 31 may be (or be part of) the Selected Mitigation Option(s).
35.	Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 2: Identified PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
36.	If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.
37.	The Detailed Mitigation Options shall be implemented prior to Completion of Construction of the Project, with the exception of any low-noise road surfaces, which shall be implemented within twelve months of Completion of Construction.
38.	Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB <sub>LAeq(24h)</sub> inside Habitable Spaces ('Category C Buildings').
39.	Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring Authority shall write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within three months of the date of the Requiring Authority's letter, the Requiring Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.
40.	For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 39 above if: (a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or (b) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or (c) The building owner did not agree to entry within three months of the date of the Requiring Authority's letter sent in accordance with Condition 39 above (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project. If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.
41.	Subject to Condition 40 above, within six months of the assessment undertaken in accordance with Condition 40, the Requiring Authority shall write to the owner of each Category C Building advising: (a) If Building-Modification Mitigation is required to achieve 40 dB <sub>LAeq(24h)</sub> inside habitable spaces; and (b) The options available for Building-Modification Mitigation to the building, if required; and (c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
42.	Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation shall be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.
43.	Subject to Condition 41, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 42 if:

	<ul style="list-style-type: none"> <li>(a) The Requiring Authority has completed Building Modification Mitigation to the building; or</li> <li>(b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or</li> <li>(c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 41 (including where the owner did not respond within that period); or</li> <li>(d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project.</li> </ul>
<b>44.</b>	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable

## Attachments

### Schedule 1: General accordance plan and information

The proposed work is for the construction, operation and maintenance of an upgrade to 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 Boundary

0 250 500  
Metres

**Schedule 2: Identified PPFs noise criteria categories**

<b>Address</b>	<b>New or Altered Road</b>	<b>Noise Criteria Category</b>
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
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11 Chapletown Drive	Altered	Category A
12 Chapletown Drive	Altered	Category A
13 Chapletown Drive	Altered	Category A
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3 Clavoy Place	Altered	Category A
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32 Craigavon Drive	Altered	Category A
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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
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8A Franco Lane	Altered	Category B
9 Gordal Place	Altered	Category A
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4/29 Haven Drive	Altered	Category A
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2/27 Kellaway Drive	Altered	Category A
3/27 Kellaway Drive	Altered	Category A
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7 Kippure Close	Altered	Category B
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4 Marlon Lane	Altered	Category B
6 Marlon Lane	Altered	Category B
8 Marlon Lane	Altered	Category B
4A Marlon Lane	Altered	Category B
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30 Matarangi Road	Altered	Category C
8A Matarangi Road	Altered	Category A
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42 Michael Jones Drive	Altered	Category A
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76 Michael Jones Drive	Altered	Category A
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4 Moravale Lane	Altered	Category A
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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
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2 Reinheimer Place	Altered	Category A
3 Reinheimer Place	Altered	Category A
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20 Robin Brooke Drive	Altered	Category A

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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
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6 Sheddings Lane	Altered	Category B
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13 Siedeberg Drive	Altered	Category A
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15 Siedeberg Drive	Altered	Category A
150 Smales Road	Altered	Category A
11 Speyside Crescent	Altered	Category A
12 Speyside Crescent	Altered	Category A
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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
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15 Strundeen Close	Altered	Category A

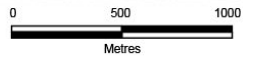
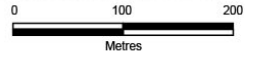


17 Strundeen Close	Altered	Category B
203 Te Irirangi Drive	Altered	Category C
205 Te Irirangi Drive	Altered	Category B
207 Te Irirangi Drive	Altered	Category B
209 Te Irirangi Drive	Altered	Category B
211 Te Irirangi Drive	Altered	Category B
213 Te Irirangi Drive	Altered	Category C
226 Te Irirangi Drive	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
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14 Vidiri Court	Altered	Category B
15 Vidiri Court	Altered	Category A
17 Vidiri Court	Altered	Category A
19 Vidiri Court	Altered	Category C
9 Walter Haddrell Crescent	Altered	Category A
10 Walter Haddrell Crescent	Altered	Category A
11 Walter Haddrell Crescent	Altered	Category A
12 Walter Haddrell Crescent	Altered	Category A
13 Walter Haddrell Crescent	Altered	Category A

14 Walter Haddrell Crescent	Altered	Category A
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16 Walter Haddrell Crescent	Altered	Category A
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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
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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
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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
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18 William Woods Court	Altered	Category B
19 William Woods Court	Altered	Category A
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21 William Woods Court	Altered	Category B

### Schedule 3: Identified Biodiversity Areas

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

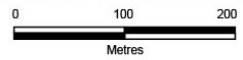






**LEGEND**

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

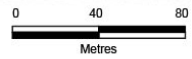


Airport to Botany Bus Rapid Transit -  
Botany to Rongomai Park  
**(this designation)**

Airport to Botany Bus Rapid Transit  
- Rongomai Park to Puhinui Station

**LEGEND**

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





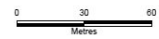
### Schedule 4: Trees to be included in the Tree Management Plan



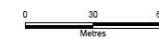




**LEGEND**  
● Tree/Group of Trees    □ Designation Boundary



**LEGEND**  
● Tree/Group of Trees    □ Designation Boundary







**LEGEND**  
● Tree/Group of Trees    — Designation Boundary

0 30 60  
Metres



**LEGEND**  
● Tree/Group of Trees    — Designation Boundary

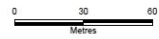
0 30 60  
Metres





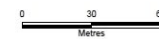
**LEGEND**

- Tree/Group of Trees
- ▭ Designation Boundary



**LEGEND**

- Tree/Group of Trees
- ▭ Designation Boundary

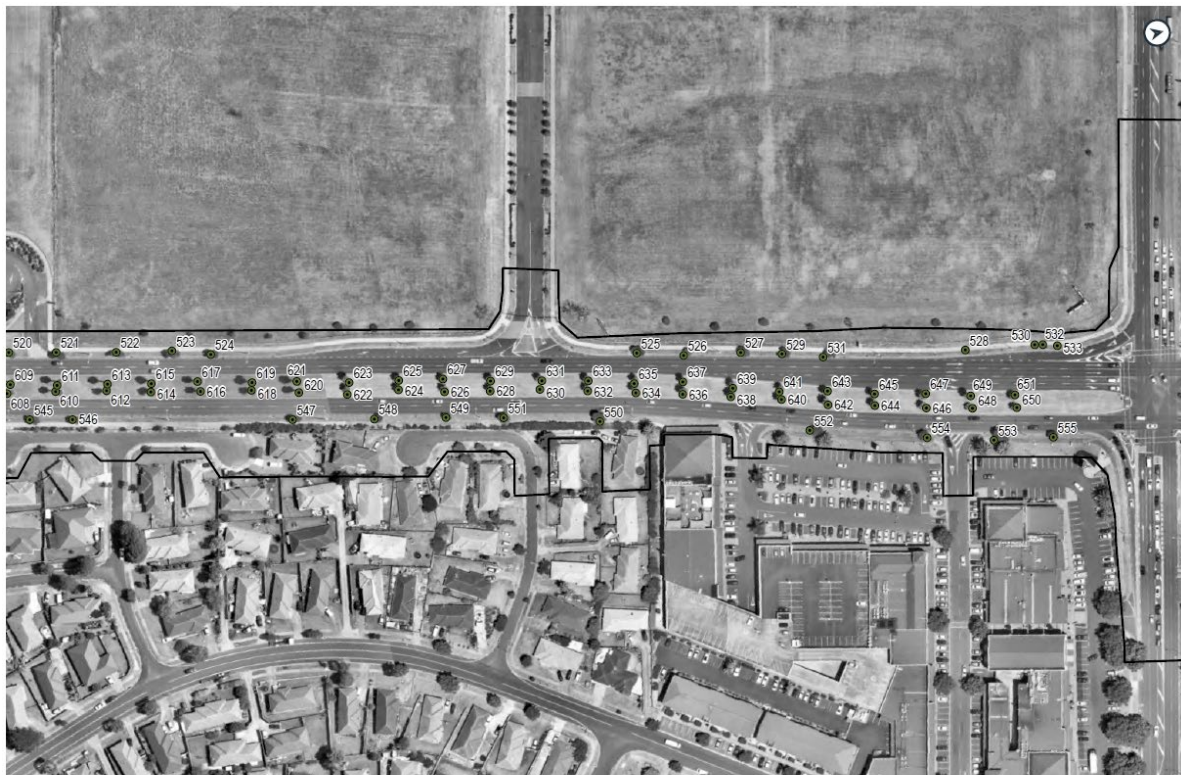






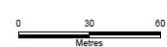
**LEGEND**

- Tree/Group of Trees
- ▭ Designation Boundary



**LEGEND**

- Tree/Group of Trees
- ▭ Designation Boundary







**LEGEND**

- Tree/Group of Trees
- ▭ Designation Boundary



**LEGEND**

- Tree/Group of Trees
- ▭ Designation Boundary



<b>Tree No.</b>	<b>Vegetation Type</b>	<b>Protection</b>	<b>Species</b>	<b>Age</b>
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
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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
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531	Single tree	Road Reserve	Pohutukawa	Semi - Mature

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555	Single tree	Road Reserve	Puriri	Semi - Mature
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701	Single tree	Road Reserve	Pohutukawa	Semi - Mature
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725	Single tree	Road Reserve	Pohutukawa	Semi - Mature
764	Single tree	Road Reserve	Pohutukawa	Mature
765	Single tree	Road Reserve	Pohutukawa	Mature
726	Single tree	Road Reserve	Washingtonia Palm	Mature
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763	Single tree	Road Reserve	Washingtonia Palm	Mature
766	Single tree	Road Reserve	Pohutukawa	Mature
767	Single tree	Road Reserve	Pohutukawa	Mature
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778	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
842	Single tree	Road Reserve	Pohutukawa	Mature
843	Single tree	Road Reserve	Pohutukawa	Mature
845	Single tree	Road Reserve	Pohutukawa	Mature
846	Single tree	Road Reserve	Pohutukawa	Mature
844	Group of Trees	Road Reserve	Mixed Natives, lemonwood, Ngaio, Pohutukawa	Mature
847	Single tree	Road Reserve	Pohutukawa	Mature
848	Single tree	Road Reserve	Pohutukawa	Mature
850	Single tree	Road Reserve	Pohutukawa	Mature
851	Single tree	Road Reserve	Pohutukawa	Mature
849	Group of Trees	Road Reserve	Mixed Natives, lemonwood, Ngaio, Pohutukawa	Mature
852	Single tree	Road Reserve	Pohutukawa	Mature
853	Single tree	Road Reserve	Pohutukawa	Mature
854	Single tree	Road Reserve	Pohutukawa	Mature
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870	Single tree	Road Reserve	Pohutukawa	Mature
1073	Single tree	Road Reserve	Pohutukawa	Mature
1074	Single tree	Road Reserve	Pohutukawa	Mature
871	Group of Trees	Road Reserve	Mixed Natives, Pohutukawa	Mature
871a	Group of Trees	Road Reserve	Mixed Natives, Pohutukawa	Mature
872	Single tree	Road Reserve	Washingtonia Palm	Mature
873	Single tree	Road Reserve	Washingtonia Palm	Mature
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970	Single tree	Road Reserve	Washingtonia Palm	Mature
971	Single tree	Road Reserve	Washingtonia Palm	Mature
972	Single tree	Road Reserve	Washingtonia Palm	Mature

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

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

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

1054	Single tree	Road Reserve	Washingtonia 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
1082	Group of Trees	Road Reserve	Pohutukawa, Broadleaf, Tarata	
1112	Single tree	Road Reserve	Pohutukawa	Mature
1113	Single tree	Road Reserve	Pohutukawa	Mature
1109	Group of Trees	Road Reserve	Mixed Natives, Pohutukawa, Lemonwood	Mature
1110	Single tree	Road Reserve	Pin Oak	Semi - Mature
1111	Single tree	Road Reserve	Pin Oak	Semi - Mature
1115	Single tree	Road Reserve	Pohutukawa	Mature
1116	Single tree	Road Reserve	Pohutukawa	Mature
1114	Group of Trees	Road Reserve	Mixed Natives, Lemonwood, Ake Ake	Mature
1117	Single tree	Road Reserve	Pohutukawa	Mature
1118	Single tree	Road Reserve	Pohutukawa	Mature
1119	Single tree	Road Reserve	Pohutukawa	Mature
1120	Single tree	Road Reserve	Pohutukawa	Mature
711	Single tree	Road Reserve	Pohutukawa	Semi - Mature

456	Single tree	Road Reserve	Pohutukawa	Semi - Mature
1121	Group of Trees	Road Reserve	Ngaio	Mature
1155b	Griselinea hedge	Road Reserve	Griselinea hedge	Mature
1157	Group of Trees	Open Space	Manuka, Tarata, 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



## **Appendix C – Auckland Transport’s Modifications to NoR 2 conditions (tracked)**



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

Designation Number	XXXX
Requiring Authority	Auckland Transport
Location	Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue)
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.

### Purpose

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

### Conditions

#### Abbreviations and Definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans and CNVMP Schedules	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; (b) <b><u>ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received; or</u></b> (c) <b><u>five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received</u></b>
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 27
Construction Works	Activities undertaken to construct the Project excluding Enabling Works

Council	Auckland Council
CTMP	Construction Traffic Management Plan
Developer	Any legal entity that intends to master plan or develop land adjacent to the designation
Development Agency	Public entities involved in development projects
DRMP	Development Response Management Plan
Educational facility	Facility used for education to secondary level. Includes: (a) schools and outdoor education facilities; and (b) accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above. Excludes: (a) care centres; and (b) tertiary education facilities.
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
Enabling works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines
LIP	Land use Integration Process
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Airport to Botany Bus Rapid Transit Project: (a) Te Ākitai Waiohū (b) Ngāi Tai ki Tamaki (c) Ngāti Te Ata Waiohū (d) Ngāti Whanaunga (e) Ngāti Tamaoho (f) Ngāti Paoa Trust Board (g) Te Ahiwaru (h) Ngāti Tamaterā (i) Ngāti Maru Note: other iwi not identified above may have an interest in the Project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice of Requirement

NUMP	Network Utilities Management Plan
NZAA	New Zealand Archaeological Association
OSMP	Open Space Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: <i>Acoustics – Road-traffic noise – New and altered roads</i>
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
Stage of Work	Any physical works that require the development of an Outline Plan
Start of Construction	The time when Construction Works (excluding Enabling Works) start
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan

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

	<p>(c) Information requested or provided under Condition 3(b) above may include but not be limited to the following matters:</p> <ul style="list-style-type: none"> <li>(i) design details including but not limited to: <ul style="list-style-type: none"> <li>A. boundary treatment (e.g. the use of retaining walls or batter slopes);</li> <li>B. the horizontal and vertical alignment of the road (levels);</li> <li>C. potential locations for mid-block crossings;</li> <li>D. integration of stormwater infrastructure;</li> <li>E. outputs from any flood modelling; and</li> <li>F. <del>how to access</del> traffic noise modelling contours <del>to inform adjacent development.</del></li> </ul> </li> <li>(ii) potential modifications to the extent of the designation in response to information received through Condition 3(b)(ii)</li> <li>(iii) a process for the Requiring Authority to undertake a technical review of or provide comments on any master planning or development proposal advanced by the Developer or Development Agency as it relates to integration with the Project; and</li> <li>(iv) details of how to apply for written consent from the Requiring Authority for any development proposal that relates to land is within the designation under section 176(1)(b) of the RMA.</li> </ul> <p>(d) Where information is requested from the Requiring Authority and is available, the nominated contact shall provide the information unless there are reasonable grounds for not providing it.</p> <p><del>(e) Where a Developer and Development Agency wishes to advance development plans, the Requiring Authority shall:</del></p> <ul style="list-style-type: none"> <li><del>(i) Engage with the Developer or Development Agency in good faith to consider how the designation can integrate with the development plans;</del></li> <li><del>(ii) Use all reasonable endeavours to advance the design of the relevant part of the designation to understand how it can integrate with the development plans; and</del></li> <li><del>(iii) Use all reasonable endeavours to minimise the impact of the designation on development plans (including, but not limited to, considering design and construction methods to minimise the loss of land available for the development plans).</del></li> </ul> <p>(f) The nominated contact shall maintain a record of the engagement between the Requiring Authority and Developers and Development Agencies for the period following the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include:</p> <ul style="list-style-type: none"> <li>(i) a list of all Developers and Development Agencies who have indicated through the Notice of Requirement process that they intend to master plan or develop sites along the Project alignment that may require specific integration with the designation;</li> <li>(ii) details of any requests made to the Requiring Authority that could influence detailed design, the results of any engagement and, where such requests that could influence detailed design are declined, the reasons why the Requiring Authority has declined the requests; and</li> <li>(iii) details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators.</li> <li><del>(iv) Details of any agreed changes to achieve integration with development plans.</del></li> </ul> <p>(g) The record shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work</p>
4.	<p><b>Designation Review</b></p> <p><del>(a) The Requiring Authority shall, within 12 months of lodgement of the outline plan of works;</del></p> <p><del>(i) in conjunction with the landowner(s) review the extent of designation required for construction purposes and identify any</del></p>

	<p><del>areas that are no longer required for construction or operation of the Project; and</del></p> <p><del>(ii) identify an indicative final operational area boundary so that adjacent landowners and occupants will be able to understand how much land is permanently required for the BRT.</del></p> <p>(b) The Requiring Authority shall within six (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><b>Lapse</b></p> <p>(a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within <del>40</del> <b>15</b> years from the date on which it is included in the AUP.</p>
6.	<p><b>Te Ākitai Waiohua – Southwest Gateway Programme</b></p> <p>(a) The Requiring Authority acknowledges Te Ākitai Waiohua as Mana Whenua and a principal partner to the Southwest Gateway Programme, to which this project forms a part. The operation of this designation must in all respects reflect these matters, including through meeting the conditions and meaningful engagement at both a governance and kaitiaki level.</p>
7.	<p><b>Network Utility Operators and Auckland Council Parks (Section 176 Approval)</b></p> <p>(a) Prior to the start of Construction Works, Network Utility Operators (including Auckland International Airport Limited) with existing infrastructure and Auckland Council in relation to parks located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <p>(i) operation, maintenance and repair works;</p> <p>(ii) minor renewal works to existing network utilities or parks necessary for the on-going provision or security of supply of network utility or parks operations;</p> <p>(iii) minor works such as new service connections; and</p> <p>(iv) the upgrade and replacement of existing network utilities or parks in the same location with the same or similar effects as the existing utility or parks.</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>
8.	<p><b>Property Management</b></p> <p>(a) The Requiring Authority shall undertake its best endeavours to ensure that properties acquired for the Project are appropriately managed in a manner that does not adversely affect the surrounding area.</p>
<b>Pre-construction conditions</b>	
9.	<p><b>Outline Plan</b></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) Construction Environmental Management Plan;</p> <p>(ii) Construction Traffic Management Plan;</p> <p>(iii) Construction Noise and Vibration Management Plan;</p>

	<ul style="list-style-type: none"> <li>(iv) Urban and Landscape Design Management Plan;</li> <li>(v) Historic Heritage Management Plan;</li> <li>(vi) Ecological Management Plan;</li> <li>(vii) Tree Management Plan;</li> <li>(viii) Network Utilities Management Plan; and</li> <li>(ix) Development Response Management Plan.</li> </ul> <p>(e) <del>Outline Plans (or Plan) shall include details of where retaining walls will replace proposed cut/fill batters, at the Project edges. Earthworks and batters should be designed in consultation with property owners to minimise the land required for the works and the utilisation of retaining walls in preference to batters should be investigated to minimise impacts on the adjacent land. Retaining walls should be considered rather than a batter slope in areas where space is limited. This needs to be undertaken on a site-by-site basis and ensure property access and flood risk are not adversely affected.</del></p>
10.	<p><b>Management Plans</b></p> <ul style="list-style-type: none"> <li>(a) Any management plan shall: <ul style="list-style-type: none"> <li>(i) be prepared and implemented in accordance with the relevant management plan condition;</li> <li>(ii) be prepared by a Suitably Qualified Person(s);</li> <li>(iii) be developed in partnership with Mana Whenua. The Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua;</li> <li>(iv) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates;</li> <li>(v) summarise comments received from Mana Whenua and <b>other</b> stakeholders as required by the relevant management plan condition, along with a summary of where comments have: <ul style="list-style-type: none"> <li>A. been incorporated; and</li> <li>B. where not incorporated, the reasons why.</li> </ul> </li> <li>(vi) be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules;</li> <li>(vii) Once finalised, uploaded to the Project website or equivalent virtual information source.</li> </ul> </li> <li>(b) Any management plan developed in accordance with Condition 10 may: <ul style="list-style-type: none"> <li>(i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation <b>noting that condition 10(a)(vi) applies in all cases (i.e. a new or amended OPW will also be required);</b></li> <li>(ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process;</li> </ul> </li> <li>(c) if there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision;</li> <li>(d) Any material changes to the SCEMP(s) are to be submitted to the Council for <b>certification information.</b></li> </ul>
11.	<p><b>Mana Whenua Kaitiaki Forum</b></p> <ul style="list-style-type: none"> <li>(a) At least twelve (12) months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall invite Mana Whenua to establish a Mana Whenua Kaitiaki Forum. The objective of the Mana Whenua Kaitiaki Forum is to provide a forum for Mana Whenua to participate as partners in all phases of the Project. To achieve the objective, the Mana Whenua Kaitiaki Forum shall address (as a minimum) the following matters: <ul style="list-style-type: none"> <li>(i) how Mana Whenua will provide input into the design of the Project. For example:</li> </ul> </li> </ul>



	<ul style="list-style-type: none"> <li>A. how Mana Whenua values and narrative are incorporated through the form of the Project and associated structures;</li> <li>B. how the historic and cultural significance of the Puhinui Historic Gateway will be recognised; and</li> <li>C. how pou, art, sculptures, mahi toi or other any other features located on land within or adjoining the Project will be provided in a manner that represents the Māori history of the area and promotes a distinctiveness or sense of place.</li> </ul> <ul style="list-style-type: none"> <li>(ii) how Mana Whenua will be engaged in the preparation of management plans and future consenting processes;</li> <li>(iii) how mātauranga Māori and tikanga Māori will be recognised in all phases of the Project;</li> <li>(iv) where opportunities for Mana Whenua to participate in engagement with local communities, business associations, social institutions and community groups will be provided;</li> <li>(v) where opportunities for Mana Whenua to support the physical, mental, social and economic wellbeing for iwi and the local community will be provided through the Project. This could include: <ul style="list-style-type: none"> <li>A. planting supplied through Mana Whenua and community based nurseries;</li> <li>B. local schools being involved in planting; and</li> <li>C. scholarships, cadetships and job creation.</li> </ul> </li> <li>(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;</li> <li>(vii) the frequency of meetings shall be agreed between the Requiring Authority and Mana Whenua; and</li> <li>(viii) prior to the Start of Construction, the Requiring Authority shall produce a record of the Mana Whenua Kaitiaki Forum. The record of the Mana Whenua Kaitiaki Forum shall be provided to Mana Whenua and shall include (but not be limited to); <ul style="list-style-type: none"> <li>A. details of how Mana Whenua have participated as partners in the Project;</li> <li>B. details of how the matters set out in (a) will be incorporated into the Project;</li> <li>C. how the objective of the Mana Whenua Kaitiaki Forum has been and will continue to be met; and</li> <li>D. details of how comments from Mana Whenua have been incorporated into the Project and where not incorporated, the reasons why.</li> </ul> </li> </ul> <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 Mana Whenua Kaitiaki Forum shall continue to meet for at least six months following the Completion of Construction or as agreed with Mana Whenua.</p> <p><b><u>Advice note</u></b>  <b><u>For the avoidance of doubt, Mana Whenua may wish to use another forum as the Mana Whenua Kaitiaki Forum.</u></b></p>
12.	<p><b>Stakeholder Communication and Engagement Management Plan (SCEMP)</b></p> <ul style="list-style-type: none"> <li>(a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations prior to <del>any Outline Plan being submitted</del> <b><u>the Start of Construction.</u></b></li> <li>(b) The objective of the SCEMP <del>is are</del> to: <b><u>identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with prior to and throughout Construction Works.</u></b></li> </ul>

	<p>(i) <del>develop, maintain and build relationships with the wider public and diverse stakeholders (including directly affected and adjacent landowners e.g. Business, community organisations, householders and their tenants);</del></p> <p>(ii) <del>provide opportunities for those new to the area to find out about and engage with the project;</del></p> <p>(iii) <del>identify how the public and diverse stakeholders will be proactively engaged with prior to and throughout the Construction Works and the purpose of each engagement.</del></p> <p>(c) To achieve the objective of the SCEMP:</p> <p>(i) At least <del>18</del> <b>six (6)</b> months prior to <del>any Outline Plan being submitted</del> <b><u>detailed design for a Stage of Work</u></b>, the Requiring Authority shall identify:</p> <p>A. a list of <del>the</del> properties <b><u>within the designation which the Requiring Authority does not own or have occupation rights to whose owners will be engaged with;</u></b></p> <p>B. a list of key stakeholders, community groups, organisations and businesses who will be engaged with;</p> <p>C. <del>methods and timing to engage with landowners and occupiers whose access is directly affected; and</del> [relocated]</p> <p>D. <b><u>methods and timing to engage with key stakeholders, community groups, organisations and businesses and owners of properties identified in (c)(i)A-B.</u></b></p> <p>E. <del>assistance to be provided to stakeholders, individuals, community groups, organisations and businesses to ensure they are able to engage effectively. This could include the provision of independent advisors, experts and translators; and</del></p> <p>(ii) <b><u>a record details of (c)(i) shall be submitted with an Outline Plan for the relevant Stage of Work included in the SCEMP.</u></b></p> <p>(iii) The SCEMP shall include:</p> <p>A. the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);</p> <p>B. the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;</p> <p>C. details of opportunities to strengthen the relationship between Mana Whenua, key stakeholders and the wider community;</p> <p>D. <b><u>methods and timing to engage with landowners whose access is directly affected;</u></b></p> <p>E. methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in <del>(b)(c)</del>(i) above; and</p> <p>F. linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.</p> <p>(d) Any SCEMP prepared for a Stage of Work shall be submitted to Council for <b><u>certification information</u></b> ten working days prior to the Start of Construction for a Stage of Work.</p>
13.	<p><b>Development Response Management Plan</b></p> <p>(a) A DRMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the DRMP is to provide a framework to assist businesses affected by the Project to manage the impacts of construction and to maximise the opportunities the Project presents.</p>

	<p>(c) Business Associations representing businesses within the relevant Stage of Work shall be invited no later than 18 months prior to the Start of Construction for a Stage of Work, to participate in the development of the DRMP.</p> <p>(d) To achieve the objective, the DRMP shall include:</p> <ul style="list-style-type: none"> <li>(i) a list of businesses likely to be impacted by the Project;</li> <li>(ii) recommended measures to mitigate impacts on identified businesses associated with construction effects such as the potential loss of visibility of businesses from public spaces, reduction of accessibility and severance. Such mitigation measures may include business support, temporary placemaking and place activation measures and temporary wayfinding and signage;</li> <li>(iii) a summary of any proactive assistance to be provided to impacted businesses;</li> <li>(iv) identification of opportunities to co-ordinate the forward work programme, where appropriate with infrastructure providers and development agencies; <b>and</b></li> <li>(v) linkages and cross-references to communication and engagement methods set out in other conditions and management plans (e.g. the SCEMP) where relevant.</li> <li><del>(vi) recommended measures to mitigate effects on the operation and financial wellbeing of community organisations and sports clubs;</del></li> <li><del>(vii) recommended measures to provide support for anxiety and mental health outcomes;</del></li> <li><del>(viii) recommended hardship assistance package and hardship fund to be available for compensation of landowners, tenants, adjacent property owners and details of how people will qualify for any assistance.</del></li> <li><del>(ix) recommended assistance for tenants, leaseholders or owners who are asked to move during the works.</del></li> </ul>
14.	<p><b>Urban and Landscape Design Management Plan (ULDMP)</b></p> <p>(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the ULDMP(s) is to:</p> <ul style="list-style-type: none"> <li>(i) enable integration of the Project's permanent works into the surrounding landscape and urban context;</li> <li>(ii) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment; and</li> <li>(iii) acknowledge and recognise the whakapapa Mana Whenua have to the Project area.</li> </ul> <p>(c) Mana Whenua shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work to provide input on cultural landscape and design matters. This shall include (but not be limited to) how desired outcomes for the management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with the Historic Heritage Management Plan (Condition 26) and the Ecological Management Plan (Condition 28) may be reflected in the ULDMP.</p> <p>(d) Key stakeholders <del>identified through Condition 12(c)(i)B</del> 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.</p> <p>(e) The ULDMP shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> <li>(i) Auckland Transport's Urban Roads and Streets Design Guide;</li> <li>(ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;</li> <li>(iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;</li> <li>(iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and</li> </ul>

	<p>(v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.</p> <p>(f) 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) has responded to requests that could influence detailed design through the Land Use Integration Process (Condition 3)</p> <p>(vi) provides opportunities to incorporate Mana Whenua values and cultural narrative through the design. This shall include but not be limited to:</p> <p>A. how to protect and enhance connections to the Māori cultural landscape;</p> <p>B. how and where accurate historical signage can be provided along the corridor;</p> <p>C. how historical portage routes will be recognised;</p> <p>D. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided;</p> <p>E. how opportunities to utilise flora and fauna with a specific connection to the area are realised where possible by:</p> <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>(vii) 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>(g) At the discretion of Mana Whenua, the matters listed in (f)(v) – (vi) shall either be incorporated into the ULDMP or prepared as a separate plan.</p> <p>(h) The ULDMP shall include:</p> <p>(i) a concept plan(s) – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;</p> <p>(ii) developed design concepts, including principles for walking and cycling facilities and public transport; <b>and</b></p> <p><del>(iii) a connectivity and severance assessment of key destinations and desire lines for people walking and cycling across and along the Project; and</del></p> <p>(iv) landscape and urban design details – that cover the following:</p>
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	<p>A. road design – elements such as:</p> <ol style="list-style-type: none"> <li>a. intersection form;</li> <li>b. carriageway gradient and associated earthworks</li> <li>c. contouring, <b>including</b> cut and fill batters <b>and/or retaining walls</b> and their interface with adjacent land uses and existing roads (including slip lanes);</li> <li>d. benching;</li> <li>e. spoil disposal sites;</li> <li>f. median width and treatment; and</li> <li>g. roadside width and treatment;</li> </ol> <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><del>H. property access – including how access to the site and adjacent sites is affected, what changes are proposed and what provision has been made to retain existing levels of amenity and functionality;</del></p> <p>I. historic heritage places with reference to the HHMP (Condition 26); and</p> <p>J. re-instatement of construction and site compound areas, driveways, accessways and fences.</p> <p>(i) <del>The ULDMP shall also include the following</del> planting details and maintenance requirements:</p> <ol style="list-style-type: none"> <li>(i) planting design details including: <ol style="list-style-type: none"> <li>A. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan (Condition 29). Where practicable, mature trees and native vegetation should be retained;</li> <li>B. street trees, shrubs and ground cover suitable for berms;</li> <li>C. treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones;</li> <li>D. planting of stormwater wetlands;</li> <li>E. identification of vegetation to be retained and any planting requirements under the Ecological Management Plan (Conditions 28) and Tree Management Plan (Condition 29);</li> <li>F. integration of any planting requirements required by conditions of any resource consents for the project; and</li> <li>G. re-instatement planting of construction and site compound areas as appropriate.</li> </ol> </li> <li>(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</li> <li>(iii) detailed specifications relating to the following: <ol style="list-style-type: none"> <li>A. weed control and clearance;</li> <li>B. pest animal management (to support plant establishment);</li> <li>C. ground preparation (top soiling and decompaction);</li> <li>D. mulching; and</li> <li>E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.</li> </ol> </li> </ol> <p><b>Advice note:</b> 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</p>
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	<p>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.</p>
<p><b>Specific Outline Plan requirements</b></p>	
	<p><b>Flood Hazard</b>  For the purpose of Condition 15:</p> <ul style="list-style-type: none"> <li>(a) ARI – means Average Recurrence Interval;</li> <li>(b) Existing authorised community, commercial and industrial floor – means the floor level of any community, commercial and industrial building which is authorised and exists at the time the Outline Plan is submitted.</li> <li>(c) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the Outline Plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.</li> <li>(d) Flood prone area – means <del>a potential ponding areas</del> that <b><u>may flood and commonly comprise of topographical depression areas relies on a single culvert for drainage and does not have an overland flow path. The areas can occur naturally or as a result of constructed features.</u></b></li> <li>(e) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes;</li> <li>(f) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways); and</li> <li>(g) Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).</li> </ul>
<p><b>15.</b></p>	<p><b>Flood Hazard</b></p> <ul style="list-style-type: none"> <li>(a) The Project shall be designed to achieve the following flood risk outcomes: <ul style="list-style-type: none"> <li>(i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;</li> <li>(ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors <b><u>with to maintain a minimum freeboard of over</u></b> 150mm;</li> <li>(iii) no increase in flood levels in a 1% AEP event for existing authorised community, commercial and industrial building floors that are already subject to flooding;</li> <li>(iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors;</li> <li>(v) <b><u>no increase maximum</u></b> of 50mm <b><u>increase</u></b> in flood level in a 1% AEP event <b><u>on land zoned for urban or future urban development where there is no existing dwelling outside and adjacent to the designation boundaries between the pre and post Project scenarios;</u></b></li> <li><del>(vi) no increase in 10% AEP flood levels for existing authorised habitable floors that are at risk of flooding;</del></li> <li>(vii) no new flood prone areas; and</li> <li>(viii) no <del>more than a 10% average</del> increase of flood hazard for main access to authorised habitable dwellings <b><u>existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP event, where depth is greater than 0.5m or velocity is greater than 2.0 m/s or the product of velocity and depth is greater than 0.5m<sup>2</sup>/s. For areas with lower flood hazard, no more than a 10% average increase in flood hazard for main access to authorised habitable dwellings existing at time the Outline Plan is submitted.</u></b></li> </ul> </li> </ul>

	<p><b><u>Where Flood Hazard is:</u></b></p> <p><b>A. <u>velocity x depth is greater than or equal to (<math>\geq</math>) 0.6; or</u></b>  <b>B. <u>depth is greater than 0.5m (<math>&gt;</math>); or</u></b>  <b>C. <u>velocity is greater than (<math>&gt;</math>) 2m/s</u></b></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 <del>40 year and 100 year ARI 1% AEP</del> 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>
16.	<p><b>Existing property access</b></p> <p>(a) Where existing property vehicle access which exists at the time the Outline Plan is submitted is proposed to be altered by the project, the Requiring Authority shall consult with the directly affected landowner regarding the required changes. The Outline Plan shall demonstrate how safe access will be provided, unless otherwise agreed with the affected landowner.</p> <p><del>(b) The Project shall not result in the removal of access to loading bays for commercial buildings or the restriction of internal access to loading bays.</del></p>
<b>Construction conditions</b>	
17.	<p><b>Construction Environmental Management Plan (CEMP)</b></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"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) details of the proposed construction yards including temporary screening when adjacent to residential areas</li> <li>(v) details of the proposed <del>locations of refuelling activities and</del> construction lighting;</li> <li>(vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vii) methods for providing for the health and safety of the general public;</li> <li>(viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain;</li> <li>(ix) procedures for incident management;</li> <li>(x) <b>location and</b> procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses;</li> <li>(xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;</li> <li>(xii) procedures for responding to complaints about Construction Works; and</li> <li>(xiii) methods for amending and updating the CEMP as required.</li> </ul>
18.	<p><b>Complaints Register</b></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"> <li>(i) the date, time and nature of the complaint;</li> </ul>

	<ul style="list-style-type: none"> <li>(ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</li> <li>(iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate;</li> <li>(iv) the outcome of the investigation into the complaint; and</li> <li>(v) any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally.</li> </ul> <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>
19.	<p><b>Cultural Monitoring Plan</b></p> <ul style="list-style-type: none"> <li>(a) A Cultural Monitoring Plan shall be prepared prior to the Start of Construction.</li> <li>(b) At least six (6) months prior to the start of detailed design, a Suitably Qualified Person(s) identified in partnership with Mana Whenua shall commence the preparation of the Cultural Monitoring Plan.</li> <li>(c) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works. <b><u>To achieve the objective</u></b>, the Cultural Monitoring Plan shall include: <ul style="list-style-type: none"> <li>(i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua;</li> <li>(ii) Requirements and protocols for cultural inductions for contractors and subcontractors;</li> <li>(iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and</li> <li>(v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol</li> </ul> </li> <li>(d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</li> </ul> <p><b>Advice note:</b> 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>
20.	<p><b>Construction Traffic Management Plan (CTMP)</b></p> <ul style="list-style-type: none"> <li>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</li> <li>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include: <ul style="list-style-type: none"> <li>(i) methods to manage the effects of temporary traffic management activities on traffic;</li> <li>(ii) measures to ensure the safety of all transport users;</li> <li>(iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours (for example on roads serving educational facilities during pick up and drop off times) to manage vehicular and pedestrian traffic near educational facilities or to manage traffic congestion. <b>The CTMP must ensure that there is no Project heavy construction traffic</b></li> </ul> </li> </ul>



	<p><del>using the roads serving educational facilities during pick up and drop off times applicable to each school;</del></p> <ul style="list-style-type: none"> <li>(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;</li> <li>(v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, pedestrians and cyclists;</li> <li>(vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative access arrangements when it will not be. Engagement with landowners whose access is directly affected shall be undertaken in accordance with Condition 12<del>(c)(i)C-(b)(iii)D</del>;</li> <li>(vii) details of how access for the loading and unloading of goods will be provided for;</li> <li>(viii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads;</li> <li>(ix) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services);</li> <li>(x) details of minimum network performance parameters to be achieved during the construction phase, including any measures to monitor compliance with the performance parameters. These could include maximum increases in journey time and traffic volumes along key routes; and</li> <li>(xi) details of any Travel Demand Management (TDM) measures proposed to be implemented in the event of thresholds identified in (x) being exceeded.</li> <li>(xii) <del>methods to maintain key vehicle access routes within sites within the designation extent to ensure business operations on affected sites can continue in a viable manner during construction works.</del></li> </ul>
<p><b>21.</b></p>	<p><b>Open Space Management Plan (OSMP)</b></p> <ul style="list-style-type: none"> <li>(a) An OSMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the OSMP is to minimise as far as practicable adverse effects on the recreation amenity of parks and reserves resulting from construction.</li> <li>(b) To achieve the objective, the OSMP shall include details of: <ul style="list-style-type: none"> <li>(i) how the ongoing operation (including but not limited to events) of and access (including walking and cycling) to parks and reserves during construction will be maintained in accordance with the Construction Traffic Management Plan (Condition 20);</li> <li>(ii) opportunities to coordinate the construction of the Project, as far as practicable, with the forward work programme (including any events) for parks and reserves directly affected by the Project;</li> </ul> </li> <li>(c) Auckland Council Parks and Community Facilities shall be invited to participate in the development of the OSMP at least six (6) months prior to the start of detailed design for a Stage of Work.</li> <li>(d) Any OSMP 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.</li> </ul>
<p><b>22.</b></p>	<p><b>Construction Noise Standards</b></p> <ul style="list-style-type: none"> <li>(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:</li> </ul> <p><b>Table 22-1 Construction Noise Standards</b></p>

Day of week	Time period	L <sub>Aeq</sub> (15min)	L <sub>AFmax</sub>																							
<b>Occupied activity sensitive to noise</b>																										
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																							
<b>Other occupied buildings</b>																										
All	0730h – 1800h	70 dB																								
	1800h – 0730h	75 dB																								
(b) Where compliance with the noise standards set out in Table 22-1 is not practicable, the methodology in Condition 25 shall apply.																										
<b>23.</b>	<p><b>Construction Vibration Standards</b></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><b>Table 23-1 Construction vibration standards</b></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 colspan="4"><b>Occupied activity sensitive to noise</b></td> </tr> <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>* Category A criteria adopted from Rule E25.6.30.1 of the AUP</p> <p>** Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime</p> <p>(b) Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply</p>			Receiver	Details	Category A*	Category B**	<b>Occupied activity sensitive to noise</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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All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999																								
<b>24.</b>	<p><b>Construction Noise and Vibration Management Plan (CNMVP)</b></p> <p>(a) A CNMVP shall be prepared prior to the Start of Construction for Stage of Work.</p> <p>(b) A CNMVP shall be implemented during the Stage of Work to which it relates.</p> <p>(c) The objective of the CNMVP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 22 and 23 to the extent practicable. To achieve this objective, the CNMVP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> <li>(i) description of the works and anticipated equipment/processes;</li> <li>(ii) hours of operation, including times and days when construction activities would occur;</li> <li>(iii) the construction noise and vibration standards for the project;</li> </ul>																									

	<ul style="list-style-type: none"> <li>(iv) identification of receivers where noise and vibration standards apply;</li> <li>(v) a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable;</li> <li>(vi) methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li>(vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints.</li> <li>(viii) contact details of the Project Liaison Person;</li> <li>(ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;</li> <li>(x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise Condition 22 and/or vibration standards Condition 23 Category B will not be practicable;</li> <li>(xi) identification of trigger levels for undertaking building condition surveys, which shall be Category B day time levels;</li> <li>(xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration;</li> <li>(xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules and the best practicable option for management of effects are being implemented; and</li> <li>(xiv) requirements for review and update of the CNVMP.</li> </ul>
25.	<p><b>Schedule to a CNVMP</b></p> <ul style="list-style-type: none"> <li>(a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when: <ul style="list-style-type: none"> <li>(i) construction noise is either predicted or measured to exceed the noise standards in Condition 22, except where the exceedance of the <math>L_{Aeq}</math> criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> <li>A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or</li> <li>B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</li> </ul> </li> <li>(ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 23.</li> </ul> </li> <li>(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. <b><u>To achieve the objective,</u></b> the Schedule shall include details such as: <ul style="list-style-type: none"> <li>(i) construction activity location, start and finish dates;</li> <li>(ii) the nearest neighbours to the construction activity;</li> <li>(iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance;</li> <li>(iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime;</li> <li>(v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;</li> <li>(vi) the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and</li> <li>(vii) location, times and types of monitoring.</li> </ul> </li> </ul>

	<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>
26.	<p><b>Historic Heritage Management Plan</b></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"> <li>(i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;</li> <li>(ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</li> <li>(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;</li> <li>(iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory);</li> <li>(v) roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;</li> <li>(vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</li> <li>(vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;</li> <li>(viii) methods to acknowledge cultural values identified through the Mana Whenua Kaitiaki Forum (Condition 11) and Urban Landscape and Design Management Plan (Condition 14) where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</li> <li>(ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to: <ul style="list-style-type: none"> <li>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;</li> </ul> </li> </ul>

	<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 unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1) The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 19).</p> <p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation, building and standing structures and monitoring), shall be submitted to the Manager within 12 months of completion.</p> <p><b>Advice note:</b>  <b>Accidental Discoveries</b>  The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and shall apply when an archaeological authority under the HNZPTA is not otherwise in place.</p>
27.	<p><b>Pre-Construction Ecological Survey</b></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 Person. The purpose of the survey is to inform <del>the detailed design of</del> ecological management by confirming whether the indigenous flora and fauna (including Regionally or Nationally At-Risk or Threatened species) within the Identified Biodiversity Areas recorded in Schedule 3 are still present.</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 confirms the presence of indigenous flora and fauna (including Regionally or Nationally At-Risk or Threatened species) in accordance with Condition 27(a) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 28 for these areas (Confirmed Biodiversity Areas).</p>
28.	<p><b>Ecological Management Plan (EMP)</b></p> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 27) prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. <b>To achieve the objective, the EMP shall set out the methods that will be used to achieve the objective</b> which may include:</p> <p>(i) if an EMP is required in accordance with Condition 27(c) for the presence of long-tailed bats:</p> <ol style="list-style-type: none"> <li>A. measures to minimise disturbance from construction activities within the vicinity of any active roosts that are discovered until such roosts are confirmed to be vacant of bats;</li> <li>B. how the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable;</li> <li>C. details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tailed bats;</li> <li>D. details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous, or exotic trees or artificial alternatives) will be provided and maintained; and</li> <li>E. where mitigation isn't practicable, details of any offsetting proposed.</li> </ol>

	<p>(ii) If an EMP is required in accordance with Condition 27(c) for the presence of Threatened or At-Risk birds (excluding Wetland Birds):</p> <ul style="list-style-type: none"> <li>A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;</li> <li>B. where Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of the Pipit bird breeding season (August to February) where practicable;</li> <li>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</li> <li>D. details of grass maintenance if Pipit are present.</li> </ul> <p>(iii) If an EMP is required in accordance with Condition 27(c) for the presence of Threatened or At-Risk wetland birds:</p> <ul style="list-style-type: none"> <li>A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;</li> <li>B. where 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</li> <li>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;</li> <li>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"> <li>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;</li> <li>b. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction Works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person; and</li> <li>c. minimising the disturbance from the works if Construction Works are required within 50m of a nest, as advised by a Suitably Qualified Person.</li> </ul> </li> <li>E. adopting a 10m setback where practicable, between the edge of wetlands and construction areas (along the edge of the stockpile/laydown area); and</li> <li>F. minimising light spill from construction areas into wetlands.</li> </ul> <p>(c) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.</p> <p>(d) Where appropriate, and in partnership with Mana Whenua, flora and fauna values identified in the ULDM are reflected and included within this EMP.</p> <p><b>Advice note:</b> 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"> <li>(i) Stream and/or wetland restoration plans;</li> </ul>
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	<ul style="list-style-type: none"> <li>(ii) Vegetation restoration plans; and</li> <li>(iii) Fauna management plans (e.g. avifauna, herpetofauna).</li> </ul>
<b>29.</b>	<p><b>Tree Management Plan</b></p> <ul style="list-style-type: none"> <li>(a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared.</li> <li>(b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 4. To achieve the objective, the Tree Management Plan shall: <ul style="list-style-type: none"> <li>(i) confirm that the trees listed in Schedule 4 still exist; and</li> <li>(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"> <li>A. any opportunities identified through Condition 14(i)(i)A to relocate mature trees and native trees where practicable;</li> <li>B. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 14);</li> <li>C. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and</li> <li>D. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.</li> </ul> </li> <li>(iii) demonstrate how the tree management measures (outlined in A – D above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.</li> </ul> </li> </ul>
<b>30.</b>	<p><b>Network Utility Management Plan (NUMP)</b></p> <ul style="list-style-type: none"> <li>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</li> <li>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. <b><u>To achieve the objective, the NUMP shall include methods to:</u></b> <ul style="list-style-type: none"> <li>(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</li> <li>(ii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area;</li> <li>(iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; <b><u>and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</u></b></li> </ul> </li> <li>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) (including Auckland International Airport Limited) who have existing assets that are directly affected by the Project.</li> <li>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) (including Auckland International Airport Limited) during detailed design where practicable.</li> <li>(e) The NUMP shall describe how any comments from the Network Utility Operator (including Auckland International Airport Limited) in relation to its assets have been addressed.</li> <li>(f) Any comments received from the Network Utility Operator (including Auckland International Airport Limited) shall be considered when finalising the NUMP.</li> <li>(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.</li> </ul>
<b>Operational conditions</b>	
<b>31.</b>	<b>Low Noise Road Surface</b>

	<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><del>(b) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</del></p> <p><del>(i) the volume of traffic exceeds 10,000 vehicles per day; or</del></p> <p><del>(ii) the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</del></p> <p><del>(iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or</del></p> <p><del>(iv) it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</del></p> <p>(c) <del>Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 31(b)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.</del></p>
32.	<p><b><u>Future Resurfacing Work</u></b></p> <p>(a) <u>Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</u></p> <p><u>(i) the volume of traffic exceeds 10,000 vehicles per day; or</u></p> <p><u>(ii) the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</u></p> <p><u>(iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or</u></p> <p><u>(iv) it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</u></p> <p>(b) <u>Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 31(a)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.</u></p>
	<p><b>Traffic Noise</b></p> <p>For the purposes of Conditions 33 to 44:</p> <p>(a) Building-Modification Mitigation – has the same meaning as in NZS 6806;</p> <p>(b) Design year has the same meaning as in NZS 6806;</p> <p>(c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed;</p> <p>(d) Habitable Space – has the same meaning as in NZS 6806;</p> <p>(e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 2 Identified PPFs Noise Criteria Categories;</p> <p>(f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;</p> <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 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 31; and</p> <p>(k) Structural Mitigation – has the same meaning as in NZS 6806.</p>



	<b><u>Notwithstanding the above applying to PPFs in Schedule 2 existing as at 2022, conditions 32 to 43 shall be read as also including a requirement for the future BPO assessment to determine the BPO for the environment that is present prior to construction starting provided that the Requiring Authority is not responsible for acoustically treating dwellings that are constructed following the lodgement of the NoR.</u></b>
33.	<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 33 to 44 (all traffic noise conditions).</p> <p>The Noise Criteria Categories do not need to be complied with at a PPF where:</p> <ul style="list-style-type: none"> <li>(a) The PPF no longer exists; or</li> <li>(b) Agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met.</li> </ul> <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>
34.	<p>As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 2: Identified PPFs Noise Criteria Categories.</p> <p>For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 31 may be (or be part of) the Selected Mitigation Option(s). <b>Barriers may also be (or be part of) the Selected Mitigation Options(s).</b></p>
35.	Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 2: Identified PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
36.	If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.
37.	The Detailed Mitigation Options shall be implemented prior to Completion of Construction of the Project, with the exception of any low-noise road surfaces, which shall be implemented within twelve months of Completion of Construction.
38.	Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB <sub>L<sub>Aeq</sub>(24h)</sub> inside Habitable Spaces ('Category C Buildings'). <b>This does not include those dwellings constructed after the lodgement of the NoR.</b>
39.	Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring Authority shall write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within three months of the date of the Requiring Authority's letter, the Requiring Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.
40.	<p>For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 39 above if:</p> <ul style="list-style-type: none"> <li>(a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or</li> <li>(b) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or</li> <li>(c) The building owner did not agree to entry within three months of the date of the Requiring Authority's letter sent in accordance with Condition 39 above (including where the owner did not respond within that period); or</li> <li>(d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project.</li> </ul>

	If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.
41.	Subject to Condition 40 above, within six months of the assessment undertaken in accordance with Condition 40, the Requiring Authority shall write to the owner of each Category C Building advising: <ul style="list-style-type: none"> <li>(a) If Building-Modification Mitigation is required to achieve 40 dB<sub>LAeq(24h)</sub> inside habitable spaces; and</li> <li>(b) The options available for Building-Modification Mitigation to the building, if required; and</li> <li>(c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.</li> </ul>
42.	Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation shall be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.
43.	Subject to Condition 41, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 42 if: <ul style="list-style-type: none"> <li>(a) The Requiring Authority has completed Building Modification Mitigation to the building; or</li> <li>(b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or</li> <li>(c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 41 (including where the owner did not respond within that period); or</li> <li>(d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project.</li> </ul>
44.	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable
45	<b><del>Affected person assistance</del></b> <b><del>The Requiring Authority shall at its cost provide fully funded independent expert and / or legal professional services to any directly affected residential landowner who wishes to avail themselves of an early purchase of property either through the Requiring Authorities' hardship mechanism or through s185 of the RMA. Details of how people can access these services must be contained on the website required by Condition 2.</del></b>
46	<b><del>Z Energy Service Station – Te Irirangi Drive</del></b> <b><del>To ensure the operational and functional needs of the Service Station on PT Lot 3 DP 149321 are maintained, the final alignment of the Te Irirangi Drive permanent works corridor shall not extend any further beyond the legal boundary of PT Lot 3 DP 149321 between the points A-B identified in Image A (exclusion area) unless otherwise agreed by the landowner and occupier of PT Lot 3 DP 149321. For clarity, the exclusion area is between the northern boundary with Lot 4 DP 149321 and the southern vehicle crossing on Te Irirangi Drive as it existed at September 2023.</del></b>

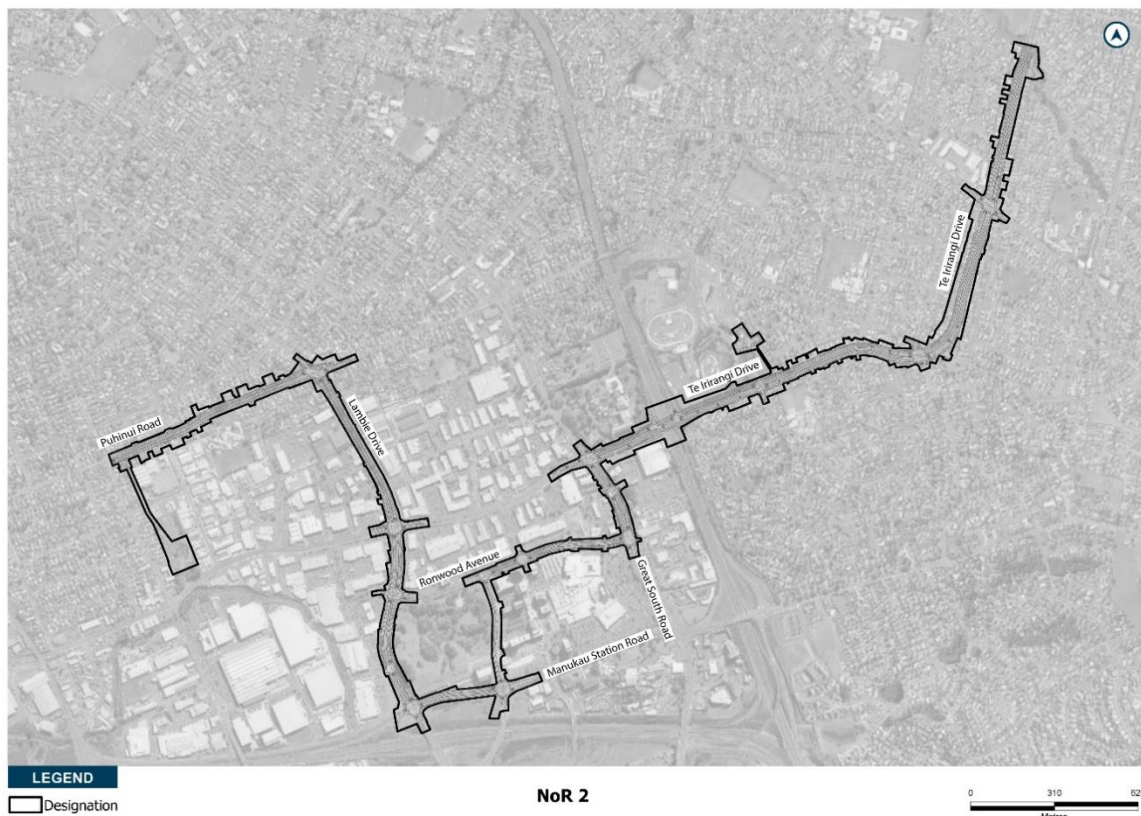
## Attachments

### Schedule 1: General accordence plan and information

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

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

### Concept plan:



**Schedule 2: Identified PPFs noise criteria categories**

<b>Address</b>	<b>New or Altered Road</b>	<b>Noise Criteria Category</b>
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 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
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62 Zelda Avenue	Altered	Category A
62 Zelda Avenue	Altered	Category A
64 Zelda Avenue	Altered	Category A
66 Zelda Avenue	Altered	Category A

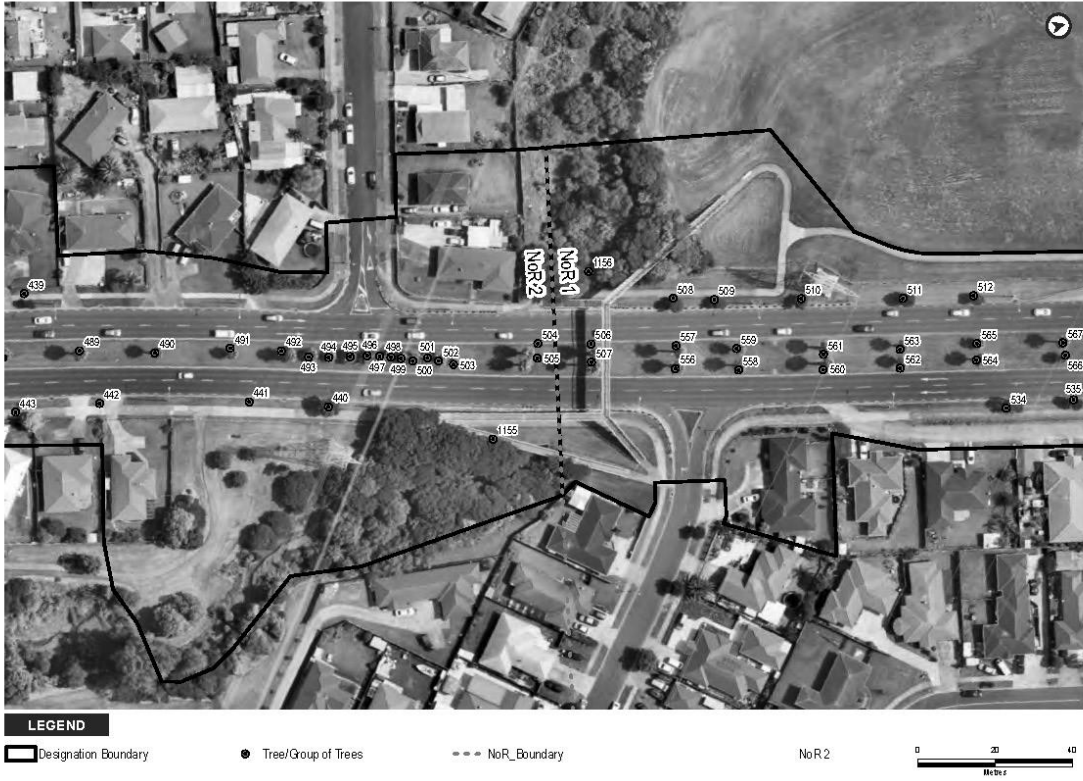
68 Zelda Avenue	Altered	Category A
70 Zelda Avenue	Altered	Category A
74 Zelda Avenue	Altered	Category A
76 Zelda Avenue	Altered	Category A
82 Zelda Avenue	Altered	Category A
84 Zelda Avenue	Altered	Category A
84 Zelda Avenue	Altered	Category A
26A Zelda Avenue	Altered	Category A
84A Zelda Avenue	Altered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

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

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

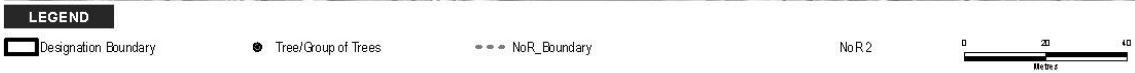


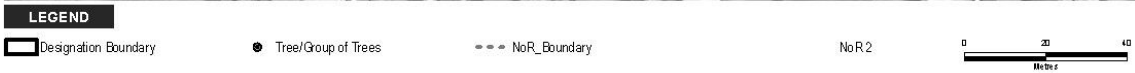
**Schedule 4: Trees to be included in the Tree Management Plan [Schedule updated – refer to clean set]**

















**LEGEND**  
■ Designation Boundary    ● Tree/Group of Trees    - - - NoR\_Boundary    NoR2    0 40 80  
Meters



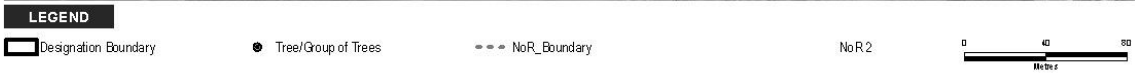
**LEGEND**  
■ Designation Boundary    ● Tree/Group of Trees    - - - NoR\_Boundary    NoR2    0 20 40  
Meters



**LEGEND**  
Designation Boundary    ● Tree/Group of Trees    - - - NoR\_Boundary    No R 2    0 40 80 Meters



**LEGEND**  
Designation Boundary    ● Tree/Group of Trees    - - - NoR\_Boundary    No R 2    0 40 80 Meters







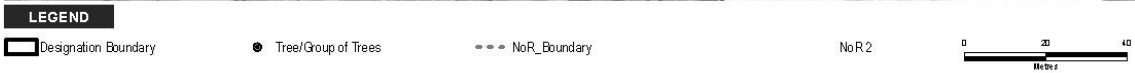
LEGEND  
Designation Boundary    ● Tree/Group of Trees    - - - NoR\_Boundary    No R 2    0 40 80 Meters



LEGEND  
Designation Boundary    ● Tree/Group of Trees    - - - NoR\_Boundary    No R 2    0 20 40 Meters









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
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190	Single tree	Road Reserve	Pohutukawa	Young
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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

## **Appendix C – Auckland Transport’s Modifications to NoR 2 conditions (clean)**



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

Designation Number	XXXX
Requiring Authority	Auckland Transport
Location	Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue)
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.

## Purpose

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

## Conditions

### Abbreviations and Definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans and CNVMP Schedules	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; (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received; or (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 27

Construction Works	Activities undertaken to construct the Project excluding Enabling Works
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Developer	Any legal entity that intends to master plan or develop land adjacent to the designation
Development Agency	Public entities involved in development projects
DRMP	Development Response Management Plan
Educational facility	Facility used for education to secondary level. Includes: (a) schools and outdoor education facilities; and (b) accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above. Excludes: (a) care centres; and (b) tertiary education facilities.
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
Enabling works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; and (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines
LIP	Land use Integration Process
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Airport to Botany Bus Rapid Transit Project: (a) Te Ākitai Waiohūa; (b) Ngāi Tai ki Tamaki; (c) Ngāti Te Ata Waiohūa; (d) Ngāti Whanaunga; (e) Ngāti Tamaoho; (f) Ngāti Paoa Trust Board; (g) Te Ahiwaru; (h) Ngāti Tamaterā; and (i) Ngāti Maru.

	Note: other iwi not identified above may have an interest in the Project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
NZAA	New Zealand Archaeological Association
OSMP	Open Space Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport
RMA	Resource Management Act 1991
SCEMP	Stakeholder Communication and Engagement Management Plan
Stage of Work	Any physical works that require the development of an Outline Plan
Start of Construction	The time when Construction Works (excluding Enabling Works) start
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise
ULDMP	Urban and Landscape Design Management Plan

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



	<p>(c) Information requested or provided under Condition 3(b) above may include but not be limited to the following matters:</p> <ul style="list-style-type: none"> <li>(i) design details including but not limited to: <ul style="list-style-type: none"> <li>A. boundary treatment (e.g. the use of retaining walls or batter slopes);</li> <li>B. the horizontal and vertical alignment of the road (levels);</li> <li>C. potential locations for mid-block crossings;</li> <li>D. integration of stormwater infrastructure;</li> <li>E. outputs from any flood modelling; and</li> <li>F. traffic noise modelling contours.</li> </ul> </li> <li>(ii) potential modifications to the extent of the designation in response to information received through Condition 3(b)(ii);</li> <li>(iii) a process for the Requiring Authority to undertake a technical review of or provide comments on any master planning or development proposal advanced by the Developer or Development Agency as it relates to integration with the Project; and</li> <li>(iv) details of how to apply for written consent from the Requiring Authority for any development proposal that relates to land is within the designation under section 176(1)(b) of the RMA.</li> </ul> <p>(d) Where information is requested from the Requiring Authority and is available, the nominated contact shall provide the information unless there are reasonable grounds for not providing it.</p> <p>(e) The nominated contact shall maintain a record of the engagement between the Requiring Authority and Developers and Development Agencies for the period following the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include:</p> <ul style="list-style-type: none"> <li>(i) a list of all Developers and Development Agencies who have indicated through the Notice of Requirement process that they intend to master plan or develop sites along the Project alignment that may require specific integration with the designation;</li> <li>(ii) details of any requests made to the Requiring Authority that could influence detailed design, the results of any engagement and, where such requests that could influence detailed design are declined, the reasons why the Requiring Authority has declined the requests; and</li> <li>(iii) details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators.</li> </ul> <p>(f) The record shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</p>
4.	<p><b>Designation Review</b></p> <p>(a) The Requiring Authority shall within six (6) months of Completion of Construction or as soon as otherwise practicable:</p> <ul style="list-style-type: none"> <li>(i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and</li> <li>(ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</li> </ul>
5.	<p><b>Lapse</b></p> <p>(a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.</p>
6.	<p><b>Te Ākitai Waiohua – Southwest Gateway Programme</b></p> <p>(a) The Requiring Authority acknowledges Te Ākitai Waiohua as Mana Whenua and a principal partner to the Southwest Gateway Programme, to which this project forms a part. The operation of this designation must in all respects</p>

	reflect these matters, including through meeting the conditions and meaningful engagement at both a governance and kaitiaki level.
<b>7.</b>	<p><b>Network Utility Operators and Auckland Council Parks (Section 176 Approval)</b></p> <p>(a) Prior to the start of Construction Works, Network Utility Operators (including Auckland International Airport Limited) with existing infrastructure and Auckland Council in relation to parks located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> <li>(i) operation, maintenance and repair works;</li> <li>(ii) minor renewal works to existing network utilities or parks necessary for the on-going provision or security of supply of network utility or parks operations;</li> <li>(iii) minor works such as new service connections; and</li> <li>(iv) the upgrade and replacement of existing network utilities or parks in the same location with the same or similar effects as the existing utility or parks.</li> </ul> <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>
<b>8.</b>	<p><b>Property Management</b></p> <p>(a) The Requiring Authority shall undertake its best endeavours to ensure that properties acquired for the Project are appropriately managed in a manner that does not adversely affect the surrounding area.</p>
<b>Pre-construction conditions</b>	
<b>9.</b>	<p><b>Outline Plan</b></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"> <li>(i) Construction Environmental Management Plan;</li> <li>(ii) Construction Traffic Management Plan;</li> <li>(iii) Construction Noise and Vibration Management Plan;</li> <li>(iv) Urban and Landscape Design Management Plan;</li> <li>(v) Historic Heritage Management Plan;</li> <li>(vi) Ecological Management Plan;</li> <li>(vii) Tree Management Plan;</li> <li>(viii) Network Utilities Management Plan; and</li> <li>(ix) Development Response Management Plan.</li> </ul>
<b>10.</b>	<p><b>Management Plans</b></p> <p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> <li>(i) be prepared and implemented in accordance with the relevant management plan condition;</li> <li>(ii) be prepared by a Suitably Qualified Person(s);</li> <li>(iii) be developed in partnership with Mana Whenua. The Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua;</li> <li>(iv) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates;</li> </ul>

	<ul style="list-style-type: none"> <li>(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"> <li>A. been incorporated; and</li> <li>B. where not incorporated, the reasons why.</li> </ul> </li> <li>(vi) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and</li> <li>(vii) Once finalised, uploaded to the Project website or equivalent virtual information source.</li> </ul> <p>(b) Any management plan developed in accordance with Condition 10 may:</p> <ul style="list-style-type: none"> <li>(i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation; and</li> <li>(ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process.</li> </ul> <p>(c) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision.</p> <p>(d) Any material changes to the SCEMP(s) are to be submitted to the Council for information.</p>
<p><b>11.</b></p>	<p><b>Mana Whenua Kaitiaki Forum</b></p> <ul style="list-style-type: none"> <li>(a) At least twelve (12) months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall invite Mana Whenua to establish a Mana Whenua Kaitiaki Forum. The objective of the Mana Whenua Kaitiaki Forum is to provide a forum for Mana Whenua to participate as partners in all phases of the Project. To achieve the objective, the Mana Whenua Kaitiaki Forum shall address (as a minimum) the following matters: <ul style="list-style-type: none"> <li>(i) how Mana Whenua will provide input into the design of the Project. For example: <ul style="list-style-type: none"> <li>A. how Mana Whenua values and narrative are incorporated through the form of the Project and associated structures;</li> <li>B. how the historic and cultural significance of the Puhinui Historic Gateway will be recognised; and</li> <li>C. how pou, art, sculptures, mahi toi or other any other features located on land within or adjoining the Project will be provided in a manner that represents the Māori history of the area and promotes a distinctiveness or sense of place.</li> </ul> </li> <li>(ii) how Mana Whenua will be engaged in the preparation of management plans and future consenting processes;</li> <li>(iii) how mātauranga Māori and tikanga Māori will be recognised in all phases of the Project;</li> <li>(iv) where opportunities for Mana Whenua to participate in engagement with local communities, business associations, social institutions and community groups will be provided;</li> <li>(v) where opportunities for Mana Whenua to support the physical, mental, social and economic wellbeing for iwi and the local community will be provided through the Project. This could include: <ul style="list-style-type: none"> <li>A. planting supplied through Mana Whenua and community based nurseries;</li> <li>B. local schools being involved in planting; and</li> <li>C. scholarships, cadetships and job creation.</li> </ul> </li> <li>(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;</li> <li>(vii) the frequency of meetings shall be agreed between the Requiring Authority and Mana Whenua; and</li> </ul> </li> </ul>

	<p>(viii) prior to the Start of Construction, the Requiring Authority shall produce a record of the Mana Whenua Kaitiaki Forum. The record of the Mana Whenua Kaitiaki Forum shall be provided to Mana Whenua and shall include (but not be limited to);</p> <ul style="list-style-type: none"> <li>A. details of how Mana Whenua have participated as partners in the Project;</li> <li>B. details of how the matters set out in (a) will be incorporated into the Project;</li> <li>C. how the objective of the Mana Whenua Kaitiaki Forum has been and will continue to be met; and</li> <li>D. details of how comments from Mana Whenua have been incorporated into the Project and where not incorporated, the reasons why.</li> </ul> <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 Mana Whenua Kaitiaki Forum shall continue to meet for at least six months following the Completion of Construction or as agreed with Mana Whenua.</p> <p><b>Advice note</b> For the avoidance of doubt, Mana Whenua may wish to use another forum as the Mana Whenua Kaitiaki Forum.</p>
12.	<p><b>Stakeholder Communication and Engagement Management Plan (SCEMP)</b></p> <p>(a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations prior to the Start of Construction.</p> <p>(b) 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 Construction Works. To achieve the objective of the SCEMP:</p> <ul style="list-style-type: none"> <li>(i) at least six (6) months prior to detailed design for a Stage of Work, the Requiring Authority shall identify: <ul style="list-style-type: none"> <li>A. a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; and</li> <li>B. a list of key stakeholders, community groups, organisations and businesses who will be engaged with; and</li> <li>C. methods to engage with key stakeholders, community groups, organisations and businesses and the owners of properties identified in (b)(i)A-B above.</li> </ul> </li> <li>(ii) a record of (b)(i) shall be submitted with an Outline Plan for the relevant Stage of Work.</li> <li>(iii) the SCEMP shall include: <ul style="list-style-type: none"> <li>A. the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);</li> <li>B. the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;</li> <li>C. details of opportunities to strengthen the relationship between Mana Whenua, key stakeholders and the wider community;</li> <li>D. methods and timing to engage with landowners whose access is directly affected;</li> <li>E. methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (b)(i) above; and</li> </ul> </li> </ul>

	<p>F. linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.</p> <p>(c) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</p>
<p><b>13.</b></p>	<p><b>Development Response Management Plan</b></p> <p>(a) A DRMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the DRMP is to provide a framework to assist businesses affected by the Project to manage the impacts of construction and to maximise the opportunities the Project presents.</p> <p>(c) Business Associations representing businesses within the relevant Stage of Work shall be invited no later than 18 months prior to the Start of Construction for a Stage of Work, to participate in the development of the DRMP.</p> <p>(d) To achieve the objective, the DRMP shall include:</p> <ul style="list-style-type: none"> <li>(i) a list of businesses likely to be impacted by the Project;</li> <li>(ii) recommended measures to mitigate impacts on identified businesses associated with construction effects such as the potential loss of visibility of businesses from public spaces, reduction of accessibility and severance. Such mitigation measures may include business support, temporary placemaking and place activation measures and temporary wayfinding and signage;</li> <li>(iii) a summary of any proactive assistance to be provided to impacted businesses;</li> <li>(iv) identification of opportunities to co-ordinate the forward work programme, where appropriate with infrastructure providers and development agencies; and</li> <li>(v) linkages and cross-references to communication and engagement methods set out in other conditions and management plans (e.g. the SCEMP) where relevant.</li> </ul>
<p><b>14.</b></p>	<p><b>Urban and Landscape Design Management Plan (ULDMP)</b></p> <p>(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the ULDMP(s) is to:</p> <ul style="list-style-type: none"> <li>(i) enable integration of the Project's permanent works into the surrounding landscape and urban context;</li> <li>(ii) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment; and</li> <li>(iii) acknowledge and recognise the whakapapa Mana Whenua have to the Project area.</li> </ul> <p>(c) Mana Whenua shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work to provide input on cultural landscape and design matters. This shall include (but not be limited to) how desired outcomes for the management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with the Historic Heritage Management Plan (Condition 26) and the Ecological Management Plan (Condition 28) may be reflected in the ULDMP.</p> <p>(d) Key stakeholders shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work.</p> <p>(e) The ULDMP shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> <li>(i) Auckland Transport's Urban Roads and Streets Design Guide;</li> <li>(ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;</li> </ul>

	<ul style="list-style-type: none"> <li>(iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;</li> <li>(iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and</li> <li>(v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.</li> </ul> <p>(f) To achieve the objective, the ULDMP shall provide details of how the Project:</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(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;</li> <li>(iii) promotes inclusive access (where appropriate); and</li> <li>(iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> <li>A. Crime Prevention Through Environmental Design (CPTED) principles;</li> <li>B. Safety in Design (SID) requirements; and</li> <li>C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.</li> </ul> </li> <li>(v) has responded to requests that could influence detailed design through the Land Use Integration Process (Condition 3);</li> <li>(vi) 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"> <li>A. how to protect and enhance connections to the Māori cultural landscape;</li> <li>B. how and where accurate historical signage can be provided along the corridor;</li> <li>C. how historical portage routes will be recognised;</li> <li>D. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided;</li> <li>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"> <li>a. preserving them in the design and maintenance of the Project; and</li> <li>b. restoring them in a manner that recognises their historical and cultural significance. For example, by clustering planting to represent a lost ngahere.</li> </ul> </li> <li>F. how the historic and cultural significance of the Puhinui Historic Gateway is recognised; and</li> <li>G. how public access to coastal areas, waterways and open space is enhanced, where appropriate.</li> </ul> </li> <li>(vii) provides for an integrated stormwater management approach which prioritises in the following order: <ul style="list-style-type: none"> <li>A. opportunities for ki uta ki tai (a catchment scale approach);</li> <li>B. opportunities for net catchment benefit;</li> <li>C. green infrastructure and nature-based solutions; and</li> <li>D. opportunities for low maintenance design.</li> </ul> </li> </ul> <p>(g) At the discretion of Mana Whenua, the matters listed in (f)(v) – (vi) shall either be incorporated into the ULDMP or prepared as a separate plan.</p> <p>(h) The ULDMP shall include:</p> <ul style="list-style-type: none"> <li>(i) a concept plan(s) – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;</li> </ul>
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	<ul style="list-style-type: none"> <li>(ii) developed design concepts, including principles for walking and cycling facilities and public transport; and</li> <li>(iii) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> <li>A. road design – elements such as: <ul style="list-style-type: none"> <li>a. intersection form;</li> <li>b. carriageway gradient and associated earthworks;</li> <li>c. contouring, cut and fill batters and/or retaining walls and their interface with adjacent land uses and existing roads (including slip lanes);</li> <li>d. benching;</li> <li>e. spoil disposal sites;</li> <li>f. median width and treatment; and</li> <li>g. roadside width and treatment.</li> </ul> </li> <li>B. roadside elements – such as lighting, fencing, wayfinding and signage;</li> <li>C. architectural and landscape treatment of all major structures, including bridges and retaining walls;</li> <li>D. architectural and landscape treatment of noise barriers;</li> <li>E. landscape treatment of permanent stormwater control wetlands and swales;</li> <li>F. integration of passenger transport;</li> <li>G. pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses;</li> <li>H. historic heritage places with reference to the HHMP (Condition 26); and</li> <li>I. re-instatement of construction and site compound areas, driveways, accessways and fences.</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>(i) planting details and maintenance requirements: <ul style="list-style-type: none"> <li>(i) planting design details including: <ul style="list-style-type: none"> <li>A. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan (Condition 29). Where practicable, mature trees and native vegetation should be retained;</li> <li>B. street trees, shrubs and ground cover suitable for berms;</li> <li>C. treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones;</li> <li>D. planting of stormwater wetlands;</li> <li>E. identification of vegetation to be retained and any planting requirements under the Ecological Management Plan (Conditions 28) and Tree Management Plan (Condition 29);</li> <li>F. integration of any planting requirements required by conditions of any resource consents for the Project; and</li> <li>G. re-instatement planting of construction and site compound areas as appropriate.</li> </ul> </li> <li>(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</li> <li>(iii) detailed specifications relating to the following: <ul style="list-style-type: none"> <li>A. weed control and clearance;</li> <li>B. pest animal management (to support plant establishment);</li> <li>C. ground preparation (top soiling and decompaction);</li> <li>D. mulching; and</li> <li>E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.</li> </ul> </li> </ul> </li> </ul>
	<p><b>Advice note:</b></p> <p>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</p>

	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.
<b>Specific Outline Plan requirements</b>	
	<p><b>Flood Hazard</b></p> <p>For the purpose of Condition 15:</p> <ul style="list-style-type: none"> <li>(a) ARI – means Average Recurrence Interval;</li> <li>(b) Existing authorised community, commercial and industrial floor – means the floor level of any community, commercial and industrial building which is authorised and exists at the time the Outline Plan is submitted;</li> <li>(c) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the Outline Plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage;</li> <li>(d) Flood prone area – means potential ponding areas that may flood and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features;</li> <li>(e) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes;</li> <li>(f) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways); and</li> <li>(g) Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).</li> </ul>
<b>15.</b>	<p><b>Flood Hazard</b></p> <ul style="list-style-type: none"> <li>(a) The Project shall be designed to achieve the following flood risk outcomes: <ul style="list-style-type: none"> <li>(i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;</li> <li>(ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors to maintain a minimum freeboard of 150mm;</li> <li>(iii) no increase in flood levels in a 1% AEP event for existing authorised community, commercial and industrial building floors that are already subject to flooding;</li> <li>(iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors;</li> <li>(v) maximum of 50mm increase in flood level in a 1% AEP event outside and adjacent to the designation boundaries between the pre and post Project scenarios;</li> <li>(vi) no new flood prone areas; and</li> <li>(vii) no increase of flood hazard for main access to authorised habitable dwellings existing at the time the Outline Plan is submitted. The assessment shall be undertaken for the 1% AEP event. Where Flood Hazard is: <ul style="list-style-type: none"> <li>A. velocity x depth is greater than or equal to (<math>\geq</math>) 0.6; or</li> <li>B. depth is greater than (<math>&gt;</math>) 0.5m; or</li> <li>C. velocity is greater than (<math>&gt;</math>) 2m/s.</li> </ul> </li> </ul> </li> <li>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 1% AEP flood levels (for Maximum Probable Development land use and including climate change).</li> <li>(c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or</li> </ul>



	varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.
<b>16.</b>	<p><b>Existing property access</b></p> <p>(a) Where existing property vehicle access which exists at the time the Outline Plan is submitted is proposed to be altered by the Project, the Requiring Authority shall consult with the directly affected landowner regarding the required changes. The Outline Plan shall demonstrate how safe access will be provided, unless otherwise agreed with the affected landowner.</p>
<b>Construction conditions</b>	
<b>17.</b>	<p><b>Construction Environmental Management Plan (CEMP)</b></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"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) details of the proposed construction yards including temporary screening when adjacent to residential areas;</li> <li>(v) details of the proposed construction lighting;</li> <li>(vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vii) methods for providing for the health and safety of the general public;</li> <li>(viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain;</li> <li>(ix) procedures for incident management;</li> <li>(x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses;</li> <li>(xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;</li> <li>(xii) procedures for responding to complaints about Construction Works; and</li> <li>(xiii) methods for amending and updating the CEMP as required.</li> </ul>
<b>18.</b>	<p><b>Complaints Register</b></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"> <li>(i) the date, time and nature of the complaint;</li> <li>(ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</li> <li>(iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate;</li> <li>(iv) the outcome of the investigation into the complaint; and</li> <li>(v) any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally.</li> </ul> <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><b>19.</b></p>	<p><b>Cultural Monitoring Plan</b></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 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. To achieve the objective, the Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> <li>(i) requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua;</li> <li>(ii) requirements and protocols for cultural inductions for contractors and subcontractors;</li> <li>(iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and</li> <li>(v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol.</li> </ul> <p>(d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p><b>Advice note:</b> 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><b>20.</b></p>	<p><b>Construction Traffic Management Plan (CTMP)</b></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"> <li>(i) methods to manage the effects of temporary traffic management activities on traffic;</li> <li>(ii) measures to ensure the safety of all transport users;</li> <li>(iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours (for example on roads serving educational facilities during pick up and drop off times) to manage vehicular and pedestrian traffic near educational facilities or to manage traffic congestion;</li> <li>(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;</li> <li>(v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, pedestrians and cyclists;</li> <li>(vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative access arrangements when it will not be. Engagement with landowners whose access is directly affected shall be undertaken in accordance with Condition 12(b)(iii)D;</li> </ul>

	<ul style="list-style-type: none"> <li>(vii) details of how access for the loading and unloading of goods will be provided for;</li> <li>(viii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads;</li> <li>(ix) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services);</li> <li>(x) details of minimum network performance parameters to be achieved during the construction phase, including any measures to monitor compliance with the performance parameters. These could include maximum increases in journey time and traffic volumes along key routes; and</li> <li>(xi) details of any Travel Demand Management (TDM) measures proposed to be implemented in the event of thresholds identified in (x) being exceeded.</li> </ul>																																		
<p><b>21.</b></p>	<p><b>Open Space Management Plan (OSMP)</b></p> <ul style="list-style-type: none"> <li>(a) An OSMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the OSMP is to minimise as far as practicable adverse effects on the recreation amenity of parks and reserves resulting from construction.</li> <li>(b) To achieve the objective, the OSMP shall include details of: <ul style="list-style-type: none"> <li>(i) how the ongoing operation (including but not limited to events) of and access (including walking and cycling) to parks and reserves during construction will be maintained in accordance with the Construction Traffic Management Plan (Condition 20); and</li> <li>(ii) opportunities to coordinate the construction of the Project, as far as practicable, with the forward work programme (including any events) for parks and reserves directly affected by the Project.</li> </ul> </li> <li>(c) Auckland Council Parks and Community Facilities shall be invited to participate in the development of the OSMP at least six (6) months prior to the start of detailed design for a Stage of Work.</li> <li>(d) Any OSMP 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.</li> </ul>																																		
<p><b>22.</b></p>	<p><b>Construction Noise Standards</b></p> <ul style="list-style-type: none"> <li>(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:</li> </ul> <p><b>Table 22-1 Construction Noise Standards</b></p> <table border="1" data-bbox="316 1653 1289 1980"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L<sub>Aeq</sub>(15min)</th> <th>L<sub>A</sub>F<sub>max</sub></th> </tr> </thead> <tbody> <tr> <td colspan="4"><b>Occupied activity sensitive to noise</b></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 <sub>Aeq</sub> (15min)	L <sub>A</sub> F <sub>max</sub>	<b>Occupied activity sensitive to noise</b>				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 0730h - 1800h 1800h - 2000h 2000h - 0630h	45 dB 55 dB 45 dB 45 dB	75 dB 85 dB 75 dB 75 dB
	<b>Other occupied buildings</b>			
	All	0730h – 1800h 1800h – 0730h	70 dB 75 dB	
	(b) Where compliance with the noise standards set out in Table 22-1 is not practicable, the methodology in Condition 25 shall apply.			
<b>23.</b>	<b>Construction Vibration Standards</b>			
	(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.			
	<b>Table 23-1 Construction vibration standards</b>			
	<b>Receiver</b>	<b>Details</b>	<b>Category A*</b>	<b>Category B**</b>
	<b>Occupied activity sensitive to noise</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 23-1 is not practicable, the methodology in Condition 25 shall apply.			
<b>24.</b>	<b>Construction Noise and Vibration Management Plan (CNMVP)</b>			
	(a) A CNMVP shall be prepared prior to the Start of Construction for Stage of Work.			
	(b) A CNMVP shall be implemented during the Stage of Work to which it relates.			
	(c) The objective of the CNMVP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 22 and 23 to the extent practicable. To achieve the objective, the CNMVP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following:			
	(i) description of the works and anticipated equipment/processes;			
	(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;			

	<ul style="list-style-type: none"> <li>(viii) contact details of the Project Liaison Person;</li> <li>(ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;</li> <li>(x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise Condition 22 and/or vibration standards Condition 23 Category B will not be practicable;</li> <li>(xi) identification of trigger levels for undertaking building condition surveys, which shall be Category B day time levels;</li> <li>(xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration;</li> <li>(xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules and the best practicable option for management of effects are being implemented; and</li> <li>(xiv) requirements for review and update of the CNVMP.</li> </ul>
25.	<p><b>Schedule to a CNVMP</b></p> <ul style="list-style-type: none"> <li>(a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when: <ul style="list-style-type: none"> <li>(i) construction noise is either predicted or measured to exceed the noise standards in Condition 22, except where the exceedance of the <math>L_{Aeq}</math> criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> <li>A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or</li> <li>B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</li> </ul> </li> <li>(ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 23.</li> </ul> </li> <li>(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. To achieve the objective, the Schedule shall include details such as: <ul style="list-style-type: none"> <li>(i) construction activity location, start and finish dates;</li> <li>(ii) the nearest neighbours to the construction activity;</li> <li>(iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance;</li> <li>(iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime;</li> <li>(v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;</li> <li>(vi) the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and</li> <li>(vii) location, times and types of monitoring.</li> </ul> </li> <li>(c) The Schedule shall be submitted to the Manager for certification at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP.</li> <li>(d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners</li> </ul>

	and occupiers, and how consultation outcomes have and have not been taken into account.
<b>26.</b>	<p><b>Historic Heritage Management Plan</b></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"> <li>(i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;</li> <li>(ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</li> <li>(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;</li> <li>(iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory);</li> <li>(v) roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;</li> <li>(vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</li> <li>(vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;</li> <li>(viii) methods to acknowledge cultural values identified through the Mana Whenua Kaitiaki Forum (Condition 11) and Urban Landscape and Design Management Plan (Condition 14) where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</li> <li>(ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to: <ul style="list-style-type: none"> <li>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;</li> </ul> </li> <li>(x) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and</li> <li>(xi) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1) The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably</li> </ul>

	<p>Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 19).</p> <p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation, building and standing structures and monitoring), shall be submitted to the Manager within 12 months of completion.</p> <p><b>Advice note:</b>  <b>Accidental Discoveries</b>  The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and shall apply when an archaeological authority under the HNZPTA is not otherwise in place.</p>
27.	<p><b>Pre-Construction Ecological Survey</b></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 Person. The purpose of the survey is to inform ecological management by confirming whether the indigenous flora and fauna (including Regionally or Nationally At-Risk or Threatened species) within the Identified Biodiversity Areas recorded in Schedule 3 are still present.</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 confirms the presence of indigenous flora and fauna (including Regionally or Nationally At-Risk or Threatened species) in accordance with Condition 27(a) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 28 for these areas (Confirmed Biodiversity Areas).</p>
28.	<p><b>Ecological Management Plan (EMP)</b></p> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 27) prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. To achieve the objective, the EMP shall set out the methods which may include:</p> <p>(i) if an EMP is required in accordance with Condition 27(c) for the presence of long-tailed bats:</p> <ol style="list-style-type: none"> <li>A. measures to minimise disturbance from construction activities within the vicinity of any active roosts that are discovered until such roosts are confirmed to be vacant of bats;</li> <li>B. how the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable;</li> <li>C. details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tailed bats;</li> <li>D. details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous, or exotic trees or artificial alternatives) will be provided and maintained; and</li> <li>E. where mitigation is not practicable, details of any offsetting proposed.</li> </ol> <p>(ii) If an EMP is required in accordance with Condition 27(c) for the presence of Threatened or At-Risk birds (excluding Wetland Birds):</p> <ol style="list-style-type: none"> <li>A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;</li> <li>B. where Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of the</li> </ol>

	<p>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 27(c) 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>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>b. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction Works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person; and</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 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>(c) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.</p> <p>(d) 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><b>Advice note:</b> Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</p> <p>(i) Stream and/or wetland restoration plans;</p> <p>(ii) Vegetation restoration plans; and</p> <p>(iii) Fauna management plans (e.g. avifauna, herpetofauna).</p>
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<p><b>29.</b></p>	<p><b>Tree Management Plan</b></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. To achieve the objective, the Tree Management Plan shall:</p> <p>(i) confirm that the trees listed in Schedule 4 still exist; and</p> <p>(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:</p> <p>A. any opportunities identified through Condition 14(i)(i)A to relocate mature trees and native trees where practicable;</p> <p>B. planting to replace trees that require removal (with reference to the ULDM planting design details in Condition 14);</p> <p>C. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and</p> <p>D. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.</p> <p>(iii) demonstrate how the tree management measures (outlined in A – D above) are consistent with conditions of any resource consents granted for the Project in relation to managing construction effects on trees.</p>
<p><b>30.</b></p>	<p><b>Network Utility Management Plan (NUMP)</b></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. To achieve the objective, the NUMP shall include methods to:</p> <p>(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</p> <p>(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</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) (including Auckland International Airport Limited) during detailed design 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>

<b>Operational conditions</b>	
<b>31.</b>	<p><b>Low Noise Road Surface</b></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>
<b>32.</b>	<p><b>Future Resurfacing Work</b></p> <p>(a) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</p> <ul style="list-style-type: none"> <li>(i) the volume of traffic exceeds 10,000 vehicles per day; or</li> <li>(ii) the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</li> <li>(iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or</li> <li>(iv) it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</li> </ul> <p>(b) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 31(a)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.</p>
	<p><b>Traffic Noise</b></p> <p>For the purposes of Conditions 33 to 44:</p> <ul style="list-style-type: none"> <li>(c) Building-Modification Mitigation – has the same meaning as in NZS 6806;</li> <li>(d) Design year has the same meaning as in NZS 6806;</li> <li>(e) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed;</li> <li>(f) Habitable Space – has the same meaning as in NZS 6806;</li> <li>(g) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 2 Identified PPFs Noise Criteria Categories;</li> <li>(h) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;</li> <li>(i) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C);</li> <li>(j) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;</li> <li>(k) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 2: Identified PPFs Noise Criteria Categories;</li> <li>(l) 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 31; and</li> <li>(m) Structural Mitigation – has the same meaning as in NZS 6806.</li> </ul>
<b>33.</b>	<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 33 to 44 (all traffic noise conditions).</p> <p>The Noise Criteria Categories do not need to be complied with at a PPF where:</p> <ul style="list-style-type: none"> <li>(a) The PPF no longer exists; or</li> <li>(b) Agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met.</li> </ul> <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>

34.	As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 2: Identified PPFs Noise Criteria Categories. For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 31 may be (or be part of) the Selected Mitigation Option(s).
35.	Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 2: Identified PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
36.	If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.
37.	The Detailed Mitigation Options shall be implemented prior to Completion of Construction of the Project, with the exception of any low-noise road surfaces, which shall be implemented within twelve months of Completion of Construction.
38.	Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB <sub>LAeq(24h)</sub> inside Habitable Spaces ('Category C Buildings').
39.	Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring Authority shall write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within three months of the date of the Requiring Authority's letter, the Requiring Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.
40.	For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 39 above if: (a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or (b) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or (c) The building owner did not agree to entry within three months of the date of the Requiring Authority's letter sent in accordance with Condition 39 above (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project. If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.
41.	Subject to Condition 40 above, within six months of the assessment undertaken in accordance with Condition 40, the Requiring Authority shall write to the owner of each Category C Building advising: (a) If Building-Modification Mitigation is required to achieve 40 dB <sub>LAeq(24h)</sub> inside habitable spaces; and (b) The options available for Building-Modification Mitigation to the building, if required; and (c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
42.	Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation shall be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.
43.	Subject to Condition 41, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 42 if:

	<ul style="list-style-type: none"> <li>(a) The Requiring Authority has completed Building Modification Mitigation to the building; or</li> <li>(b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or</li> <li>(c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 41 (including where the owner did not respond within that period); or</li> <li>(d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project.</li> </ul>
<b>44.</b>	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable

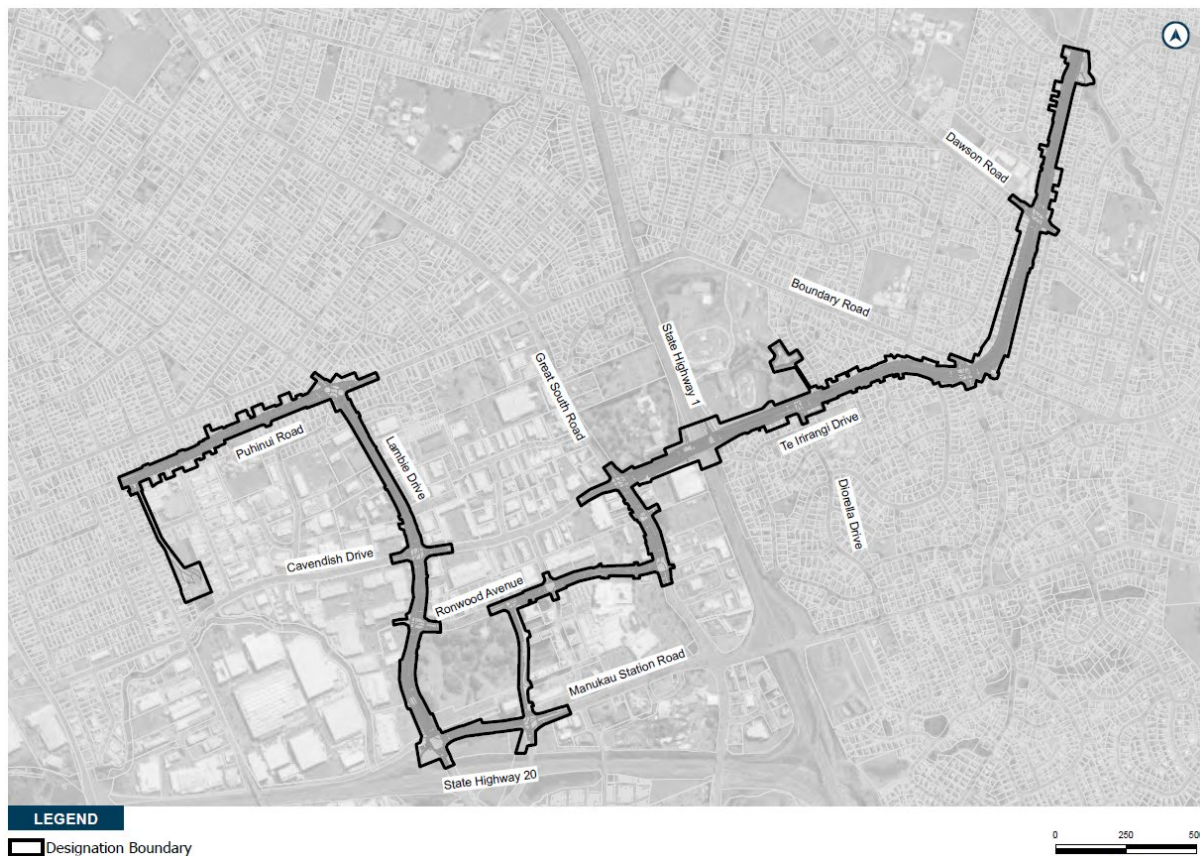
## Attachments

### Schedule 1: General accordance plan and information

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

- 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;
- An upgrade of Davies Avenue to accommodate BRT lanes, general traffic lane and walking and cycling facilities;
- Associated works including but not limited to intersections, bridges, embankments, retaining walls, culverts and stormwater management systems;
- Changes to local roads, where the proposed work intersects with local roads; and
- Construction activities, including vegetation removal, construction areas and the re-grading of driveways.

### Concept plan:



**Schedule 2: Identified PPFs noise criteria categories**

<b>Address</b>	<b>New or Altered Road</b>	<b>Noise Criteria Category</b>
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 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

### Schedule 3: Identified Biodiversity Areas

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



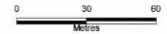


### Schedule 4: Trees to be included in the Tree Management Plan



**LEGEND**

- Tree/Group of Trees
- ▭ Designation Boundary



**LEGEND**

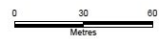
- Tree/Group of Trees
- ▭ Designation Boundary



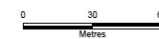




**LEGEND**  
● Tree/Group of Trees    □ Designation Boundary



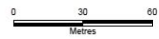
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● Tree/Group of Trees    □ Designation Boundary



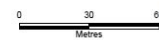




**LEGEND**  
● Tree/Group of Trees    □ Designation Boundary



**LEGEND**  
● Tree/Group of Trees    □ Designation Boundary







**LEGEND**  
● Tree/Group of Trees    □ Designation Boundary

0 30 60  
Metres



**LEGEND**  
● Tree/Group of Trees    □ Designation Boundary

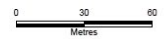
0 30 60  
Metres





**LEGEND**

- Tree/Group of Trees
- ▭ Designation Boundary



**LEGEND**

- Tree/Group of Trees
- ▭ Designation Boundary







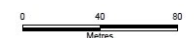
**LEGEND**

- Tree/Group of Trees
- ▭ Designation Boundary



**LEGEND**

- Tree/Group of Trees
- ▭ Designation Boundary





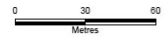






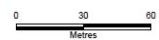
**LEGEND**

- Tree/Group of Trees
- ▭ Designation Boundary



**LEGEND**

- Tree/Group of Trees
- ▭ Designation Boundary

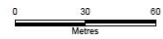






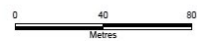
**LEGEND**

- Tree/Group of Trees
- ▭ Designation Boundary



**LEGEND**

- Tree/Group of Trees
- ▭ Designation Boundary





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



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
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193	Single tree	Road Reserve	Pohutukawa	Young
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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
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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

## Recommendation following the hearing of a Notice of Requirement under the Resource Management Act 1991



### Proposal

Notices of Requirement sought by the Supporting Growth Alliance (**SGA**) on behalf of Waka Kotahi NZ Transport Agency and Auckland Transport (jointly the **RAs**) sought for the route protection of the Airport to Botany Rapid Transit project, in the following locations:

- Botany to Rongomai Park (NoR1) (Auckland Transport)
- Rongomai Park to Puhinui Station, in the vicinity of Plunket Avenue (NoR2) (Auckland Transport)
- Puhinui Station, in the vicinity of Plunket Avenue to the SH20/SH20B Interchange (NoR3) (Auckland Transport)
- SH20/SH20B Interchange to Orrs Road (NoR4a) (Auckland Transport)
- The intersection of Manukau Memorial Gardens (NoR4b) (alteration to Designation 6717 – Waka Kotahi NZ Transport Agency).

These Notice of Requirements recommended to be CONFIRMED subject to conditions. The reasons are set out below.

<b>Site address:</b>	As described above
<b>Requiring Authority / RA:</b>	The Supporting Growth Alliance (SGA) on behalf of Waka Kotahi NZ Transport Agency and Auckland Transport
<b>Hearing commenced:</b>	Monday 21 August 2023 at 9.30am
<b>Hearing panel:</b>	David Wren Alan Pattle Basil Morrison
<b>Appearances:</b>	<b><u>For the Requiring Authorities:</u></b> Jennifer Caldwell - Legal submissions Renata Smit – Corporate (Auckland Transport) Natalie Summerfield – Legal Counsel Evan Keating – Corporate (Waka Kotahi NZ Transport Agency) Himani Bhatia-Mitha – Mana whenua partnerships Patrick Buckley – Alternatives Andrew Murray – Transport (Strategic) Ida Dowling – Transport (Operational) Rob Mason - Engineering Theresa Walsh - Engagement Julie Boucher – Social Impact

	<p>Mark van der Ham – Property  Arden Cruickshank – Archaeology  John Brown – Built Heritage  Matt Paul – Arboriculture  Kate Feickert – Ecology  Stuart Bowden – Urban Design  Tom Lines – Landscape and Visual  Rob Greenaway – Open Space and Recreation  Siri Wilkening – Noise  Roger Seyb – Flooding  Adam Jellie – Planning</p> <p><b><u>Local Boards</u></b>  Otara Papatoetoe Local Board represented by Apulu  Reece Autagavia  Howick Local Board represented by Damian Light</p> <p><b><u>For the Submitters:</u></b>  <b>Thursday 24 August:</b>  Te Akitai Waiohua Waka Taua Trust represented by Karen  Wilson  Watercare Services Limited represented by Tim Barry  Renaissance Apartments Body Corporate 316863  represented by Asher Davidson (Legal Counsel), Peter  Canham &amp; Colin Shields (Transport Engineer)  Auckland University of Technology represented by Asher  Davidson (Legal Counsel), David Curry &amp; Justine Bray  (Planning)  JOLT Charge (New Zealand) Limited represented by Mark  Arbuthnot  Meleane Latu (MS-Teams)  Ganpat Patel  Fa’ana Campbell  SPG Manukau Limited represented by Andrew Baggins  (Legal Counsel), David Haines (Planning), Reeve Barnett  (MS-Teams) and Tim Arnott (MS-Teams)</p> <p><b>Monday 28 August:</b>  Howard Property represented by Ali Guise  Vanessa Phillips  Van Den Brink Group and A.M.Self Ltd represented by  Matthew Husband (Planning), Emma Bayly (Planning) and  Michael Sheridan (Van Den Brink)  John Hansford</p>
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	<p>Business East Tamaki, Business Manukau &amp; Wiri Business Association represented by Grant Hewison (MS-Teams)</p> <p>Alan James Steele represented by Jeremy Brabant</p> <p>Chalmers Properties Ltd represented by Jeremy Brabant (Legal counsel) and Rebecca Sanders (Planning) (MS-Teams)</p> <p>New Zealand Storage Holdings Limited represented by Craig McGarr</p> <p>Wendy Jane Rodger</p> <p><b>Tuesday 29 August:</b></p> <p>Simran Krishna</p> <p>Heather Haylock</p> <p>Shane Haylock</p> <p>Ministry of Education represented by Gemma Hayes</p> <p>TIM Nominees Limited and The Saint Johns College Trust Board represented by Clare Covington (Planning), Ian Campbell (Public Works Specialist) &amp; Felicity Berry (Property Manager)</p> <p>Quadrant Properties Ltd represented by Ila Daniels</p> <p><b>Wednesday 30 August:</b></p> <p>BPG Developments Ltd represented by Douglas Allan &amp; Cordelia Woodhouse (Legal) &amp; John Parlane (Traffic Engineer)</p> <p>Altrend Properties Ltd &amp; Ormiston Centre Ltd represented by Russell Bartlett (Legal Counsel), Hamish Firth (Mt Hobson Group), Bronwyn Rhynd (Planning) &amp; Michael Hall (Engineer)</p> <p><b>Thursday 31 August:</b></p> <p>Centuria Funds Management (NZ) Ltd &amp; Bunnings Ltd represented by Daniel Minhinnick (Legal), Harry Hanham (Corporate – Centuria), Hus Narsai (Bunnings), Mark Arbuthnot (Planning) &amp; Don McKenzie (Transport)</p> <p>PSPCIB/CPPIB Waiheke Inc &amp; Auckland Body Corporate Ltd represented by Daniel Minhinnick (Legal), Kirat Narayan (Corporate), Mark Arbuthnot (Planning) &amp; Don McKenzie (Transport)</p> <p>Woolworths New Zealand Limited (General Distributors Ltd) represented by Allison Arthur-Young (Legal), Ross Burns (Corporate) and Don McKenzie (Transport)</p> <p>Harvey Norman Properties (NZ) Limited and Harvey Norman Stores Pty (NZ) Limited represented by David</p>
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	<p>Haines with Doug Murray as witness (HN National Development &amp; Asset Manager NZ)</p> <p>Z Energy Ltd represented Stephanie de Groot &amp; Olivia Manning (Legal Counsel, Matthew Brennan (Corporate), Philip Brown (Traffic), Sarah Westoby (Planning))</p> <p><b>Monday 4 September:</b></p> <p>Wiri Oil Services Ltd (WOSL) represented by Rob Enright (Legal Counsel), David King (Corporate), Georgina McPherson (Planning)</p> <p>Mitre 10 Holdings Limited represented by David Gell (Corporate) (MS-Teams), Mike Doesburg (Legal Counsel) and Paul Arnesen (Planning)</p> <p>Kiwirail Holdings Limited represented by Pam Butler</p> <p>Street Properties Ltd represented by Paul Street and Mark Street</p> <p>Heritage New Zealand Pouhere Taonga represented by Robin Byron (Senior Conservation Architect) and Alice Morris (Mid-Northern Planner)</p> <p>Kāinga Ora – Homes and Communities represented by Aidan Cameron (Legal Counsel), Brendon Liggett (Corporate), Michael Campbell &amp; Jono Payne (Planning), Rhys Hegley (Noise) and Phil Jaggard (Flooding)</p> <p>Auckland International Airport Ltd represented by Andrea Marshall (Corporate) &amp; Allison Arthur-Young (Legal)</p> <p><b>Tuesday 5 September:</b></p> <p>SPG Manukau Limited represented by Andrew Baggins (Legal Counsel) and David Haines (Planning)</p> <p><b><u>Tabled Statements</u></b></p> <p>P Thambirajah &amp; T Paskaranandavadivel</p> <p>Kamlesh Rana &amp; 33 Signatories</p> <p>Telecommunications Submitters</p> <p>Tunicin Investments Limited and Airface Limited</p> <p>Daniel Shaw – Kindercare Learning Centres Limited</p> <p>Daniel Shaw – Newell Management Limited</p> <p>Don McKenzie - Newell Management Limited</p> <p>Michael Clark – East Tamaki Investments and Beale Partnership</p> <p>National Mini Storage</p> <p><b><u>For Council:</u></b></p> <p>Trevor Mackie, Planner (consultant)</p> <p>James Hendra, Parks Specialist</p>
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	Andrew Temperley, Traffic Engineer (consultant) Jon Styles, Noise Consultant (consultant) Robert Quigley, Social Impact Specialist (consultant) Lisa Mein, Urban Designer (consultant) Myfanwy Eaves, Senior Specialist Historic Heritage Archaeology Marc Dendale, Team Leader (MS-Teams) Bevan Donovan, Hearings Advisor
<b>Hearing adjourned</b>	Tuesday, 5 September 2023
<b>Commissioners' site visit</b>	Monday 14 August 2023 and 17 October 2023
<b>Hearing Closed:</b>	24 October 2023

## INTRODUCTION

1. Pursuant to section 168 of the Resource Management Act 1991 (the Act), the Supporting Growth Alliance (**SGA**) on behalf of Waka Kotahi NZ Transport Agency and Auckland Transport, as the Requiring Authorities (**RAs**), gave notice to the Council of a requirement for four new designations and for the alteration to existing Designation 6717 together as part of the proposed Airport to Botany Bus Rapid Transit project.
2. At the request of the Requiring Authorities, the notices of requirement (**NoRs**) were publicly notified on 10 March 2023. Submissions closed on 11 April 2023. 200 submissions were received over the 5 NoRs. Several late submissions were also received, and these have been accepted by the Commissioners prior to the start of the hearing.
3. The NoRs were referred to Commissioners for a hearing and recommendation. The hearing took place on Monday 21, Tuesday 22, Wednesday 23, Thursday 24, Monday 28, Tuesday 29, Wednesday 30, Thursday, 31 August, Monday 4 and Tuesday 5 September 2023. There were appearances at the hearing by submitters.
4. This recommendation assesses the NoRs under section 171 of the Act. This report addresses the issues raised in the submissions and contains our recommendation to the RA under section 171(2) of the Act.

## THE AIRPORT TO BOTANY BUSWAY

5. The overall Airport to Botany Bus Rapid Transit (BRT) Project is proposed to provide an 18km dedicated BRT corridor together with walking and cycling facilities. Auckland Transport and Waka Kotahi are seeking to authorise a 14.9 km portion of the overall Project which extends from the south of Botany Town Centre to Orrs Road. The remainder of the overall Project will be delivered separately by:
  - **Auckland Airport** – BRT corridor and walking and cycling facilities between Orrs Road and the Airport including a bridge across Pūkaki Creek; and

- The **Eastern Busway Alliance** – Botany Station.
6. The Project has been divided into 5 Notices of Requirement (NoR) as follows.
- NoR1 – Botany Town Centre to Rongomai Park
  - NoR2 – Rongomai Park to Puhinui Station, in the vicinity of Plunket Avenue
  - NoR3 – Puhinui Station, in the vicinity of Plunket Avenue to SH20/20B Interchange
  - NoRs 4a and 4b – SH20/20B Interchange to Orrs Road
7. The Project primarily involves the upgrade and widening of existing transport corridors to provide a dedicated BRT corridor together with walking and cycling facilities. Nine BRT stations are proposed at the following locations.
- Smales Road;
  - Accent Drive;
  - Ormiston Road – Botany Junction Shopping Centre;
  - Dawson Road;
  - Diorella Drive;
  - Ronwood Avenue (Manukau Central);
  - Manukau Station;
  - Puhinui Road/Lambie Drive; and
  - Puhinui Station.
8. Two new major structures proposed include a BRT bridge crossing the North Island Main Trunk Line at Puhinui Station and a south bound ramp from SH20B to SH20. Upgrades to existing structures are proposed at a bridge over the Otara Creek (NoR1), bridge over SH1 (NoR2), bridge over NIMRT (NoR3) and a bridge over the Waokauri Creek (NoR4a).
9. The NoRs have been applied for on the basis of being for “Route Protection”. The RAs’ opening submission notes that;
- “Funding for the detailed design, construction and operational phases of the Project has not yet been allocated and may not be allocated for a number of years....*
- The NoRs have been prepared on the basis of a concept level of design sufficient to inform designation footprint, boundaries and an envelope of effects assessment. ....”<sup>1</sup>*
10. The key features of each NoR are;
- NoR1 – Botany to Rongomai Park*

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<sup>1</sup> RA’s opening submissions paras 1.3 and 1.4



11. NoR1 runs from near the Botany Town Centre along Te Irirangi Drive to Rongomai Park. In this section of the busway the BRT is proposed to run along the centre of the corridor with new bicycle and pedestrian paths along both sides of the road. Two lanes of vehicular traffic in each direction will generally be provided. The NoR includes the widening of Te Irirangi Drive, partially or fully onto properties along the length of the road. The Smales Road, Accent Drive and Ormiston Road stations are located within this NoR.

*NoR2 – Rongomai Park to Puhinui Station in the vicinity of Plunket Avenue.*

12. NoR2 runs from Rongomai Park through the Manukau business area and along Puhinui Road to Plunket Avenue. In this section of the busway the BRT is proposed to run along the centre of the corridor along Te Irirangi Drive, Great South Road, Ronwood Avenue, Manukau Station Road, Lambie Drive and Puhinui Road. The BRT is proposed to run along the western side of Davies Avenue.
13. Two general traffic lanes in each direction are proposed to be provided along Te Irirangi Drive, Great South Road, Ronwood Avenue, Manukau Station Road and Lambie Drive. Davies Avenue will have a single one-way lane for general traffic while Puhinui Road will have one lane in each direction.
14. Stations proposed (or existing) in NoR2 include Dawson Road, Diorella Drive, Ronwood Avenue, Manukau Station and at the corner of Lambie Drive and Puhinui Road.

*NoR3 – Puhinui Station in the vicinity of Plunket Avenue to SH20/SH20B Interchange.*

15. NoR3 runs along Puhinui Road from Plunket Avenue to the SH20/SH20B interchange. In this section of the busway the BRT is proposed to run along the centre of the corridor. One lane in each direction is provided for general traffic. There is one station provided in this stretch at Puhinui Station.
16. A new BRT bridge is proposed to be provided at Puhinui Station with general traffic lanes and the bicycle and pedestrian lanes using a modified Bridge Street structure.

*NoRs 4a and 4b – SH20/SH20B Interchange to Orrs Road.*

17. NoR4 runs along Puhinui Road from the Puhinui Station to Orrs Road. The BRT is proposed to run along the centre of the road through to the Manukau Memorial Gardens intersection which is approximately 600m west of the SH20/SH20B interchange. The remainder of the BRT runs along the southern side of Puhinui Road to Orrs Road. In this western part of the NoR4 the bicycle and pedestrian lanes are proposed to be located only on the south side of the road. Two lanes for general traffic in each direction are proposed in this NoR.
18. In addition to the BRT NoR4a proposes a new south bound ramp from SH20B onto SH20.

*Lapse Date*

19. The RAs propose a 15-year lapse date for the Auckland Transport NoRs 1 to 4a, and no lapse date for the Waka Kotahi NZ Transport Agency Alteration to Designation 6717 (NoR4b).

**THE EXISTING ENVIRONMENT**

20. Sections 7.1 to 7.4 of the AEE provided by the RAs set out the existing environment for the NoRs. The AEE also states that consideration of the environment as it exists today will not be a true reflection of the environment in which the corridor will operate. Accordingly, the RAs have also set out the likely future receiving environment for the project in section 7.5 of the AEE. Briefly, these can be summarised as follows.

*NoR1 – Botany to Rongomai Park*

21. The land uses in this area consist mainly of residential uses together with some commercial, educational and retirement facilities. Rongomai Park is used for both sports and active recreation and informal recreation.
22. In this area the Project crosses the Otara Creek and 4 archaeological site, and one associated historic heritage extent of place is located within 200m of the Project.

*NoR2 – Rongomai Park to Puhinui Station in the vicinity of Plunket Avenue.*

23. The land use along Te Irirangi Drive is low density residential through to SH1. Local shops, services, and educational facilities are located in the vicinity of Dawson Road.
24. Manukau Central transitions into a commercial and retail environment which serves as a major economic centre and employment node. Hayman Park is used for informal recreation and is fronted by Manukau Station and Manukau Institute of Technology (**MIT**).
25. The land use between Ihaka Place and Puhinui Station is low-density residential with local shops and services throughout the area on Puhinui Road adjacent to Ranfurly Road. Puhinui School is located on Puhinui Road. Puhinui Domain is used for informal recreation.
26. This part of the Project is located close to the Puhinui Stream. A notable tree is located outside 9 Cavendish Drive and a Milepost marker was located outside 656 Great South Road.

*NoR3 – Puhinui Station in the vicinity of Plunket Avenue to SH20/SH20B Interchange.*

27. The land use is low-density residential to the north of Puhinui Road. Larger industrial sites are to the south of Puhinui Road, with some neighbourhood and

local commercial activities throughout. Cambria House is zoned for community use.

28. Two Notable Trees are identified including a flowering gum on the corner of Puhinui Road and Vision Place and a Magnolia adjoining the Cambria House site at 250 Puhinui Road. Cambria House is identified as a Historic Heritage place.

*NoRs 4a and 4b – SH20/SH20B Interchange to Orrs Road.*

29. The current land use is predominantly rural, however land south of SH20B is zoned for light industry and the land use is changing to industrial activity in this area.
30. This area also includes the Manukau Memorial Gardens. There are riparian margins adjoining the tributaries of the Waokauri Creek and Pūkaki Creek. The area is also subject to several existing designations within the AUP including;
- Designation 6717 State Highway 20B - State Highway 20 to Auckland International Airport (Waka Kotahi)(NoR4b is an Alteration to this designation);
  - Designation 6709 South Western Motorway State Highway 20 (Waka Kotahi);
  - Designation 1100 Auckland International Airport (Auckland International Airport Limited);
  - Designation 9529 Southwestern Interceptor Line (Watercare Services Ltd);
  - Designation 6501 Petroleum Pipeline – Urban Section (New Zealand Refining Company Ltd);
  - Designation 9700 Wiri to Auckland International Airport Jet Fuel Pipeline (Wiri Oil Services Ltd); and
  - Designation 607 Manukau Memorial Gardens (Auckland Council).

## SUBMISSIONS AND EVIDENCE

31. The NoRs were publicly notified by the Auckland Council (“**Council**”) at the RA’s request on 10 March 2023. Submissions closed on 11 April 2023. A total of 200 submissions were received. Several late submissions were also received and have been accepted, either by Council staff acting under delegated authority or by the Commissioners prior to the hearing. Several submissions identified in the Council’s s42A report lodged against NoRs which were not the ones intended by the submitters. These submissions have been considered against the intended NoR.
32. The main issues raised in the submissions include;
- Extent of the designation needing to be justified
  - Need for the BRT Project
  - Further information required
  - Property value and land acquisition, and compensation

- Social impact of displacement of families and communities
- Consultation and engagement
- Business effects on access to businesses, loss of small businesses, disruption to businesses
- Traffic effects of roading changes, intersections and parking
- Access to and from properties and within complex sites
- Project scope not to include walkways and cycleways
- Construction noise and vibration effects
- Other construction effects, e.g. dust, air pollution, water pollution
- Operational traffic and road noise and vibration effects
- Visual impact
- Loss of trees
- Flood and climate change effect risk exacerbated by increased impervious surface area and loss of trees
- Urban design effects on frontages, street trees, retaining walls preferred over batter slopes, design of the BRT alignment.
- Compromised activities – operation of sites disrupted or unviable due to construction effects or design of works.
- Alternatives – Alternative routes, route through commercial not residential areas, alternatives to BRT
- Historic heritage effects on sites, notable trees, archaeology
- Community facilities and Parks effects
- Zoning future changes and intensification, and the use of surplus designated land
- Infrastructure effects
- Lapse period uncertainty
- Authority of AT to undertake the works.
- Indirect costs including third party resource consents and variations to consent conditions.

33. Six submissions were lodged in support of the NoRs.

### Procedural matters

34. This recommendation covers all 5 NoRs. The hearing heard from the RAs on all 5 NoRs and from submitters in respect of all NoRs. Some submitters submitted on all 5 NoRS while others were confined to one or more identified NoRs. This recommendation report discusses all NoRs, but the recommendations are made for each NoR.
35. There is no time frame set out in the RMA for the delivery of our recommendation. However, we have endeavoured to deliver this in a reasonable time.

### Relevant statutory provisions considered.

36. Both AT and Waka Kotahi are Requiring Authorities in terms of s166 of the Act. Pursuant to section 168 of the RMA, the requiring authorities (RA) lodged NoRs for designations in the AUP:OP for public works, being the route protection of the Airport to Botany Rapid Transit project, in the following locations:
- Botany to Rongomai Park (NoR1) (Auckland Transport)
  - Rongomai Park to Puhinui Station, in the vicinity of Plunket Avenue (NoR2) (Auckland Transport)
  - Puhinui Station, in the vicinity of Plunket Avenue to the SH20/SH20B Interchange (NoR3) (Auckland Transport)
  - SH20/SH20B Interchange to Orrs Road (NoR4a) (Auckland Transport)
  - The intersection of Manukau Memorial Gardens (NoR4b (alteration to Designation 6717 – Waka Kotahi NZ Transport Agency).
37. Section 171 of the Act sets out the matters to which a territorial authority must have regard when considering a requirement and any submissions received, and in making its recommendations to the requiring authority.
38. Section 171(1) requires:
- (1) *When considering a requirement and any submissions received, a territorial authority must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to -*
- (a) *any relevant provisions of -*
- (i) *a national policy statement:*
  - (ii) *a New Zealand coastal policy statement:*
  - (iii) *a regional policy statement or proposed regional policy statement:*
  - (iv) *a plan or proposed plan; and*
- (b) *whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the work if –*
- (i) *the requiring authority does not have an interest in the land sufficient for undertaking the work; or*
  - (ii) *it is likely that the work will have a significant adverse effect on the environment; and*

- (c) *whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought; and*
- (d) *any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the requirement.*

### **Relevant Policy Standards and Plans considered**

39. In accordance with section 171(1)(a)(i)-(iv) of the RMA, we have had regard to the relevant policy statements and plan provisions of the following documents.
- National Policy Statement on Urban Development (“NPS-UD”)
  - National Policy Statement on Freshwater Management (“NPS-FM”)
  - New Zealand Coastal Policy Statement 2010 (“NZCPS”)
  - National Policy Statement – Electricity Transmission
  - National Environment Standard for Freshwater
  - National Environment Standard Assessing and Managing Contaminants in Soil to Protect Human Health
  - AUP:OP - Regional Policy Statement
  - AUP:OP – District Plan provisions
40. We also considered the following “other matters” to be relevant and reasonably necessary to determine the application in accordance with section 171(1)(d) of the RMA:
- Distinct from the legal concept of the existing environment, growth in south and south-east Auckland and the associated predicted future traffic and built environment.

### **Hearing**

41. A report and recommendation on the NoRs were prepared by Council officers and is referred to hereafter as the “s42A report”. This report, along with the Council’s various specialist assessments, was circulated prior to the hearing and taken as read. The evidence presented at the hearing responded to the issues and concerns identified in the Council’s report, the NoRs themselves and the submissions made on the NoRs. Expert evidence on behalf of all parties who appeared was also circulated prior to the hearing and again was taken as read.
42. The hearing for the NoRs together was conducted at the Papatoetoe Cosmopolitan Club by three Independent Hearing Commissioners, David Wren, Basil Morrison and Alan Pattle who were appointed and act under delegated authority from the Council under sections 34 and 34A of the RMA.

## Submitters

43. The following submitters tabled written statements;

- P Thambirajah & T Paskaranandavadivel
- Kamlesh Rana & 33 Signatories
- Telecommunications Submitters
- Tunicin Investments Limited and Airface Limited
- Daniel Shaw – Kindercare Learning Centres Limited
- Daniel Shaw – Newell Management Limited
- Don McKenzie - Newell Management Limited
- Michael Clark – East Tamaki Investments and Beale Partnership
- National Mini Storage
- Z Energy Ltd (following the hearing).

44. The following submitters presented at the hearing.

### **Thursday 24 August:**

- Te Akitai Waiohua Waka Taua Trust
- Watercare Services Limited
- Renaissance Apartments Body Corporate 316863
- Auckland University of Technology
- JOLT Charge (New Zealand) Limited
- Meleane Latu
- Ganpat Patel
- Fa'ana Campbell
- SPG Manukau Limited

### **Monday 28 August:**

- Howard Property
- Vanessa Phillips
- Van Den Brink Group and A.M.Self Ltd
- John Hansford
- Business East Tamaki, Business Manukau & Wiri Business Association
- Alan James Steele
- Chalmers Properties Ltd
- New Zealand Storage Holdings Limited
- Wendy Jane Rodger

### **Tuesday 29 August:**

- Simran Krishna
- Heather Haylock
- Shane Haylock
- Ministry of Education

- TIM Nominees Limited and The Saint Johns College Trust Board
- Quadrant Properties Ltd

**Wednesday 30 August:**

- BPG Developments Ltd
- Altrend Properties Ltd & Ormiston Centre Ltd

**Thursday 31 August:**

- Centuria Funds Management (NZ) Ltd & Bunnings Ltd
- PSPCIB/CPPIB Waiheke Inc & Auckland Body Corporate Ltd
- Woolworths New Zealand Limited (General Distributors Ltd)
- Harvey Norman Properties (NZ) Limited and Harvey Norman Stores Pty (NZ) Limited
- Z Energy Ltd

**Monday 4 September:**

- Wiri Oil Services Ltd (WOSL)
- Mitre 10 Holdings Limited
- Kiwirail Holdings Limited
- Street Properties Ltd
- Heritage New Zealand Pouhere Taonga
- Kāinga Ora – Homes and Communities
- Auckland International Airport Ltd

**Tuesday 5 September:**

- SPG Manukau Limited

**Local Board Comments**

45. Comments on the NoRs were received from the Ōtara-Papatoetoe Local Board and from the Howick Local Board.
46. The Ōtara-Papatoetoe Local Board supports the improved public transport being provided by the project and the reduction in emissions in accordance with Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan. Specific concerns can be summarised as follows:
  - Consider local plans such as the Manukau Sports Bowl masterplan, the Local Paths (Greenways) Plan and the Play Network Gap Analysis.
  - Concern about the impact on local parks including Hayman Park, Rongomai Park and Puhinui Domain.
  - Identified local feedback concerns around impact on property, stormwater ponds, pedestrian access to schools, access to open spaces and access to parks for groups and clubs.



- Access to the Manukau Memorial Garden
  - Alternative locations for stormwater ponds in Manukau Sports Bowl
  - Future proofing of local neighbourhoods and catchments affected.
47. The Ōtara-Papatoetoe Local Board Chair, Apulu Reece Autagavaia presented at the hearing.
48. The Howick Local Board supports the project in principle as a key transport infrastructure project providing links through to the Airport. Specific concerns can be summarised as follows:
- acknowledge the feedback from the community.
  - note with concern the impact on:
    - i. loss of trees along the corridor including the slip lanes
    - ii. loss of berms
    - iii. access for residents
  - encourage exploration of options for reducing impact on existing infrastructure
  - note with concern about the long timeframe from the Notice of Requirement through designation through to completion
  - request that trees lost are replaced like for like and wherever possible retain trees and / or relocate them to another site in close proximity and explore other options including sale or distribution
  - suggest that barriers are provided to protect people who walk and cycle along the residential properties in the area
  - request that the planners explore the use of Chapel Road as the key walking and cycling infrastructure to support the changes in Te Irirangi Drive.
49. The Howick Local Board Chair, Damian Light presented at the hearing.
50. The hearing panel have taken the views of the Ōtara-Papatoetoe Local Board and the Howick Local Board into consideration.

### **Summary of legal submissions and evidence heard.**

51. We set out below a summary of the legal submissions and evidence heard.
52. The evidence presented at the hearing responded to the issues raised and concerns identified in the Council officer's section 42A report, the applications, and the submissions made on the applications.

#### Section 42A Report

53. The Council s42A reporting planner for the Applications was Trevor Mackie. The s42A report assessed the NoRs in terms of the relevant statutory requirements, responded to the submissions, and assessed the environmental effects, with input from a number of technical experts. The section 42A report was pre-circulated.

54. The s42A report recommended that the notices of requirement be confirmed following a reduction in their physical extents, subject to the amended and additional conditions which were set out in Appendix 5 to the report. The notable changes recommended to the RAs' conditions are as follows:
- A requirement to review the extent of the designation and identify areas no longer required within 12 months of the lodgement of the outline plan of works (Condition 3)
  - Amending the lapse date from 15 years to 10 years (Condition 4)
  - A requirement that a preference for retaining walls to replace batters at the edge of the designation should be investigated in the OPW to minimise impacts on adjacent land (Condition 8)
  - A requirement for a Development Response Management Plan (Condition 8 and 12).
  - Amendments to various management plans
  - Amendments to the flooding conditions
  - Amendments to the noise conditions.
55. Having heard all the evidence Mr Mackie provided his response supported by the Council specialists. While Mr Mackie accepted a number of the changes to conditions proposed through the hearing several matters remained outstanding in his view.

#### Requiring Authorities

#### *Legal Submissions*

56. The RAs provided detailed legal submissions. At the hearing Ms Summerfield addressed us on the documents provided at the hearing and matters relating to arboriculture effects, archaeological effects, the AUT site, the Cambria House site and NoRs 4a and 4b. Ms Caldwell addressed us on all other matters.
57. The legal submissions introduced the Applications as follows:<sup>2</sup>

*The designations sought by these notices of requirement will enable the construction of a dedicated Bus Rapid Transport corridor, supported by high quality walking and cycling facilities and stations along the entire length of the route. A high capacity, frequent and reliable BRT service will significantly improve connectivity between the major centres of Botany, where it will link to the Eastern Busway corridor, Manukau Central and Auckland Airport. The Project will utilise existing transport hubs at the Puhinui and Manukau stations.*

*Funding for the detailed design, construction and operational phases of the Project has not yet been allocated and may not be allocated for a number of years, given competing demands for transport infrastructure investment. However, the Resource Management Act provides an opportunity now to achieve protection of the BRT corridor in the Auckland Unitary Plan, so that*

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<sup>2</sup> Paras 1.2 and 1.3 of the RAs' opening legal submissions.

*when funding decisions are made, those phases can commence without further delay.*

58. The legal submissions addressed (among other matters)

- The project overview
- The statutory role of the requiring authorities
- The implications of a route protection approach
- Statutory assessment framework and analysis
- The effects on the environment
- Project wide issues raised by submitters
- NoR specific issues
- Responses to matters in the section 42A report
- Statutory analysis
- Introduction of witnesses.

59. The evidence presented by the RAs' is summarised below.

*Corporate*

60. Two witnesses provided corporate evidence. Ms Renata Smit presented evidence on behalf of AT and Mr Evan Keating provided evidence on behalf of Waka Kotahi NZ Transport Agency.
61. Ms Smit holds the position of Auckland Transport Owner Interface Manager for Te Tupu Ngātahi Supporting Growth Alliance (**Te Tupu Ngātahi**). Ms Smit's evidence explained the role and responsibilities of Auckland Transport, including in relation to the Te Tupu Ngātahi Supporting Growth programme, and outlined the strategic need for the Project as documented in the current regional strategic documents. The evidence also provided an overview of the route protection approach taken to the Project and discussed the implications of that approach in respect of construction timing, lapse dates and property acquisition under the Public Works Act process.
62. Ms Smit also set out the objectives for the AT NoRs (i.e. NoRs 1-4a)
63. Mr Keating is a Principal Planner for Waka Kotahi and is the Waka Kotahi Consent Owner Interface Manager for the Airport to Botany Bus Rapid Transit Project. Mr Keating explained the roles and responsibilities of Waka Kotahi in respect of the project. Mr Keating also set out the Objective of NoR4b (Alteration to Designation 6717) for which Waka Kotahi has responsibility.

*Mana whenua partnership*

64. Himani Bhatia-Mitha is a senior planner employed by Beca Limited. Ms Bhatia-Mitha's evidence set out the process that was developed with Mana whenua to ensure that their aspirations were appropriately considered through the development of the Notices of Requirement (**NoRs**) for the Project. The evidence also provided an overview of the engagement that has been undertaken with mana whenua in relation to the NoRs for the Project and described how this has informed key decisions in the pre-lodgement phase of the Project, including the proposed designation conditions.

*Options Assessment*

65. Mr Patrick Buckley is the Team Leader – Consent Planning at Auckland Transport. Mr Buckley led the assessment of alternatives processes for the Project and provided a summary of the alternatives process undertaken for the project in his evidence.
66. Mr Buckley described the processes used for evaluating the options for the Project. The alternatives assessed include a long list of 28 potential route and mode alternatives. This list was reduced to a short list of 5 route options before the preferred option was arrived at.
67. Mr Buckley also discussed options for the Puhinui Station rapid transit bridge, the preferred mode, the placement of the busway within the corridor, the side of the road on which widening would occur, the location of stations, active mode assessment including at Puhinui Station, and options for SH20B section. Mr Buckley also discussed alternative methods evaluated.

*Transportation Planning*

68. Andrew Murray is a technical director and technical fellow within Beca's Transport Advisory division in Auckland. Mr Murray provided strategic transport evidence.
69. Mr Murray advised that the project proposed to address both existing transportation issues as well as support significant growth along the rapid transit corridor. The Project is also designed to integrate with other existing and planned rapid transit systems.
70. Mr Murray advised that he had also considered issues raised by submitters in relation to station location, the need for a BRT system and/or walking facilities, an alternative alignment and requested design service standards. He addressed these issues in his evidence, and remained of the opinion that he supported the Project.
71. Ida Dowling is a Principal Transportation consultant at Commute Transportation. Ms Dowling's evidence described and assessed the transport effects of the five Notices of Requirement (NoRs).
72. Ms Dowling considered that transport effects of the Project will be appropriately mitigated through the proposed NoR conditions. As the majority of the Project

works will likely be adjacent to the existing road corridor, temporary traffic management measures will be required, which is reflected in the proposed NoR conditions. Ms Dowling recommended that a Construction Traffic Management Plan (**CTMP**) is prepared prior to construction to address uncertainties in timing and the specific land use activities that may exist along the corridor at the time of construction.

73. Ms Dowling's evidence also addressed matters raised in the s42A report and by submitters.

#### *Engineering Design*

74. Robert Mason is a Senior Technical Director of the Transport Advisory Business at Beca Limited. Mr Mason's evidence described the engineering design of the Project and the process for the development of that preliminary design.

75. Mr Mason advised that the concept design for the busway was developed in line with a range of geometric design standards. However specific design details of utility works will be undertaken at the detailed design stage.

76. Mr Mason also advised that he disagreed with the recommendation from Mr Mackie that the Project be redesigned at the Notice of Requirement (**NoR**) stage to reduce the extent of land required for batter slopes at the edges of the NoRs by more general use of retaining walls. Mr Mason also responded to submitters' concerns in respect of the level of design detail provided, the extent of the designation boundary and specific NoR design issues.

#### *Project Engagement*

77. Theresa Walsh is an independent community engagement and planning specialist. Ms Walsh's evidence outlined the programme-wide approach to engagement, and how engagement was undertaken for the purposes of preparing Notices of Requirement (**NoRs**) for the Project.

#### *Social Impact*

78. Julie Boucher is the Principal Social Sustainability and Planning Consultant at Just Add Lime. Ms Boucher's evidence assessed the social impact of the project.

79. Ms Boucher identified that there would be both positive and negative social impacts experienced whether the Project proceeds or not. Ms Boucher recommended a number of strategies to manage potential social impacts, with some best included within organisational policy and procedures and some in conditions. The recommendations include, amongst other things, the development of a Community and Stakeholder Engagement Strategy which has informed the development of the proposed Stakeholder Community and Engagement Management Plan and a Development Response Management Plan condition.

### *Property Acquisition*

80. Mark van der Ham is the Principal Property Specialist at Auckland Transport. The evidence from Mr van der Ham provided a high-level summary of the property acquisition process that applies under the Public Works Act 1981.
81. Mr van der Ham addressed a number of submitter concerns in respect of property acquisition. Mr van der Ham opined that all of the submitter concerns are able to be addressed as part of the PWA acquisition and compensation process, as outlined in his evidence.

### *Archaeology and Heritage*

82. Arden Cruickshank is a Senior Archaeologist at CFC Heritage. Mr Cruickshank provided evidence on the archaeological effects of the Project.
83. Mr Cruickshank advised that the Project's proposed designation boundary has avoided all known archaeological sites, with the exception of site R111973 which is located in the Notice of Requirement 1 (**NoR1**) vicinity. However, this site was not able to be relocated and it is unknown if this site has been destroyed during development in the area. Mr Cruickshank also recommended that in order to mitigate any adverse construction effects on any unidentified archaeological or historic heritage sites a Historic Heritage Management Plan (**HHMP**) is prepared prior to the start of works.
84. Mr Cruickshank also addressed the concerns of the Council specialist report from Ms Eaves and the submissions made by Heritage New Zealand Pouhere Taonga (**HNZPT**). Mr Cruickshank advised that he disagreed with the changes to conditions sought.
85. John Brown is a director of Plan Heritage Ltd. Mr Brown's evidence focuses on built heritage matters in relation to the five NoRs and provides a description and assessment of effects as they relate to built heritage the Project.
86. Mr Brown advised that there are no identified sites of built heritage significance in NoRs 1, 2, 4a and 4b. NoR3 includes historic heritage sites at Cambria House, the former Gardener's Cottage and the Memorial Plaque.
87. Mr Brown considers that the Project has no significant adverse effects on these built heritage places. While there would be potential for temporary construction effects, these are likely to be limited to nuisance effects associated with dust, noise and visual obstruction, which are typically associated with construction activities. Once the Project is operational, there would not be any ongoing adverse effects on built heritage values.
88. Mr Brown's evidence also responded to matters raised in the s42A report and the HNZPT submission.

### *Arboriculture*

89. Matthew Paul is an arboricultural consultant employed by Peers Brown Miller Ltd. Mr Paul's evidence provided a summary of the key points from the Arboricultural Assessment which formed part of the Assessment of Effects on the Environment for the Project.
90. Mr Paul noted that a total of 1,117 individual trees and 33,044 m<sup>2</sup> of vegetation is proposed for removal as part of the Project. The evidence considered that overall, the effects on trees protected by the District Plan level provisions will be adequately mitigated or remediated by replacement planting within the corridor or on adjacent land.
91. Mr Paul also responded to matters raised in the s42A report and by submitters.

### *Ecology*

92. Kate Feickert is a Senior Ecologist at Bioreserches (Babbage Consultants Limited). Ms Feickert's evidence highlights the key points from the Ecological Impact Assessment (**EclIA**) report, which formed part of the Assessment of Effects on the Environment for the Project.
93. Ms Feickert advised that the assessment considered the potential ecological effects of the Project on ecological features relating to district plan matters contained in the Auckland Unitary Plan Operative in Part (**AUP:OP**) as those are the potential effects that will be authorised by the designations sought. Any necessary regional plan consents and/or consents under the National Environmental Standards for Freshwater (**NES-F**) will be sought at a later date for the Project, with any potential effects or required mitigation on such matters assessed fully at that time, as values may change. However, potential ecological effects of the Project activities on ecological features likely requiring regional or NES resource consents and/or wildlife permits at a later stage of the Project have also been considered in the assessment to the extent necessary to inform the proposed designation boundaries for the Project. The EclIA report has identified potential effects to lizards as a matter to be addressed in the future consenting stage along with the need to comply with the Wildlife Act 1953.

### *Urban Design and Landscape and Visual Effects*

94. Stuart Bowden is a Principal Urban Design and Landscape Architecture at Beca. Mr Bowden's evidence outlined the urban design evaluation methodology and highlights the key points from the Urban Design Evaluation (**UDE**), which formed part of the Assessment of Effects on the Environment for Project.
95. The UDE provided an examination of the urban design considerations and inputs as well as an evaluation and identification of future transport and land use integration opportunities for the Project. It contains an evaluation section for each Notice of Requirement (**NoR**) which was prepared based on the guidance and principles established in the programme wide document – Te Tupu Ngātahi Design Framework (**Design Framework**). The evidence outlined the core urban design

recommendations from the UDE and identifies where they have been addressed in the proposed Urban and Landscape Design Management Plan (**ULDMP**) condition (or elsewhere).

96. Thomas Lines is a Landscape Architect and Senior Principal at Boffa Miskell. Mr Lines' evidence outlined the landscape character and values of the five Notices of Requirement and provided a description of the corridor subject to the assessment of the temporary and permanent landscape and visual effects for the Project.
97. Overall Mr Lines considered that the effects during construction will typically be more elevated in relation to tree removal and adverse visual effects for residential viewing audiences which abut the corridor. Following the implementation of mitigation measures and completion of the Project, permanent landscape and visual effects will reduce. In relation to the matters raised in the Council Section 42A report and submissions, Mr Lines advised that design resolutions of adjacent property interfaces with the Project, appearances of above ground structures and tree planting will be further resolved closer to the time of construction through detailed design phases together with the provision of a comprehensive ULDMP.

#### *Recreation Facilities*

98. Robert Greenaway is a consultant recreation and tourism planner specialising in recreation planning and effects assessment for large scale infrastructure projects. Mr Greenaway's evidence reviewed the effects of NoR1 and NoR2 on ten areas of public space.
99. Mr Greenaway advised that the proposed CTMP will need to address the potential for interruption of access to all identified recreation areas accessed and used by the public. Additionally, the proposed ULDMP will need to have particular regard for the redevelopment of the Manukau Sports Bowl, Hayman Park and, particularly considering the redevelopment options for Davies Avenue; and Puhinui Domain. Effects on users of Rongomai Park and the Manukau Sports Bowl will need to be addressed in an ongoing manner – prior to and during construction – via the proposed Stakeholder Communication and Engagement Plan.
100. Mr Greenaway did not consider that it is necessary to undertake an assessment of open space function and facilities at the time of construction as recommended in the Section 42A report. Rather, impacts on parks and open spaces could be appropriately provided for through the proposed designation conditions, in particular the Construction Traffic Management Plan and the Stakeholder Communication and Engagement Management Plan.

#### *Acoustics*

101. Siiri Wilkening is an experienced acoustician at Marshall Day Acoustics Limited. Ms Wilkening provided evidence on the construction noise and vibration and traffic noise effects of the Project.
102. In respect of construction noise and vibration Ms Wilkening advised that she considers that the construction effects will generally be reasonable for most



activities and can be managed and mitigated through the Construction Noise and Vibration Management Plan (CNVMP). In respect of operational traffic noise Ms Wilkening predicted that the change in noise level will be minimal due to traffic itself, but that removal of the first row of houses will result in significant noise level changes to the houses behind. Conditions would address this for the worst affected properties. Ms Wilkening considered that should new housing be built adjacent to the project prior to construction, their design should take into account the existing and predicted noise environment.

103. Ms Wilkening also commented on a number of submissions and the s42A report.

*Flooding*

104. Roger Seyb is a Senior Technical Director; Water Resources at Beca Limited. Mr Seyb provided evidence on stormwater and flooding matters.

105. Mr Seyb advised that the general approach has been to adopt the existing road geometry as the basis for the future design geometry. As such, the Project will minimise potential flooding effects on neighbouring properties. A condition with flood outcomes or performance standards is proposed so that changes in flooding effects are no more than minor. Areas required for future stormwater management are identified and provide for the integrated approach to be progressed as part of the future design.

106. Mr Seyb advised that the flood hazard condition, with proposed amendments, specifies the flood outcomes that will need to be achieved and is an appropriate means of controlling effects so that they are no more than minor.

107. *Planning Effects and Conditions*

108. Adam Jellie is a Senior Associate – Planning at Beca Limited and is the lead planner for the project. Mr Jellie's evidence provided an overview of the assessment of effects of the Project and the proposed conditions to manage those effects, and a response to matters raised in submissions and the s24A report.

109. Mr Jellie summarised the environmental effects of the Project and concluded that the Project had sought to avoid adverse effects through the consideration of alternatives, there were significant positive effects and that the conditions proposed will ensure that the adverse effects of the Project will be appropriately managed.

110. Mr Jellie considered that adequate consideration of alternative sites, routes and methods has been undertaken in accordance with s171(1)(b) of the RMA.

111. Mr Jellie also considered that the work and designation are reasonably necessary for achieving the objectives under s171(1)(c) of the RMA and that the Project achieves the purpose and principles of the RMA.

SubmittersTe Ākitai Waiohua Waka Trust*Karen Wilson*

112. Ms Wilson is a member of the Te Ākitai Waiohua Waka Taua incorporated society and Chair of Te Ākitai Waiohua Iwi Authority. Ms Wilson's evidence related to all 5 NoRs.
113. Ms Wilson advised that Te Ākitai Waiohua does not object to the Project but seeks protection of its culturally significant sites and that these have been identified through the cultural heritage assessment undertaken by Te Ākitai Waiohua. Te Ākitai Waiohua also seeks involvement in decision making and the retention of condition 5 of the NoRs that recognises Te Ākitai Waiohua as a partner on the Project.
114. In response to questions from the hearing panel, Ms Wilson advised that she did not support the changes to condition 5 recommended in the s42A report.

Watercare Services Ltd*Tim Barry*

115. Mr Barry is the Infrastructure Interface Manager at Watercare Services Limited. Mr Barry's evidence related to all 5 NoRs.
116. Mr Barry advised that Watercare seeks to ensure that the requiring authorities engage with Watercare throughout the progression of the Project and that the engagement occurs early and that the Project does not impact on Watercare's ability to service their customers. Watercare sought the inclusion of conditions to ensure its concerns were met.

Renaissance Apartments Body Corporate 316863*Asher Davidson*

117. Ms Davidson outlined the Body Corporate's concerns about the effect of the NoR2 on access to the property at 18 Ronwood Avenue. The submission acknowledged that some of the concerns have been met by rebuttal evidence from the RAs but noted that concerns remained in respect of access during construction, confirmation of the 1.3m intrusion and the impact of the removal of pedestrian access.

*Peter Carnham*

118. Peter Carnham is a member of the Renaissance Apartments Body Corporate Committee. Mr Carnham gave evidence, described the apartment complex and outlined the concerns of the Body Corporate about the effects of road widening on the apartment property and access to the property.

*Colin Shields*

119. Colin Shields is a Senior Principal Transport Planner at Tonkin and Taylor Ltd. Mr Shields' evidence concluded that the impact of the Proposal on vehicular access to the Renaissance property will be significantly adverse and will result in the removal of access to 247 car parking spaces.
120. Mr Shields however did agree that if the encroachment could be limited to 1.3m as set out in the evidence of the RAs suitable vehicular access could be achieved.

Auckland University of Technology (AUT).*Asher Davidson*

121. Ms Davidson provided legal submissions on behalf of AUT in respect of NoR2 and its site located at 640 Great South Road which is located on the corner of Great South Road and Te Irirangi Drive.
122. Ms Davidson said that AUT generally supports the NoR but that significant issues in respect of the impact of the NoR on the Southern Campus site remain. Ms Davidson discussed the law regarding the layering of designation and that as AUT has an existing designation the RAs will require AUT's approval for any works. Ms Davidson also discussed the effects of the proposal and the reasonable necessity for the Proposal in respect of the AUT site and a preference for a 10-year lapse period.

*David Curry*

123. Mr Curry is the Group Director Estates Operations at AUT. Mr Curry provided background on the AUT South Campus, the expected impact of NoR2 on the South Campus and AUT's attempts to get agreement with the RAs.

*Justine Bray*

124. Ms Bray is a Technical Principal – Planning at WSP New Zealand Limited. Ms Bray's evidence addressed the South Campus designation and conditions, the statutory framework, construction effects, operational effects and a summary.
125. Ms Bray's evidence sought additional conditions to address the effects of the Project and identified areas where additional information was requested to more fully understand the potential effects. Ms Bray considered that a 10-year lapse period is appropriate for the designation and also recommended new conditions which acknowledge the Minister of Education as the earlier designation holder in order to address concerns about the primacy of the existing designation on the site.

Jolt Charge (New Zealand) Limited*Mark Arbuthnot*

126. Mr Arbuthnot is a qualified planning consultant and a Director of Bentley and Co Limited. Mr Arbuthnot's evidence related to NoR2 and the impact of the NoR on a JOLT charging station located at 63 Lambie Drive.
127. Mr Arbuthnot recommended that a condition be included on NoR2 such that the relocation of JOLT's freestanding advertising unit forms part of the works. A suitable condition of consent is also required that enables JOLT to approve the relocation of the sign and be a party to the associated process to achieve this.

Ganpat Patel

128. Mr Patel owns the dairy at 165 Puhinui Road. The dairy is located within a group of shops at 151-169 Puhinui Road known locally as the Ranfurly shops. Mr Patel is concerned that the Project will adversely affect his business if the car parking currently located on the road outside the shops is removed for the Project.

Fa'ana Campbell

129. Ms Campbell owns a property at 148A Puhinui Road. Her property is located down a long driveway and while her house will not be subject to the NoR; she is concerned about the health, safety and privacy impacts of the Project as her house will become a front house located close to the new road edge.
130. Ms Campbell is also concerned about the impact of the Project on her neighbours and others in Puhinui Road who will be impacted and may have to move. Ms Campbell identified adverse social effects and did not consider that people in Puhinui Road would benefit from the Project.

SPG Manukau Limited (SPG)*Andrew Braggins*

131. Mr Braggins presented legal submissions on behalf of SPG in respect of NoR2. SPG owns 67 Cavendish Drive which is located at the north-western corner of the Cavendish Drive / Lambie Drive intersection, Manukau Central. That site houses a retail complex.
132. Mr Braggins submitted that the NoR should not be confirmed because it is inconsistent with the AUP and that there is a lack of information upon which to assess the adverse effects, particularly in regard to construction effects. Mr Braggins considered that the Project will generate significant adverse effects. Additionally, Mr Braggins submitted that the RAs have not undertaken an adequate consideration of alternatives in light of the route protection purpose of the Project. The submissions also considered that the Project is not necessary to achieve the objectives of the RAs and that the RAs have failed to correctly assess the future environment.

*David Haines*

133. Mr Haines is an experienced planning consultant. Mr Haines' evidence assessed that the NoR does not demonstrate how the Project's significant adverse effects will be avoided, remedied or mitigated. He was particularly concerned that a more comprehensive assessment of alternatives had not been undertaken and suggested two additional alternatives for the Lambie Drive portion of the Project. The evidence also stated that the RA had failed to integrate the Project with the established pattern of uses within Manukau Central and along Lambie Drive and that planning blight would occur in this area.
134. Mr Haines also presented supplementary evidence regarding information he had sought from the RAs.

135. *Reeve Barnett*

136. Mr Barnett is a director of Brixton Management Limited which manages SPG properties. Mr Barnett explained the proposal to implement a fast-food business for which it has resource consent and other plans for the site. Mr Barnett explained the effects of the Proposal on plans for the site and particularly the importance of car parking on the site and this would be affected by the Project. Mr Barnett considered that it does not make financial sense for the RAs to require land to establish batter slopes.

*Timothy Arnott*

137. Mr Arnott is a registered valuer with 26 years' experience in valuation and advisory services. Mr Arnott's evidence assessed the change in value of the SPG site as a result of the Project and advised that relatively small reductions in the NoR footprint could reduce the assessed losses if they allowed the fast-food project to proceed.

Melanie Latu

138. Ms Latu owns a property at 47 Te Irirangi Drive. Ms Latu is concerned about the taking of land and is concerned about lack of notification of the NoR. Ms Latu expressed concern about the works going ahead soon and is currently finding out more information about the Project.

Howard Property Ltd*Alison Guise*

139. Ms Guise is a director of Howard Property Limited (HPL). HPL owns a property at 4 Beale Place which is occupied by Botany Toyota. 4 Beale Place has a frontage to Te Irirangi Drive and is affected by NoR1.
140. Ms Guise explained that she supported NoR1 in principle subject to a reduction in the extent of the designation to avoid encroachment upon the dual frontages of the property and supported the changes recommended conditions 3,4,7,8,11,12, and 18 as set out in the s42A report.

Vanessa Phillips

141. Ms Phillips who lives in Wando Lane provided a PowerPoint display that set out her concerns with NoR1. Ms Phillips supports a dedicated BRT corridor centre running along Te Irirangi Drive but opposes the improved walking and cycling facilities alongside. Ms Phillips is opposed to the removal of trees required for the NoR as these create good canopy cover and reduce flooding risk to nearby residents. Ms Phillips suggested that the Chapel Road would be a preferred option for the proposed walking and cycling investment,

Van der Brink 652 Limited and A.M. Self Limited.*Matthew Husband*

142. Mr Husband is a planning consultant from CivilPlan Consultants Limited. Mr Husband provided evidence on behalf of Van der Brink Limited which is the owner of the site at 654 Great South Road and 5 Te Irirangi Road and A.M. Self Limited which are the owner of the adjoining site at 652 Great South Road. These adjoining sites are occupied by a Countdown Supermarket and other buildings and a Caltex service station.
143. Mr Husband's evidence was that extra measures should be included within the management plan conditions to ensure the engagement of stakeholders during the design of the Project and that access routes for customers and deliveries are maintained with minimal disruption during and after construction. Mr Husband provided a number of changes to recommended conditions and noted that he supported the changes to conditions proposed in the s42A report.

John Hansford

144. Mr Hansford owns and lives at the property at 138 Puhinui Road.
145. Mr Hansford explained that he was opposed to the Project and wished to remain living in his property. Mr Hansford also identified a number of issues with access to and along Puhinui Road which will result from the centre running BRT and the restrictions this would place on access and turning from side roads. Mr Hansford considered that a better option is to extend Cavendish Drive rather than using Puhinui Road.

Business East Tamaki (NoR1), Business Manukau (NoR2) & Wiri Business Association (NoR3)*Grant Hewison*

146. Mr Hewison spoke to the submissions of the three business associations. While the associations remain neutral about the Project they are concerned about the effects of the construction of the project on businesses. Mr Hewison advised that he supports the proposed conditions, especially the Development Response Plan conditions recommended by the RAs.

New Zealand Storage Holdings Limited (NZSHL).*Craig McGarr*

147. Mr McGarr is a planning consultant and director of Bentley and Co Limited. Mr McGarr gave evidence on behalf New Zealand Storage Holdings Limited in respect of NoR4a. NZSHL own the site at 402 and 408 Puhinui Road.
148. Mr McGarr explained that NZSHL is specifically concerned with the extent of the proposed designation over its land, the inconsistent depth of the proposed designation and existing AUP standards and the retention of access to the NZSHL site due to the Project. Mr McGarr also supported a 10-year lapse period for the designation.
149. In his summary statement Mr McGarr advised that no discussion have been had with the RAs to resolve the extent of the designation issue and also suggested amendments to the access condition that would meet his concerns.

Alan Steele (Note Commissioner Wren took no part in respect of this submission)*Jeremy Brabant*

150. Mr Brabant provided legal submissions on behalf of Mr Steele. Mr Steele who as a director and shareholder in Blackbridge Nurseries Limited which operates a nursery at 436 Puhinui Road.
151. Mr Brabant advised that the key issue for Blackbridge is that suitable access should be maintained to the Blackbridge nursery and that this could be achieved by extending the centre running of the BRT further to the west. Mr Brabant further explained that Blackbridge needs continued Prices Road access until an appropriate alternative is provided. Mr Brabant submitted that a condition is needed to ensure the Project does not landlock the Prices Road and Puhinui Road properties.

*Alan Steele*

152. Mr Steele spoke briefly to his evidence concerning his desire to have the BRT travel down the centre of the road to the west of the Blackbridge site.

Chalmers Properties Limited (CPL)*Jeremy Brabant*

153. Mr Brabant provided legal submissions on behalf of CPL. CPL owns a 1.6085ha site at 1 and 5 Ronwood Avenue (known as the Ronwood Centre). Mr Brabant advised that CPL is generally supportive of the Project, but it opposes the extent of the designation boundary as the areas of land proposed to be designated are much greater than required for the Project. CPL seeks that the proposed designation boundaries be reduced as soon as possible.

*Rebecca Sanders*

154. Ms Sanders is an experienced planning consultant and Senior Associate planner at Barker and Associated Limited. Ms Sanders' summary evidence was prepared as Mr Norwell who provided written evidence in chief was unable to attend the hearing.
155. Ms Sanders advised that she supported the s42A report's recommended condition 3a with some amendments to ensure that a review of the designation boundary occurred as soon as practicable.

Wendy Rodger

156. Ms Rodger owns a property at 22 Cambridge Terrace. She advised that she is interested in selling her property in the near future and would like the RAs to purchase the property from her early rather than waiting up to 15 years for the project to commence.

Simran Krishna

157. Ms Krishna's family own a property in Puhinui Road. Ms Krishna outlined the attachments that people in her neighbourhood have to the neighbourhood and explained the disruption to the neighbourhood and people that the NoR had created.
158. Ms Krishna also noted that in her experience the existing buses running along Puhinui Rod were often empty. In Ms Krishna's view, the use of existing infrastructure should be increased before new infrastructure is provided, and the future growth of the city should not take place at the cost of smaller communities.

Heather Haylock

159. Ms Haylock spoke to a power point presentation and provided a summary statement of evidence. Ms Haylock and her husband have lived in Puhinui Road for many years, and she spoke of the connection she and her neighbours have with the neighbourhood and the effects that the proposal will have on the community.
160. Ms Haylock was critical of the engagement process undertaken by the RAs and the difficulty for many of the people in her community to effectively participate in the submission and hearing process.
161. Ms Haylock considers that other options for the route which avoided much of the Puhinui Road area could have been chosen for the Project and was critical of the lack of access to the BRT that people who lived in Puhinui Road would have compared with the current bus network in the area. Ms Haylock also talked of the uncertainty that the Project has brought to the neighbourhood and the stress that this has on people and their families.



Shane Haylock

162. Mr Haylock lives in Puhinui Road. Mr Haylock considers that the problem that the Project is trying to solve has not been well defined, the costs and benefits are not clear, the purchase of land under the Public Works Act seems inequitable and unfair and the engagement process with the public has been inadequate.

Ministry of Education*Gemma Hayes*

163. Ms Hayes is a Principal Planning Advisor – Natural and Built Environments at the Ministry for Education.
164. Ms Hayes advised that the Ministry is concerned about the effects of construction vehicles on the safety of school students on their way to and from schools along the route of the NoRs. Ms Hayes recommended that condition 19(b)(iii) as recommended by the RAs in respect of this matter be amended to give clearer direction on which hours must be adhered to near schools. Ms Hayes provided an alternative wording.

TIM Nominees Limited and The Saint Johns College Trust Board (TIM and SJCTB).*Clare Covington*

165. Ms Covington is the Planning Manager – Auckland at Harrison Grierson. Ms Covington's evidence on behalf of TIM and SJCTB addressed the request to reduce the extent of the designation at 439 East Tamaki Road to avoid the effects this has on the current and future operations of that site.
166. Ms Covington advised that the NoR would cut off an approximately 5m wide strip from the side of the site fronting Te Irirangi Drive. Ms Covington considered that the NoR should be amended through a review of the design involving retaining walls, if even required, or an amended road cross section where this can avoid the requirement to take land at 439 East Tamaki Road. In addition, the NoR should be kept to only the area required for construction rather than extending over additional land causing an ongoing blight on the future operations of the property. Ms Covington also supported a 10-year lapse date.

*Ian Campbell*

167. Mr Campbell is a director of Public Works Advisory Limited and assists landowners and occupants affected by Public Works.
168. Mr Campbell advised that the AT landowner guide does not adequately disclose the full range of relief available under the Public Works Act and recommended that the latest version of the LINZ Guide for Landowners be used instead. Mr Campbell also recommended that the RA offer a clear and transparent process for relief available to all affected landowners when their land has been designated and

provide a means of immediate land acquisition due to hardship, health, or other prevailing circumstances.

### Quadrant Properties

#### *Ila Daniels*

169. Ms Daniels is a principal planner at Campbell Brown Planning Limited. Ms Daniels' evidence relates to a number of properties that Quadrant Properties own along the route but concentrates on 307 Puhinui Road. Ms Daniel's evidence assessed the width of the designation and flooding effects from the Project.
170. Overall Ms Daniels supports the Project subject to a reduction in designation width adjacent to 307 Puhinui Road by the use of retaining walls and the changes to conditions 3, 8, 11, 12, 13 and 14 outlined in the s42A report.

### BPG Developments Limited (BPG)

#### *Douglas Allan*

171. Mr Allan presented legal submissions on behalf of BPG which manages properties at Botany Junction (277 Te Irirangi Drive and 123 Ormiston Road), Botany South (308 Te Irirangi Drive) and Cavendish Corner (613-615 Great South Road).
172. Mr Allan identified that BPG's submissions seek to ensure that there will be no long-term effects on access to BPG's sites, that adverse effects on the operation of BPG's sites are avoided or minimised, there will be no adverse effects on car parking and that existing signage is kept in its current location or relocated to a suitable location by the RAs. Mr Allan requested specific conditions (or amendments to proposed conditions) to address these concerns.
173. Mr Allan also commented on the need to provide conditions to enable people to easily sell their properties to the RAs ahead of the implementation of the Project as a result of the long lapse period.

#### *John Parlane*

174. Mr Parlane is an experienced Traffic Engineer. Mr Parlane's evidence addressed the traffic and transportation issues related to the sites managed by BPG as identified by Mr Allan.
175. Mr Parlane advised that the frontage of each of the properties listed are located within the proposed designation boundaries. If the designations are confirmed in their current form, this may alter access to, or parking within, the sites. Mr Parlane identified a number of ambiguities in the NoR plans in respect of access. Mr Parlane recommended that conditions be included in the designations to ensure the existing accesses are maintained and to ensure that Bishop Lenihan Lane and Botany Lane are rebuilt to accepted standards. Mr Parlane also recommended that a further condition be included to ensure that advertising signs at the sites are either kept in their current locations or relocated at the expense of the Requiring Authority.

Ormiston Centre Limited (OCL)*Russell Bartlett*

176. Mr Bartlett provided legal submissions on behalf of Ormiston Centre Limited. OCL's site is vacant and is subject to the NoR along its entire frontage. Mr Bartlett's submission expressed concern about the uncertainty of having a route protection designation, the extent of which could be amended over a long lapse period. Mr Bartlett said that the holding costs for the route protection belong with the RAs.
177. Mr Bartlett tabled evidence from James Kirkpatrick jnr (corporate) and Hamish Firth (planning). Both Mr Kirkpatrick and Mr Firth made brief verbal statements. Mr Kirkpatrick said that the company needed certainty and that the designation lapse period should be 5 years maximum and that the site will be developed within 15 years and that certainty was needed now.

Altrend Properties Limited (Altrend)*Russell Bartlett*

178. Mr Bartlett provided legal submission on behalf of Altrend. The Altrend land has frontage to the State Highway portion of the Project corridor.
179. Mr Bartlett submitted that the proposed corridor in respect of his client's land is wider than what is likely to be required for purely roading purposes largely due to the presence of a stormwater swale. Mr Bartlett submitted that there is no evidence that the swale is reasonably necessary to achieve the objectives of the requiring authority. Mr Bartlett also recommended a 5-year lapse period for the Project.
180. Mr Bartlett tabled evidence from Michael Hall (transportation), Bronwyn Rhynd (stormwater), James Kirkpatrick jnr (corporate) and Hamish Firth (planning).

General Distributors Limited (GDL)*Daniel Minhinnick*

181. Mr Minhinnick provided legal submissions on behalf of GDL. GDL operates the Countdown Supermarket at 652 Great South Road.
182. Mr Minhinnick submitted that NoR2 will have significant adverse effects on Countdown Manukau including the loss of loading dock access from Te Irirangi Drive to the north of the supermarket, loss of customer parking spaces and constraints on access to the store for customers and servicing vehicles. Mr Minhinnick submitted that the designation footprint should be moved away from the north of the supermarket and sought the removal of the designation from the Countdown Manukau site.

*Ross Burns*

183. Mr Burns is a Portfolio Manager at Woolworths NZ Limited. GDL is a subsidiary of Woolworths.
184. Mr Burns' evidence outlined Woolworths' development philosophies and assessed the impact of NoR2 on Countdown Manukau.

*Don McKenzie*

185. Mr McKenzie is an experienced Traffic and Transportation Engineer.
186. Mr McKenzie outlined his concerns with NoR2 including the extent of the designation being sought and the impact it will have on Countdown Manukau's loading dock, the implications for access to an area of at grade car parking near Te Irirangi Drive, the loss of car parks and access to the under-croft customer carpark.
187. Mr McKenzie considered that the NoR has not adequately addressed or mitigated the adverse effects on the supermarket. The evidence recommended a condition that includes an objective of maintaining the current scale, function and convenience of both loading and parking facilities.

Centuria Funds Management NZ Limited and Bunnings Limited*Daniel Minhinnick*

188. Mr Minhinnick provided legal submissions on behalf of Centuria and Bunnings. Centuria manages the property at 55 Lambie Drive which is occupied by a Bunnings store on the site.
189. Mr Minhinnick acknowledged that the RA has made some changes to the NoR2 in response to submissions but that further work is required to address loading and customer access to the site and adequate provision for safe and efficient parking. In his submission moving the designation footprint from the Bunnings site is the most appropriate way to minimise the adverse effects of the NoR.

*Nus Narsai*

190. Mr Narsai is a Property Portfolio Manager at Bunnings Limited. Mr Narsai's evidence provided an overview of the Bunnings store and outlined the impacts of the Project on the Bunnings operation. Mr Narsai said that Bunnings is concerned that the Project will deter customers from visiting the store due to traffic congestion and lack of parking and that this will have severe impacts on the business and its customer base.

*Harry Hanham*

191. Mr Hanham is an asset manager at Centuria Funds Management Limited (Centuria). We understand that Centuria is the owner of the Bunnings site.

192. Similarly, to Mr Narsai, Mr Hanham expressed concern about the removal of car parking spaces and that access to the Bunnings loading dock would be obstructed by works associated with the Project.

*Don McKenzie*

193. Mr McKenzie provided traffic and transportation evidence on behalf of Bunnings and Centuria. Mr McKenzie considers that the Project will create significant adverse operational effects on the Bunnings site and will adversely affect the safety and effectiveness of the site. These concerns centred around the availability and location of parking and vehicular access.
194. Mr McKenzie suggested that some of his concerns could be met by the realignment of the NoR to the eastern side of Lambie Drive onto Hayman Park. Mr McKenzie also agreed that greater use of retaining walls along the NoR boundaries would likely reduce effects on car parking.

*Mark Arbuthnot*

195. Mr Arbuthnot provided planning evidence on behalf of Centuria and Bunnings. Mr Arbuthnot said that the matters Centuria and Bunnings are concerned with include the following;
- The effects of the Project on the Bunnings site including internal circulation, the loss of car parking and construction effects;
  - The consideration of alternatives;
  - The extent of the designation;
  - The 15-year lapse period; and
  - Consultation in respect of using retaining walls in place of batter slopes.
196. Mr Arbuthnot recommended a number of changes to the proposed conditions.

PSPiB/CPPIB Waiheke Inc and Auckland Body Corporate Limited

*Daniel Minhinnick*

197. Mr Minhinnick provided legal submissions on behalf these submitters. PSPiB/CPPIB Waiheke owns the Manukau Supa Centa (MSC) located on the corner of Lambie and Cavendish Drive. ABC manages the site.
198. Mr Minhinnick submitted that the Project will have significant effects on the MSC and despite changes to the Project proposed by the RAs MSC remains concerned with the extent of the designation over the site and that further changes are required to the conditions to appropriately manage adverse effects. Mr Minhinnick submitted that the RAs have not demonstrated that land at MSC is reasonably necessary for the Project.

*Kirat Narayan*

199. Mr Narayan is the Assistant Funds manager at Dexus. Mr Narayan's evidence provided an overview of the key features and operations of the MSC and summarised the impacts of NoR2 on the centre's operations. The latter include impacts on loading dock, the effects of roadworks on the convenience for customers accessing the site, the loss of car parking and business disruption.

*Don McKenzie*

200. Mr McKenzie provided traffic and transportation evidence on behalf of MSC.
201. Mr McKenzie considers that NoR2 as notified will introduce notable transportation and operational effects on MSC. Mr McKenzie considers that consented accesses and loading areas will be affected and that there has been limited consideration of alternatives for the positioning of the Project along Lambie Drive.

*Mark Arbuthnot*

202. Mr Arbuthnot provided planning evidence on behalf of MSC. Mr Arbuthnot identified the following matters of being of concern;
- The effects of the project on the MSC site, and in particular, access, parking and loading bay access
  - The consideration of alternatives
  - The extent of the designation
  - Consultation in respect of using retaining walls in place of batter slopes.
203. Mr Arbuthnot recommended a number of changes to the proposed conditions.

Harvey Norman Properties Limited204. *David Haines*

205. Mr Haines provided planning evidence on behalf of Harvey Norman Properties Limited.
206. Mr Haines considered that the NoR documentation does not demonstrate how the Project's significant adverse effects on Lambie Drive properties will be avoided, remedied or mitigated. He also considered that a more comprehensive assessment of alternatives was required and that the project would lead to planning blight on numerous properties.
207. Mr Haines also provided two pieces of supplementary evidence. The first updated on information that Mr Haines had sought from the witnesses for the RAs. He noted that the first piece of information was heavily redacted and that he would update on this. The second piece related to the consideration of alternatives and Mr Haines noted that the alternative considered by the RA was different from the

alternative he proposed. The second contained correspondence to the effects that some information was still to come.

### Z Energy Limited

#### *Stephanie de Groot*

208. Ms de Groot provided legal submissions on behalf of Z Energy Limited. The Z submission concerned a service station located at 136 Dawson Road, Otara which is on the corner of Dawson Road and Te Irirangi Drive. The site is affected by NoR2.
209. Ms de Groot noted that since Z's evidence was filed there have been some changes to the Project in respect of the Z site and these have resolved some of the concerns related to the operation of the car wash and vehicle crossing to Dawson Road. However, concerns remained regarding the Te Irirangi access and encroachment into the site.

#### *Matthew Brennan*

210. Mr Brennan is the Network and Development Manager at Z. Mr Brennan described the importance of the service station, its layout and how it operates. Mr Brennan advised that service station may require a complete reconfiguration to enable Z to comply with its statutory requirements and that this may not be possible from a commercial perspective.
211. Mr Brennan also agreed that the changes proposed by the RAs will resolve some but not all the issues he has identified.

#### *Phillip Brown*

212. Mr Brown is the Managing Director of Traffic Engineering and Management Ltd and is an experienced traffic engineer. Mr Brown provided evidence in chief and supplementary evidence.
213. Mr Brown also agrees that the changes proposed to the Dawson Road frontage are acceptable. However, Mr Brown explained in detail how the Te Irirangi frontage and access would still result in considerable difficulty for the operation of the service station.

#### *Sarah Westoby*

214. Ms Westoby is a Principal Planning and Policy Consultant at 4Sight Consulting Ltd. Ms Westoby gave planning evidence on behalf of Z.
215. Ms Westoby's evidence covered a wide range of matters. However following consideration of the RA's rebuttal evidence Ms Westoby also considered that the issues to do with the Dawson Road entry were resolved but other matters remained outstanding. Ms Westoby proposed a number of conditions that would assist engagement between Z and the RAs.

216. During the afternoon break Mr Mason (for the RAs) and Mr Brown had further discussions about how the Project could be changed to better accommodate the Z site. Following the break Mr Mason explained the further changes to the Project. This involves shifting the alignment further to the east. Mr Brown considered that the changes proposed are helpful but there are still details that would be required to be worked through.
217. On 29 September 2023 Ms de Groot filed a Memorandum responding more formally to the RA's changes. Ms de Groot confirmed that Z's position remained as it did at the end of the hearing and proposed an additional condition defining in more detail the location of the permanent works in relation to the Z site.

Wiri Oil Services Limited

*Rob Enright*

218. Mr Enright presented legal submissions on behalf of Wiri Oil Services Limited (WOSL). WOSL and Channel Infrastructure have existing assets located within the NoR4a area.
219. Mr Enright submitted that the conditions relating the protection of existing infrastructure should specifically include reference to WOSL (and Channel Infrastructure) given the long lapse period and uncertainty around how existing designations may be protected in the future.

*David King*

220. Mr King is the Pipeline Manager for Channel Infrastructure NZ Ltd. Mr King presented evidence in support of WOSL. Channel operates the Marsden Point to Auckland Pipeline which transmits fuel to the Auckland region and beyond. Mr King emphasised the importance of early engagement with the RAs to ensure that design and construction aspects of the Project adequately take account of the continued safe operation of the pipelines.

*Georgina McPherson*

221. Ms McPherson is a Principal Planning and Policy Consultant at 4Sight Consulting. Ms McPherson gave evidence on behalf of WOSL. Ms McPherson noted that petroleum pipelines cross under Puhinui Road and that the widening works have the potential to adversely affect the pipelines. These pipelines are designated in the AUP:OP.
222. Ms McPherson considers that additional measures are required to ensure appropriate protection of the pipelines is incorporated in detailed design and construction methodologies. Ms McPherson recommended changes to conditions to ensure this occurs.



Mitre 10 Holdings Limited*Mike Doesburg*

223. Mr Doesburg presented legal submissions on behalf of Mitre 10. Mitre 10 owns the site at 61 Lambie Drive and is affected by NoR2.
224. Mr Doesburg said that while Mitre 10 is not opposed to the Project it is opposed to the extent of the encroachment of the NoR over its site. Mitre 10 seeks that the extent of encroachment is reduced and appropriate conditions are imposed. Mr Doesburg submitted that the RAs have not demonstrated that the extent of designation is reasonably necessary to achieve its objectives and have given inadequate consideration to alternatives. Additionally, Mr Doesburg considers that the LIP condition 3 proposed by the RAs is not effective.

*Paul Arneson*

225. Mr Arneson is an experienced planner and is a partner of Planning Focus Limited.
226. Mr Arneson advised that the main issues of contention are the inclusion of a batter slope on the site at 61 Lambie Drive, the extent to which the Project extends into the site and lack of clarity over which areas are required for the operation of the Project and which areas are required for construction. Mr Arneson said that he favoured a retaining wall rather than a batter. Mr Arneson also recommended an amendment to the LIP condition.

KiwiRail Holdings Limited*Pam Butler*

227. Ms Butler is a Senior RMA Advisor for KiwiRail. Ms Butler advised that KiwiRail generally supported the Project subject to changes to conditions 3 and 6. These conditions relate to the review of the designations' boundaries on completion and when that should occur and works carried out by network utility operators. Ms Butler also expressed support for condition 27 requiring a Network Utility Management Plan.

Heritage New Zealand Pouhere Taonga (HNZPT)*Robyn Byron*

228. Ms Byron is a Senior Conservation Architect at HNZPT. Ms Byron considered that due to the significant historic heritage of the Cambrai Park Homestead, more consideration should be made to tailor the Project to retain the important features affected including the gardener's cottage and associated plantings.

*Alice Morris*

229. Ms Morris is the Planner for the Mid-Northern and Northland offices for HNZPT. Ms Morris' evidence focussed on the wording of the Historic Heritage Management Plan Condition (RA proposed condition 23). Ms Morris supported the changes

proposed by Mr Jellie to remove the words 'accidental discovery' and replace them with 'unexpected discovery'.

Street Properties Limited

*Mark Street*

230. Street Properties Limited owns an industrial property at 11 Reg Savory Place in East Tamaki. The site backs onto Te Irirangi Drive and is affected by NoR1.
231. Mr Street is concerned that the annexation of a strip of land along the eastern boundary of the site will restrict access along the building and make the site unviable. Mr Street sought that the realignment of the road be moved back clear of the property.

Kāinga Ora – Homes and Communities (KO)

*Aidan Cameron*

232. Mr Cameron provided legal submissions on behalf of KO.
233. Mr Cameron advised that the main issues for KO are;
- KO engagement and involvement in the future detailed design of the Project;
  - Access, connectivity and potential severance effects;
  - Ongoing operational noise effects;
  - Potential increase in flooding risk for neighbouring properties (although Mr Cameron advised that it is likely that these issues will be resolved);
  - The conditions applying to review designation boundaries and the return of land no longer required on a more proactive basis.

*Michael Campbell*

234. Mr Campbell is an experienced planner and is a director of, and Principal Planner at Campbell Brown Planning Limited.
235. Mr Campbell stated that he supported the NoRs subject to the matters raised in his evidence being addressed. Mr Campbell noted the following;
- Support for the request by KO to be included as partners in the preparation of management plans and future OPWs for the Project, with associated amendments to conditions.
  - Greater emphasis should be placed on the importance of quality urban design, connectivity and severance to ensure the provision of a well-functioning urban environment.

- Support for the changes to the operational noise conditions proposed by the Council.
- Support for proposed changes to flooding and designation review as recommended by the s42A report.

236. Mr Campbell's evidence also include his recommended changes to conditions.

*Brendon Liggett*

237. Mr Liggett is the Manager – Development Planning within the Urban Planning and Design Group at KO. As we understand it, Mr Liggett gave corporate evidence on behalf of KO.

238. The matters covered in Mr Liggett's statement were similar to those covered by Mr Cameron and Mr Campbell. Mr Liggett also recommended changes to the advice note to proposed condition 13 which relates to front yards.

239. Mr Liggett also provided a PowerPoint presentation that outlined some of the points raised in his evidence and outlined the history to development though the Clover Park area.

*Rhys Hegley*

240. Mr Hegley is an acoustic engineer and is a partner with Hegley Acoustic Consultants.

241. In respect of operational noise Mr Hegley recommended a new condition 35A which requires treatment of PPFs when the internal traffic noise would exceed 40dBLAeq(24hr) and where the proposal would result in an increase in traffic noise of 3dB. Mr Hegley's evidence also responded to the rebuttal evidence provided by Ms Wilkening.

*Phillip Jaggard*

242. Mr Jaggard is a Director/Infrastructure Specialist at MPS Limited. Mr Jaggard answered questions in respect of his precirculated statement of evidence noting that he was now largely in agreement with the RA's expert, Mr Seyb.

Auckland International Airport Limited (AIAL)

*Alison Arthur-Young*

243. Ms Arthur-Young provided legal submissions on behalf of AIAL.

244. Ms Arthur-Young noted that AIAL is strongly supportive of the Project. Ms Arthur-Young also outlined that AIAL owns land adjacent to NoR4a and needs to ensure the works enabled by this NoR appropriately integrate with the existing and planned development of the Airport's land. The Airport seeks amendments to conditions 3 and 30 to ensure certainty around critical integration of projects.

*Andrea Marshall*

245. Ms Marshall is the Head of Master Planning and Sustainability at AIAL.
246. Ms Marshall explained that AIAL is constructing a new Park and Ride facility near Puhinui Road and is activity planning for the provision of additional utilities on its land along Puhinui Road. AIAL is concerned that NoR4a as notified does not make adequate provision for or integrate with AIAL's current and future operational needs. Ms Marshall's evidence recommended changes to proposed conditions 13 and 27.

SPG Manukau Limited (SPG)*Andrew Braggins*

247. Mr Braggins spoke to supplementary submission answering a number of questions raised earlier by the panel. These related to legal questions regarding the applicability of resource consent case law to NoRs. Mr Braggins submitted that the Panel must consider the environmental effects of allowing the designation now and not leave this to a management plan or OPW.
248. Mr Braggins also referred to the acquisition strategy that Mr Haines obtained from the RAs.

*David Haines*

249. Mr Haines updated the Panel about two documents he had obtained from the RAs. In Mr Haines' view these did not show that the RAs had given adequate consideration to the alternatives set out in his evidence.

The RAs

250. Following some preliminary verbal closing statements at the end of the hearing the Requiring Authorities' right of reply was given in writing by Ms Caldwell and addressed matters raised by the Panel including how the existing environment should be applied, regional vs district effects, the 15 year lapse period, financial responsibility, the application of the Natural and Built Environment Act 2023, the role of the Public Works Act 1981, s185 of the RMA, the PWA and what matters are in place to ensure a fair and just property acquisition process.
251. The closing submissions also addressed matters raised by the submitters and matters raised by the Council's reporting officer and specialists.
252. The closing submissions also set out adjustments to the designation boundaries now recommended as a result of evidence presented at the hearing.

## ISSUES IN CONTENTION

253. After analysis of the application and evidence (including proposed mitigation measures), undertaking a site visit, reviewing the Council planning officer's report, reviewing the submissions and concluding the hearing process, the proposed activity raises a number of issues for consideration. The principal issues in contention are:

254. General

- Existing environment and how it should be applied.
- The proposed 15 – year lapse period
- The financial responsibility implications of a long lapse period
- The extent the PWA acts as a mitigation tool for RMA effects.
- Will there be a fair and just property acquisition.
- The nature of route protection approach and what this authorises.
- The extent of designation boundary and reasonable necessity test.
- The place of existing designations (i.e. AUT)
- The adequacy of alternatives assessment.
- Management plans
- Noise effects
- Flooding effects
- Social Impacts
- Business Disruption
- Traffic and parking

255. Site Specific

- NoR4a and NoR4b boundary issues.
- Puhinui Rd properties
- Cambria House Cottage
- Lambie Drive/ Manukau properties
- Z station

### Existing environment and how it should be applied.

256. The RAs' legal submissions and evidence addressed the existing and future environment, as did the section 42A report, and the legal submissions and evidence for several submitters. The Panel engaged with counsel and witnesses on the point.

257. The RAs' closing submissions Ms Caldwell noted that;

*Hawthorn establishes that:*<sup>3</sup>

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<sup>3</sup> RAs closing submissions para 3.2

- (a) *The effects of the Project must be assessed against the environment as it exists at the time of the assessment AND the future state of the environment in which such events will likely occur;*
- (b) *It is well established that the "environment" in an RMA sense includes the existing environment plus elements of the future environment such as permitted activities under the relevant plans and resource consents that have been or are likely to be implemented;<sup>19</sup>*
- (c) *However, the Court of Appeal provided clear guidance that future potential effects cannot be considered unless there is a genuine attempt to envisage the environment in which such future effect, or effects arising over time, will be operating. It is inevitable that the nature of the environment will change and in many cases, the future effects will not be on the environment as it exists when a decision on a resource consent or designation has been made;*
- (d) *It will not be necessary to consider the future environment in every case. For example, the future environment may not need to be considered where it is likely that the environment would be similar to that which existed at the time of the application being considered. However, this is not the case for this Project.*

258. The submissions also noted that case law indicates that Hawthorn also applies to NoRs.
259. In respect of the SPG property Ms Caldwell submitted that the consent obtained by SPG after the lodgement of the NoRs does not form part of the existing environment because the existing environment should be measured at the time of the lodging the NoRs with the SPG consent having been obtained after that, and that additional approvals are required including approval from the RAs under s178 of the RMA. We accept this interpretation.
260. In assessing the effects of the Project, we are in a difficult situation as the majority of the effects will only be experienced in the future as no works are proposed for many years, but we do not have a good idea of what the future environment will be. We do not know what the zoning of land adjoining the route will be, nor whether future development will be permitted activities or not. We expect that additional intensification will be provided for by future plan changes due to the NPS-UD and perhaps Plan Change 78 if the designations are confirmed. However, these future environments are not a Hawthorn future environment.
261. In respect of the benefits of the Project the RAs have relied on predicted <sup>4</sup>growth to 2038 to illustrate the benefits of the proposal. It is not entirely clear to us how the growth figures have been developed, but it is certain that at least some of the future growth along the Project corridor will require resource consents and thus fall outside a strict Hawthorn existing and future environment.

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<sup>4</sup> Andrew Murray

262. We have chosen to consider the future benefits as a 171(1)(d) matter, as the actual project will occur only in the future, and these will largely be experienced in the future. This is considered to be a 'real world' approach.
263. In respect of effects the RAs appear to us to have accepted that the effects of the Project should be ascertained in the future at the time of the Project implementation. This is proposed to be achieved through the various management plans required by conditions. The environment on which those effects will be managed is the environment existing at the time of implementation. This is clearly not a Hawthorn environment because we do not know what the environment will be at the time the management plans are developed and implemented.
264. The one area where the RAs do not appear to accept this is in respect of the environment in respect of road noise. We discuss this below in paragraphs 311 to 320 below.

### **Proposed 15 Year Lapse Date**

265. A significant area of discussion within the evidence and during the hearing centred around the extent to which RMA considerations as to adverse effects, and the avoidance, remedying or mitigating of such effects, ends, and PWA processes commence. We discuss this matter now in order to provide clarification for the basis for our approach to the discussion of conditions that follows.
266. In our view, while the 15-year lapse date gives a great deal of certainty and flexibility for the RAs, it reduces flexibility and certainty for persons affected by the designation. Many submitters were concerned that the long lapse period would lead to planning blight where land would not be able to be developed or used and many, particularly residents, were concerned that they would not be able to sell their properties because of the designation. The Council s42A report recommended a 10-year lapse date.
267. The RAs emphasised that the funding was not yet available for the project and the 15-year lapse period was needed to allow proper time for funding to be made available and for detailed design work. In respect of planning blight, the RAs pointed out that the contact website, the LIP condition, the Stakeholder Communication and Engagement Management Plan (SCEMP) and the Development Response Management Plan (DRMP) together with other mechanisms would serve to mitigate planning blight and other effects on a long lapse period.
268. We find that a 10-year lapse period is appropriate if the NoRs are confirmed. We consider that this period will give the RAs time to arrange funding and design work while providing a shorter period of uncertainty for landowners affected. We acknowledge the mechanisms proposed within the designation conditions to assist landowners, but we find that those affected to the greatest extent, are least likely to

benefit from the Project and have significant obstacles to participation in the processes available.<sup>5</sup>

### **The financial responsibility implications of long lapse period**

269. A number of submitters (and the panel) were concerned about whether the RAs had financial responsibility for the Project given that funding was not immediately available.
270. In the reply to submissions the RAs confirmed that they accepted financial responsibility and additionally that they have sufficient funding already allocated to meet any interim obligations such as court-directed property acquisitions.<sup>6</sup>
271. On the basis of this advice, we find that the RAs will be financially responsible for the works the subject of the designation.

### **The extent the PWA acts as a mitigation tool for RMA effects.**

272. In assessing the environmental effects of the proposal which we are required to do, we were told that some effects can be effectively mitigated by the provisions of the Public Works Act. In particular the evidence of Mr van der Ham for the RAs and Mr Campbell of TIM Nominees Ltd and the St Johns College Trust Board were helpful in understanding how the PWA works and the interplay between the two Acts.
273. The key question for us is what effects can be effectively discounted (from RMA considerations) if they will be mitigated by the purchase and compensation provisions of the PWA. We consider that understanding this is important as in a designation situation where private land is to be acquired and used for the designation (in full or in part) will inevitably have effects on the people who own or occupy that land. It is axiomatic that many of these effects cannot be avoided if the designation is to proceed in its notified form.
274. Many of the submitters, particularly business submitters, where parts of sites are proposed to be used for the designation (mostly being strips of land along site frontages) highlighted the effects of the loss of these strips on their businesses.
275. Ms Caldwell in her closing submissions submitted that the PWA and the RMA have been designed to work together to provide a clear framework to address property effects from a designation/ requirement.<sup>7</sup>
276. We find that property effects (meaning effects of the designation resulting in the loss of property) are relevant to consider under s171 and that we can consider the extent to which they will be mitigated by the compensatory provisions of the PWA.

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<sup>5</sup> EIC Heather Haylock

<sup>6</sup> RAs' closing submission – para-3.26.

<sup>7</sup> RAs' closing submissions para 3.41.



### **Will there be a fair and just property acquisition?**

277. The Panel are concerned that people whose properties are directly affected by the designation will be treated fairly and that there will be a fair and just property acquisition process. We consider that this is important given the long lapse period of the designation (whether it be 10 years or 15 years) and the greater uncertainty that this brings to people in respect of the future of their properties together with the route protection approach that is not definitive about the final form of the Project and the property requirements of the RAs. We heard from several submitters (including Ms Haylock and Mr Hansford) about the difficulties that the Project was bringing to people, particularly in the Puhinui Road area.
278. Mr Allan on behalf of BPG Development Ltd suggested that we have the ability to impose a legal obligation on the RAs to acquire property through a NoR condition in addition to the provisions of s185 of the RMA.
279. Ms Caldwell considered that such a condition is not necessary as the RAs have allocated funding available for acquisitions required under s185 of the RMA and that funding has not been allocated for the acquisition of all properties affected by the designation.
280. We remain concerned based on the evidence we heard that some of the most affected people are possibly the least able to avail themselves of the mechanisms under the RMA or PWA of seek and obtain early purchase or compensation early. We find that because of the uncertainty of the project and the long lapse periods the RAs should be required to provide effective assistance to people affected to access the mechanisms to achieve early purchase or other compensation.

### **The nature of route protection approach and what this authorises**

281. A number of submissions (including OCL and SPG) questioned the nature of the route protection approach to the designation and what a route protection designation actually authorises. Some of these concerns are related to the nature of and the use of management plans. These are discussed in more detail later in this recommendation.
282. Ms Caldwell in her opening submission and in the closing responded to these submissions. Ms Caldwell submitted that the OPW process can together with the management plan process be relied on to confirm the design, effects and details of mitigation measures. Accordingly, it is valid to seek route protection on the basis of a concept design and an envelope approach to effects design. Ms Caldwell also said that the designation sought authorised all s9 RMA matters as set out in s176(1)(a) of the RMA.
283. We find that the route protection approach is a valid approach. In coming to this conclusion, we have taken into account the fact that the OPW process specifically allows for designations to have details of the works provided to the Council at a later stage. The OPW stage would not be necessary if all details of a project had to be available and considered at the time of the NoR. This does not however mean that we should not consider the effects of the Project at the route protection

stage to the extent that we are able. S171 of the RMA clearly requires us to consider the effects on the environment of allowing the requirement.

### **The extent of designation boundary and reasonable necessity test.**

284. Section 171(1)(c) requires us to have particular regard to whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought.
285. We understand from the RAs' submissions and evidence that in general terms the extent of the proposed designation boundary has been determined through the application of a standard cross-section for the Project and then applied over the route with some modifications in some places (i.e. NoR4a).
286. A number of submitters<sup>8</sup> questioned whether the full extent of the designation boundary was necessary. In some cases (for example Mitre 10) submitters identified that the designation width could be reduced by using retaining walls rather than batters to allow for elevation differences between the Project and adjoining properties. Some submitters (i.e., TIM Nominees Limited, Street) suggested that changes be made to the cross sections in specific parts of the route. Several submitters also pointed out that as the RAs have made some changes to the designation boundary as a result of discussions with some property owners, that the designation boundaries are not proved to be reasonably necessary.
287. The Council s42A report recommended that at the time of the OPW being prepared the RAs should identify where retaining walls should be used in preference to batters particularly in NoRs 1-3.
288. Ms Caldwell remains of the view that the Project boundaries are reasonably necessary and that the fact that in some instances (but not all) the boundary could be adjusted does not mean that the extent of the boundary is not reasonably necessary.
289. In our view the extent of the designation boundary is one of the main causes of concern for many submitters. There is a tension between setting a designation boundary for route protection that will ensure the Project can be implemented and providing adjoining landowners with certainty about the final extent of the land to be used. Submitters have identified one area where this tension exists is in the proposed use of batters to deal with gradient changes. In our view the use of batters may in some places unnecessarily widen the final designation boundary (although we note that the RAs when asked about these noted that even with retaining walls the additional land may be needed for construction purposes). We also consider that in some locations, particularly within the Manukau business area where the AUP rules encourage active frontages adjoining the road for new development, the use of battered slopes will be inappropriate as these will almost

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<sup>8</sup> Including Renaissance, AUT, SPG, HPL, NZSHL, A Steele, CPL, TIM, SJCTB, Quadrant, Centuria, Altrend, Bunnings, PSPIB, CPPIB, Z, Mitre 10, Steet.

inevitably result in buildings being set back from the road. This will especially be the case where the batters are located within the roadway.

290. We therefore agree with the s42A report that the use of retaining walls rather than batters should be encouraged and we agree with the conditions recommended by Mr Mackie to achieve this.
291. In other respects, we generally consider that given the Project objectives the extent of the boundary is reasonably necessary as the standard width is necessary to accommodate the transport activities the objectives seek to achieve. We did consider this in respect of the separation of the walkway function from the cycle function. The RAs consider that this separation is required for safety purposes, and we heard little expert evidence that was contrary to this. While several landowners identified that reducing the Project by small amounts through changes to the standard cross-section would reduce the impact on their properties there was little evidence as to the resulting effects of doing this<sup>9</sup>.
292. A number of specific exceptions to these conclusions are discussed below in the sections of this recommendation dealing with specific sites or areas.

#### **The place of existing designations (i.e. AUT)**

293. In a number of locations, the designation is proposed to be applied to land where there are already other existing designations. We note that S177 of the RMA sets out the rights and obligations of the various parties in these situations with the more recent requiring authority needing to obtain approval from the earlier authority.
294. A number of submitters were concerned that conditions of the designation should ensure that this occurs with some wanting to ensure that such conditions directly referenced the specific existing requiring authorities. Some of the requiring authorities that submitted, acknowledged the engagement already undertaken by the RAs.
295. Ms Caldwell submitted that the proposed Network Utilities Management Plan (NUMP) condition is sufficient to manage the relationships between the various designations and network utility operators without amendment to refer to different designations.
296. We agree with Ms Caldwell that the condition is general in application and that naming individual operators or designations is not necessary.

#### **The adequacy of alternatives assessment.**

297. Section 171(1)(b) requires us to have particular regard to whether adequate consideration has been given to alternative sites, routes, or methods of

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<sup>9</sup> Inc Street Properties

undertaking the work (triggered because the RAs do not have an interest in the land sufficient for undertaking the work).

298. A number of submitters including SPG Manukau, Ms Haylock, Ms Phillips and others suggested alternative routes and or methods for achieving the Project. The submitters considered therefore that the assessment of alternatives was inadequate and that the alternatives assessed should have included their suggestions. Mr Haines said we were able to choose an alternative based on what we heard at the hearing.
299. Ms Caldwell in her closing submissions outlined the legal principles as derived from a number of cases.<sup>10</sup> Ms Caldwell summarised these as saying that the panel is not entitled to determine whether a different route or method should have been selected for the project and instead, we should focus on the process undertaken to assess the alternatives for the Project and referred us to the evidence of Mr Buckley in this regard.
300. We find that it is not necessary for us to choose the best route or method, only for us to decide whether the RAs have undertaken an adequate assessment. We find that the RAs have undertaken an adequate assessment of both alternative routes and methods as set out in the evidence of Mr Buckley. These alternatives addressed a number of different locations, routes, methods and station locations. We find that a specific assessment of the alternatives suggested by Mr Haines or by other submitters is not required by section 171(1)(b).

### **Management plans**

301. As the detailed design of the project has not yet been undertaken and the long lead time until this will occur, the RAs have included in the NoR conditions a number of conditions that require the provision of management plans, to manage a range of effects. The majority of these are to be submitted to the Council at the OPW stage.
302. A number of submitters opposed the use of management plans (including SPG) and submitted that the effects of the Project should be assessed and dealt with now and not left to some future date. Mr Arbuthnot for PSPiB/CPPIB Waiheke Inc and Auckland Body Corporate Ltd requested that the management plans be required to be certified by the Council.
303. Ms Caldwell submitted that the use of management plans has been accepted by boards of enquiry and the court and that certification of those plans is not required.<sup>11</sup>
304. We are of the view that given the long-time frame before works begin, and because detailed design work has not been undertaken, the use of management plans is necessary to effectively manage some of the effects of the Project. We consider that the management plan conditions have been drafted correctly with objectives

<sup>10</sup> RA Closing Subs Para 4.26

<sup>11</sup> RA Closings Subs – Paras 4.75- 4.81

for each plan setting out the effects each plan is to deal with and what is required to be achieved.

305. In the draft conditions the development of management plans is tied into the OPW process. This will give the Council an appropriate degree of control over the contents of the management plans through its ability to recommend changes to submitted OPWs and if necessary, appeal to the Environment Court if those changes are not adopted by the RAs. Conditions 8 and 9 provide that most management plans shall be submitted as part of the OPW process and condition 9 provides for Council certification if there is a material change to the plan at a later date.
306. The exceptions to the management plans that are prepared at the time of the OPWs are the Stakeholder Communication and Engagement Management Plan (SCEMP) and the schedules to the Construction Noise and Vibration Management Plan (CNVMP).
307. Turning first to the SCEMP, this plan is to be prepared at least 18 months prior to an OPW being submitted. There is no requirement proposed for the SCEMP to be certified. The S42A report recommends that the SCEMP be part of the OPW process and recommends an extended condition that includes the establishment of a representative group that would co-prepare the SCEMP.
308. We consider that the SCEMP cannot be part of the OPW process as it is to be prepared prior to the OPW. However, we see value in having the SCEMP certified by the Council which will give some assurance to the Council that the SCEMP sufficiently meets its (i.e. the SCEMP's) objectives.
309. The s42A report recommended substantial changes to the SCEMP condition including the establishment and funding of a co-design group which would take some responsibility for the SCEMP. We do not consider that a co-design group is necessarily the most effective option. We don't consider that this was requested by affected submitters and we also note that submitters expressed concern about time commitments and the difficulty some had in participating. However, we consider that the community should be supported by the RAs to enable them to effectively engage with the RAs. The NoRs impose a long-term relationship on people, and it is necessary that clear and effective communication is provided for between people and the RAs at no cost to the people affected. Therefore, we have recommended an amendment to the SCEMP condition accordingly.
310. We recommend no changes to the schedules to the CNVMP.

### **Noise effects**

311. We understand that noise and vibration effects can be divided into two areas being construction noise and vibration and operational noise and vibration.
312. Turning firstly to construction noise and vibration we were presented with evidence from the RA (Ms Wilkening) and from the Council (Mr Styles). The only other

expert who presented acoustic evidence was Mr Hegley for Kāinga Ora but as we understand it Mr Hegley's evidence was confined to operational noise.

313. Ms Caldwell in her closing submissions noted that following the end of the hearing Ms Wilkening and Mr Styles had met and that they have now agreed on amendments to the conditions that will address Mr Styles' concerns with construction noise and vibration. Based on this evidence we have recommended the conditions in respect of construction noise and vibration as attached to the closing submissions from the RAs.
314. In respect of operational noise, we received expert evidence from Ms Wilkening, Mr Styles and Mr Hegley as noted above.
315. The main issue before us in respect of operational noise relates to how future Protected Premises and Facilities (PPFs) will be treated. As we understand it, the RAs are proposing to assess the operational noise effects and the Best Practical Option (BPO) for dealing with those effects on receivers at the time of detailed design. However, they are only proposing to assess and manage noise effects on receivers that currently exist. This means that PPFs established between now and when the Project is constructed will be expected to be cognisant of the Project and design and construct any new facilities to appropriately deal with future noise effects.
316. Mr Styles in his statement to us at the hearing was reluctant to agree with the RAs' position that it should not be responsible for the acoustic treatment of buildings constructed between the lodgement of the NoRs and the detailed design work being undertaken, as this was inconsistent with the guidance in NZS6806:2010 and from WHO. He maintained that consideration of barriers and the long-term use of low noise pavements should be maintained. Mr Styles left us with three options including an intermediate approach which would require the assessment of the effects on the environment as it existed at the time of detailed design, but with clear direction that the RAs were not required to acoustically treat dwellings/ activities sensitive to noise constructed during the lapse period.
317. Mr Hegley takes a similar view to Mr Styles in respect of the future PPFs and the use of barriers and considers that acoustic treatment of future PPFs is appropriate.
318. In our view the environment at the time of detailed design will be relevant to consider and protect as we have noted previously. There are however some differences. For example, the Project will remove some existing dwellings from the 'front row' facing the road and sites to the rear will become the new 'front row'. The new front row will experience different noise effects simply because the intervening dwellings have been removed and the road will now be closer to them. Other dwellings may however also be built between now and the lapse period that may experience noise effects.
319. The evidence suggests that there are three general means of achieving acoustic protection for PPFs being providing a low noise road surface, providing barriers between the noise source (i.e. traffic) and the receiver and acoustically treating the receiver premises to reduce noise transmission into the building. Obviously, the

RAs have more control over the first two options than the third with the third option being more expensive to achieve and largely outside of their control.

320. Overall, we consider that the use of a low road noise surface and the use of barriers should be emphasised in the conditions and accept some of the recommended condition amendments from Mr Hegley and Mr Styles. We also accept that it may be unreasonable for the RAs to acoustically treat premises that are constructed in the future. However, we do not agree that the effects on these PPFs should not be assessed at the time of detailed design and that actions to achieve some protection, short of acoustically treating new buildings is provided if that is in accordance with the BPO.

## **Flooding**

321. We heard evidence on flooding effects that related mainly to the potential for additional flooding effects to those that already occur in some areas along the route. Some concern was also raised by submitters about the lack of opportunity for involvement in the decisions that will be made when the project goes through the detailed design and consenting phase.
322. This latter issue was primarily led by Mr Jaggard who noted that the stormwater management works could be mostly, if not entirely, undertaken under the “permitted activity” rules in the AUP or through use of the Heathy Waters Network Discharge Consent. In this case he mooted, that affected parties such as Kāinga Ora could be excluded from having any involvement in the decision process. However, Mr Jaggard offered no proposed condition to address this matter and we note that Kāinga Ora and all other parties will have the opportunity to participate in the process through the provisions of the SCEMP.
323. Mr Seyb in his evidence and in his reply stated that the proposed stormwater philosophy for the project had been based on an integrated stormwater management approach that was developed in partnership with mana whenua. He considered that for the purposes of the Notice of Requirement the key issue is whether the designation extents are large enough to allow for the passage of floods and stormwater works associated with the future project.
324. In that regard we heard little evidence from other parties that the extent of provision required for stormwater management were too large or unnecessary, save the proposed treatment facility in the Manukau Sports Bowl. After hearing evidence from Mr Greenaway we do not consider this provision to be inappropriate and unworkable with the proposed plans for the development of that space.
325. In terms of managing the flood hazard effects the RA has proposed these be managed by limiting outcomes through the standards provided in Condition 15 (NoRs 1-4b, Condition 12 NoR4a). Through the hearing there was considerable conferencing between Mr Seyb, Mr Jaggard and Ms Tsang for Council. By the end of the hearing a large degree of agreement had been reached on the wording of condition 15 (NoRs 1-4b, Condition 12 NoR4a) which sets out the performance standards relating to flood hazard. The only outstanding matter related to the maximum acceptable flood hazard for a main access to a habitable dwelling.

326. Ms Tsang proposed that there should be no increase in flood hazard in these locations where the hazard was above a certain threshold (defined in the condition as a product of water velocity and depth) and a 10% increase allowed where the hazard was below the threshold. Mr Seyb considered that flexibility was required to allow for a 10% increase with no threshold given that specific conditions/receptors along the corridor are unknown at this stage and that detailed design has yet to be undertaken.
327. We were given no assistance from the parties about the safety or other consequences of exceeding the threshold and therefore take a conservative approach and recommend the wording proposed by Ms Tsang.

### **Social Effects**

328. A number of submitters<sup>12</sup> spoke about the adverse social effects of the Project on local communities. Some of these issues have been discussed above in respect of the interaction between the RMA and the PWA and in relation to the SCEMP. We are concerned about the considerable social disruption that the Project may have on some communities. Of note is the neighbourhood centred on Puhinui Road between SH20 and Lambie Drive.
329. The RAs have proposed a number of conditions to assist in mitigating some of the social impacts of the proposal including The Land use Integration Plan (LIP), the Stakeholder Engagement Management Plan (SCEMP) and the Development Response Management Plan (DRMP). Some of these are more focussed on business rather than residents. The Council s42A report recommends substantial changes to the DRMP condition to widen its scope to include residents and community groups along the route.
330. If the designation is confirmed, we recognise that the Project will have social impacts many of which cannot be avoided. Based on the s42A report and submissions we are concerned that the means of addressing the social impacts of the Project suggested by the RAs are insufficient and that more could be done to mitigate some of the social impacts. After listening to the submissions from some residents we are of the view that the conditions (particularly the DRMP) require amending to extend the range of people affected. However, we are not convinced that all of the Council's proposed amendments are necessarily practicable or will ultimately achieve the required mitigation. We find some of the amendments recommended by the Council to be overly bureaucratic and may not actually assist those that require assistance.
331. We have therefore recommended changes to condition 13 that we consider go some way to mitigating social impacts and to supporting affected landowners.

### **Traffic Effects General**

332. We heard evidence from a number of transport planning witnesses. Mr Murray and Ms Dowling provided traffic evidence for the RAs. Mr McKenzie, Mr Shields, Mr

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<sup>12</sup> Including Ms Haylock, Mr Haylock, TIM, SJCTB, Ms Krishna, Mr Hansford, Ms Campbell



Hall, Mr Parlane and Mr Brown provided evidence for submitters. Mr Temperley contributed to the s42A report and was available for questioning at the end of the hearing.

333. Much of the evidence from the traffic experts related to access to and parking related matters chiefly in respect of their clients' land. We discuss some of these concerns in the section below relating to specific areas.
334. We heard little or no contrary evidence from submitters regarding the wider traffic effects of the Project. A number of submitters<sup>13</sup> raised the issue of additional travel time for some car trips as a result of the removal of some right-hand turns. Others raised a more general issue of severance of communities by the Project and the general restrictions on movement across the Project.
335. Putting aside specific access and car parking concerns, we accept the evidence that the effects of the Project are acceptable in that much of the corridor will be at capacity in 2038 and that the Project will not make things worse for general traffic and that public transport and active mode provision will be improved. Ms Dowling noted that where intersection level of service was reduced this was as a result of the removal of free left turns. These were removed in the interest of improving pedestrian safety at these intersections.
336. In respect of the removal of right hand turns Ms Dowling provided a comprehensive assessment of concerns raised by submitters. Ms Dowling noted that in some cases people would be forced to travel an addition 3-4 minutes (less than 2.5km) to access their properties because of the removal of right hand turns. Ms Dowling implied that this additional travel was acceptable. We consider that the additional car travel required will be an inconvenience for motorists, but that it will be unavoidable should the Project go ahead and we cannot see a way in which additional right hand turns could be provided without disruption to service provided by the Project or by a more complete redesign of the Project, for example, involving grade separation which would have its own set of effects on which we do not have evidence. We also note that much of the route of the entire Project already has right hand turn restrictions (i.e. much of Te Irirangi Drive and parts of Great South Road, Ronwood Avenue, and Lambie Drive) and that for much of the route this will not result in additional travel. Overall, we consider that the removal of right hand turning is inconvenient but acceptable.
337. We discuss severance below in paras 346 to 349.
338. Ms Dowling's evidence considers that the construction traffic effects of the Project will be appropriately mitigated through the proposed NoR conditions. The majority of the works required for the Project will likely be adjacent to or within the existing road corridor, which means that temporary traffic management measures will be required. The scale of temporary traffic management to delineate live traffic away from the construction zones will be largely dependent on the various stages of construction activity and the requirements of each stage.

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<sup>13</sup> For example, Mr Hansford and KO

339. Ms Dowling recommended that a Construction Traffic Management Plan is prepared prior to construction. She noted that this is a standard practice for large scale transport projects.
340. We agree that a condition requiring a Construction Traffic Management Plan is appropriate.

### **Business disruption during construction.**

341. The Project is likely to cause disruption to adjoining businesses during the construction of the Project. The timeframes for construction are significant and currently the timing of construction is unknown.
342. Ms Caldwell in her legal submissions submitted that the CTMP, the Development Response Management Plan (DRMP) and the CNVMP would assist in mitigating the effects on disruption through the construction period, including disruption to businesses along the route. The approach recommended by Ms Caldwell was supported by Mr Hewison representing the business associations along the route.
343. The Council s42A report recommended that the DRMP be extended to cover all landowners along the route and not just businesses and that its scope and method of preparation be extended. The s42A report recommends that the DRMP be prepared by the advisory group.
344. We find that a condition requiring the DRMP should be included within the designation as proposed by the RAs. This will provide a mechanism for mitigating some of the disruption effects of the Project on businesses.
345. We have discussed the widening of this condition to others above in paragraphs 328 to 331.

### **Severance**

346. A number of submitters including Kāinga Ora (**KO**) were concerned that the Project route would result in the severance of communities because of the reduction in crossing points over the BRT. Mr Campbell for KO states in his evidence that the Project will increase this severance effect further and in turn reduce connectivity by increasing the corridor width and making it harder to cross due to the provision of the central bus lanes.<sup>14</sup>
347. Mr Campbell agrees with the changes proposed by the s42A report to address some of the severance and urban design matters identified by both Mr Campbell and Ms Mein for the Council. This is chiefly through amendments to the ULDMP that would ensure integration with existing and proposed active mode network and better urban design outcomes.

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<sup>14</sup> EIC M Campbell para 7.12

348. Mr Bowden provided urban design evidence for the RAs. Mr Bowden agreed that good connectivity is a key tenet of high quality, well-functioning urban environments and that the ULDMP condition is an appropriate way of providing for this. Mr Bowden also identified that cross corridor active mode connections were required and that this represents a tension in the project.
349. We find that it will be necessary to ensure cross corridor connections are provided and that the changes recommended by the s42A report to the ULDMP condition will assist in ensuring these are achieved in the future.

## Specific Areas

### NoR4a and NoR4b boundary issues

350. A number of submitters in the NoR4a and NoR4b area expressed concerns about the extent of the NoR boundary on the south side of Puhinui Road and access arrangements for land facing the south side of Puhinui Road.

#### *NoR Boundary*

351. The NoR boundary as it affects land between SH20 and Orrs Road includes land proposed to be used as stormwater swales. This has resulted in the NoR boundary extending further into these sites than expected. As we understand there was some expectation that there would be some land required in this area that was signalled in the Puhinui Precinct provisions, but that the notified NoRs extended further.
352. In the closing submission Ms Caldwell updated us on progress with discussions with Altrend Limited. Altrend owns land on the corner of SH20 and SH20B. Ms Caldwell advised that a revised stormwater solution was being worked on but that a final solution has not yet been developed. The submission states that if a final solution cannot be documented prior to the Panel releasing its recommendation, the RAs seek that the existing designation boundary be confirmed. If the final position is reached after the Panel recommendation, the RAs will explore further opportunities to implement the agreed position.
353. We consider that there is sufficient evidence that the designation boundary should be moved north in respect of the Altrend property, but we have no evidence as to how far it can or should be moved.
354. The relocation of the designation boundary for Altrend in our view also calls into question the location of the designation boundary in respect of the properties to the west of the Altrend property. If the stormwater can be managed without the need for swales on the Altrend property, then the question arises as to whether a similar approach be taken for other similar properties. We find that if this is the case, the boundary is not reasonably necessary in respect of this area.
355. We therefore find that it is necessary to review the extent of the designation boundary in this general location for the extent to remain reasonably necessary. We have therefore recommended a condition requiring that the designation

boundary in this area be investigated and moved (if practicable) within 6 months of the designation being confirmed.

#### Access

356. A number of submitters in this area submitted that access should be maintained to land to the south of Puhinui Road and that the Prices Road intersection should be maintained.
357. In respect of individual site access, we consider that condition “Existing Property Access” is sufficient to ensure future property access. This will require the RAs to ensure access is provided.
358. In our view the situation is less clear in respect of the Prices Road closure. While we understand processes are in train to provide an alternative road to the Campana Road / SH20B intersection, the timing and responsibilities for the construction and vesting of an actual road are not straightforward. The RAs consider however that this will be resolved well before the commencement of construction of the project.<sup>15</sup> That may well be the case, however we consider that it is appropriate to include a condition that only allows the closure of the Prices Road intersection once an alternative connection to Campana Road is operational. This will ensure that the Project does not leave properties without road access.

#### Puhinui Rd properties

359. We heard submissions from a number of residents in the Puhinui Road area between SH20 and Lambie Drive. These submitters were concerned for their own properties and for those of their neighbours and about how the Project will impact the neighbourhood. We have some sympathy for their concerns but given the designation process and the cross section developed by the RAs we can see little opportunity to recommend amendments to the designation to reduce the physical impact of the Project on property.
360. We consider that there are three things that we can recommend that will go some way to assisting those affected by the designation in this area.
361. Firstly, the Ranfurly shops are an important part of the community. At the hearing we were told by the RAs that these shops will not be affected by the designation and that the car parks on the roadway outside the shops will be retained. As the details of the actual works have not been finalised, we consider it important that this undertaking does not get lost and accordingly we have recommended an additional condition to ensure that these car parks are retained.
362. Secondly, we consider it important given the long lapse time that people have quick and easy access to the RAs for property purchase in advance of the designation being implemented. We do not consider it fair that the long-term risk of holding property should lie with residents and that residents plans for their lives should be put on hold because the RAs do not have funding to purchase properties

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<sup>15</sup> RA Closing Legal Submission para-4.52.

in advance. We have recommended a condition to assist people to obtain early purchase assistance.

363. Thirdly we agree with the s42A report that the final boundary should be determined as soon as practicable to give people the greatest amount of certainty possible about how their properties will be affected. The recommended conditions of consent will assist in ensuring this.

### **Cambria House Cottage**

364. We heard submissions from HNZPT requesting the potential retention of the Cambria House gardener's cottage.
365. The plans provided with the NoRs show that the cottage will have to be removed to accommodate the Project.
366. We heard evidence from the RAs that the cottage is in poor condition following a fire and was derelict for some time before that. We viewed the cottage as part of our site visit. The cottage is located within the existing road reserve and is not protected as a historic heritage place in the AUP. We also understand that despite the cottage being located within the road reserve there is some uncertainty about its ownership.
367. Given the above we do not consider that the cottage be required to be retained as part of this Project as its value is limited and it would appear to us that it could be removed without further approval regardless.

### **Lambie Drive/ Manukau properties**

368. We heard from a number of submitters in the Lambie Drive and general Manukau business area concerning the effects of the Project on their properties. Submitters were concerned about loss of car parking and loading and access to sites or parts of sites.
369. A number of these were resolved or at least partially resolved through changes to the boundary of the designation offered by the RAs at the Hearing. This included the changes in respect of a number of properties that we were provided information about during the hearing and attached to the RAs reply submissions.<sup>16</sup>
370. Some submitters suggested alternative methods [SPG] while others [Mitre 10] suggested that the Project could be realigned to the east through parts of Hayman Park.
371. Ms Caldwell in her closing submissions submitted as follows;<sup>17</sup>

*The Requiring Authorities' rebuttal evidence adequately addressed the concerns raised by Manukau Central businesses, and it was disappointing to find out that several submitters*

<sup>16</sup> 5 Te Irirangi Drive, 18 Srah Place, 136 Dawson Road, 652 Great South Road, 15R Davies Avenue, 33 Lambie Drive, 67 Cavendish Drive, 20/72 Cavendish Drive, 408 Puhinui Road.

<sup>17</sup> RA Closing subs para 4.93

*(and their expert witnesses) did not appear to have read this material prior to the hearing. In summary, the rebuttal evidence clarifies that:*

- (a) Access will be maintained and reinstated, and loading bays will be preserved and will work during construction. The revised wording for the CTMP clarifies the Requiring Authorities' obligations in respect to servicing and loading facilities. <sup>[17]</sup><sub>[SEP]</sub>*
  - (b) All businesses through their respective Business Associations will have the opportunity to engage with the Requiring Authorities to participate in the development of the DRMP, which will provide a framework to manage the impacts of construction on businesses; <sup>[17]</sup><sub>[SEP]</sub>*
  - (c) All businesses with the intention of developing their sites prior to the start of the construction phase of the Project shall have the benefit of the LIP, to ensure that the Project integrates with the proposed land use development; and <sup>[17]</sup><sub>[SEP]</sub>*
  - (d) Any residual concerns in relation to the permanent loss of parking or property will be addressed through the PWA process.*
372. We have noted our view in respect of alternatives generally in the discussion above. We consider that we are unable to recommend an alternative route to the NoRs. The realignment of the route over Hayman Park may be practicable, but we have not been provided with sufficient evidence to show that this would not have other effects including on the overall availability of open space. The conditions regarding the use of retaining walls will also in our view assist in reducing the property impact of the Project on some of these properties.
373. In respect of businesses, we find that the LIP condition is adequate and will assist those businesses wishing to develop their land prior to the final design of the Project being completed.
374. Following on from the discussion above regarding the place of the PWA we consider that the taking of land for the Project will have some effects on the submitters' properties. These effects relate to the loss of car parking, internal access and loading. There is conflicting evidence before us about the severity of these effects. Overall, we consider that these effects are the types of effects that the PWA is able to mitigate. We were presented with evidence from Mr Arnott regarding the losses that would result from the Project in respect of the SPG site. If this is the degree of loss (and we make no comment one way or the other about that) then the provisions of the PWA will apply and the RAs will have to bear the cost of compensation.
375. The focus of the submitters' evidence was on the effects of the Project on individual properties. We did not perceive that submitters were suggesting that the reduction in parking proposed would result in an overall effect on the Manukau City metro area.

376. The submitters also expressed concern about how the changes to the roading layout, particularly on Lambie Drive would affect the access to their sites and the flow on effects on queuing and other internal arrangements within sites. The RAs have made some changes to property boundaries in this area and note that some activities that were previously constrained (such as loading spaces and the separate kiosk and vehicle testing station at 20/72 Cavendish Drive) are no longer directly affected.
377. We have reviewed the proposed changes at the Countdown site at 5 Te Irirangi Drive. While access is now proposed to be provided to the Countdown, access to and around the loading area will be affected by the NoR. We understand that this is required for construction purposes, but also note that we were told that access over the affected area must be maintained for the loading bay to continue to operate. We have accordingly recommended a condition to ensure access to loading bays is retained.

## **Z Station**

378. The RAs have proposed an amendment to the boundaries of the designation in the vicinity of the Z Station on the corner of Dawson Road and Te Irirangi Drive. We understand from the supplementary memorandum provided by Ms de Groot for Z that while the changes proposed are welcomed, the designation boundary still encroaches a considerable distance into the site and that as detailed design has not been completed, adverse effects on the station could still arise.
379. Ms de Groot advised that Z's concerns could be further alleviated if a condition was imposed that effectively limited the extent of permanent works on the Z site. Ms Caldwell did not specifically address this in her closing submissions.
380. We find that the condition should be imposed.

## **Council Response**

381. We have had regard to the comments provided in the officer response as part of our discussion of the matters in contention in the preceding discussion above. In this respect, officers have highlighted the following;
- The LIP process is accepted;
  - The designation review condition;
  - The 10-year lapse period;
  - The s176 approval condition is accepted;
  - The DRMP should be expanded to include all parties;
  - The OPW should include preference for retaining walls;
  - The RA Mana Whenua partnership condition is accepted;
  - The SCEMP should be extended and be certified by Council;
  - There should be greater level of prescription in the ULDMP;
  - Amendments required to the flood hazard condition;
  - The CTMP should be amended to include school routes;
  - Concerns about the OSMP;
  - Concerns around Council open space;

- Construction noise and operational noise;
- The Historic Heritage Management Plan;
- Ecology;
- Network Utility Management Plan.

## RELEVANT STATUTORY PROVISIONS CONSIDERED

382. The RAs are Requiring Authorities in terms of s166 of the Act. The RAs gave notice to the Council of a requirement for four new designations and for the alteration to existing Designation 6717 together as part of the proposed Airport to Botany Bus Rapid Transit project.

383. Section 171 of the Act sets out the matters to which a territorial authority must have regard when considering a requirement and any submissions received, and in making its recommendations to the requiring authority. Section 171 is subject to Part 2, which states the purpose and principles of the Act.

384. Section 171(1) requires:

*(1) When considering a requirement and any submissions received, a territorial authority must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to -*

*(a) any relevant provisions of -*

*(i) a national policy statement:*

*(ii) a New Zealand coastal policy statement:*

*(iii) a regional policy statement or proposed regional policy statement:*

*(iv) a plan or proposed plan; and*

*(b) whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the work if –*

*(i) the requiring authority does not have an interest in the land sufficient for undertaking the work; or*

*(ii) it is likely that the work will have a significant adverse effect on the environment; and*

*(c) whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought; and*

*(d) any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the requirement.*



## Effects on the Environment

385. We have considered the effects of the proposal on the environment generally as outlined in the discussion above, in the evidence received, as set out in the RAs 'Assessment of Environmental Effects' and in the Council officers' reports. Subject to the imposition of appropriate conditions we find that the environmental effects are acceptable or can be avoided, remedied or mitigated.

### **Section 171(1)(a) – Any relevant provisions of a national policy statement, a New Zealand coastal policy statement, a regional policy statement or proposed regional policy statement, a regional plan, a district plan or a proposed district plan.**

386. Pursuant to section 171(1)(a), when considering the requirement, we must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to any relevant provisions of a national policy statement, the New Zealand Coastal Policy Statement, the regional policy statement, the proposed regional policy statement and the relevant regional and district plans and proposed plans.

387. Collectively the RAs' Notice of Requirement application and the Council officer's hearing report provided a comprehensive commentary on the relevant national and regional policy statement and, the Auckland Unitary Plan. We do not intend to repeat this material in this decision; rather we rely on the application documents and officer's report in this regard, except to indicate that the following documents were considered of particular relevance in reaching our decision:

- National Policy Statement on Urban Development 2020 (NPS:UD);
- National Policy Statement on Freshwater Management 2020 (NPS:FM);
- National Policy Statement on Electricity Transmission (NPS:ET);
- New Zealand Coastal Policy Statement (NZCPS);
- Auckland Regional Policy Statement (RPS);
- Auckland Unitary Plan (AUP);

388. No regional plans are relevant to the consideration of this NoR. Any subsequent applications to develop the site that trigger the need for resource consents under the regional plans will be applied for at that time.

### **Section 171(1)(b) – Adequate consideration has been given to alternative sites, routes, or methods of undertaking the work or that it is likely that the work will have a significant adverse effect on the environment.**

389. The RAs do not have an interest in all the land and the effects of the works will be significant. Therefore, an assessment of alternatives sites, routes or methods is required.

390. As noted above we accept that the RAs have undertaken an adequate assessment of both alternative routes and methods as set out in the evidence of Mr Buckley. We find that it is not necessary for us to recommend the best route or method, only for us to decide whether the RAs have undertaken an adequate assessment, and we find that they have done so.

**Section 171(1)(c) - Whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought.**

391. The objectives for Auckland Transport are as follows;

*Enable the provision of public transport and active mode corridors in a manner that;*

- (i) Is safe for all transport users.*
- (ii) Connects Orrs Road (Auckland Airport Boundary) with Manukau City Centre and Botany Town Centre;*
- (iii) Includes efficient resilient and reliable dedicated public transport and active mode infrastructure;*
- (iv) Contributes to mode shift by improving travel choice and access to key destinations along the corridors;*
- (v) Connects to existing and planned public transport stations;*
- (vi) Integrates with the existing and planned future environments; and*
- (vii) Recognises the future strategic function of the corridor.*

392. The objective for Waka Kotahi's alteration to designation is;

*Provide for the maintenance, operation and improvement of the SH20B corridor while enabling the implementation and delivery of a cycleway and shared path and a public transport corridor.*

393. The main challenge to these objectives came from submitters that expressed concern that the standard cross section was proposed to be imposed over adjoining land and that because of that and the lack of detailed design the Project in some locations failed to integrate with existing and planned future environments (AT objective vi). Some submitters also challenged the need for active mode infrastructure or preferred the location of active mode infrastructure to be located elsewhere.

394. As noted in the discussion above, we have some sympathy with submitters concerned about the lack of integration with adjoining activities caused by the use of the standard corridor. This concern is exacerbated by the proposed use of battered slopes to address elevation changes between the expanded road and adjoining sites, especially in business areas where the AUP encouraged buildings

to be located on the road boundary. In these situations, battered slopes may not be appropriate and a clear elevation for the road boundary adjacent to the footpath is considered more desirable.

395. The submissions that considered that the active mode aspects of the Project be deleted (in full or in part) challenged the objectives. We are unable to amend the RAs' objectives.
396. We consider that given the adjustments made through the hearing process, the LIP process, specific changes recommended and the conditions encouraging the use of retaining walls, the designations can be considered reasonably necessary to achieve the RAs' objectives.

**Section 171(1)(d) Other matters considered reasonably necessary in order to make a recommendation on the requirement.**

397. The default period for the lapse of a designation is 5 years after its inclusion in a plan unless it has been given effect to or an application is made to extend the period, or a longer period is confirmed as part of the designation process<sup>18</sup>. In this application the Requiring Authority has sought a lapse period of 15 years.
398. For the reasons set out earlier in this discussion we consider that a 15-year lapse period is not appropriate given the considerable uncertainty about the final form of the designation and the impact that the designation will have on a large number of properties along the route.
399. We recommend that a 10-year lapse period be adopted.
400. For completeness we note here that we have considered the likely future environment in addition to the existing environment.

**Part 2 of the Act**

401. Part 2 of the Act sets out the purpose and principles of the RMA.
402. In terms of **section 5**, we consider that the Project will enable the people and communities of the area that the BRT traverses and others to provide for their social, economic, and cultural well-being and for their health and safety, and sustain the potential of the transportation network to meet the reasonably foreseeable needs of future generations, through the promotion of an integrated, multi-modal transport system to support population and economic growth. A comprehensive suite of conditions to safeguard life-supporting capacity and avoid, remedy, mitigate the adverse effects of the Project on the environment are recommended.
403. In terms of **section 6**, we are of the view that s.6 (e) on the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga, discussed below with section 8, is relevant (as is section 7 (a)).

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<sup>18</sup> Section 184(1) of the RMA

Based on the evidence of Ms Wilson particularly we find that the Project adequately recognises and provides for these matters.

404. There are also a number of Other Matters under **Section 7**, of relevance to the proposed designation, to which we must have regard namely:

(a) Kaitiakitanga;

[(aa) The ethic of stewardship;]

(b) The efficient use and development of natural and physical resources;

(c) The maintenance and enhancement of amenity values;

(f) Maintenance and enhancement of the quality of the environment;

We find that the Project has adequately had particular regard to these matters.

405. **Section 8**, of the Act requires all persons exercising functions and powers under the Act, in relation to managing the use, development, and protection of natural and physical resources, to take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi). We make the same findings in respect of this matter as we do in respect of the matter of national importance above

## CONCLUSIONS

406. The Project seeks to extend significant transportation infrastructure to support population and economic growth in south and south-east Auckland.

407. The evidence has established that the Project is likely to have potential future benefits on the predicted future environment.

408. The Panel's focus in this report of our findings on adverse effects and fine details of proposed conditions should not be taken as disregarding the benefits of the Project. The Panel has followed the submissions and evidence to determine whether appropriate conditions will effectively avoid, remedy, mitigate the adverse effects of the Project. We have found that subject to changes to the conditions proposed by the RAs this can be achieved.

409. We have concluded that the NoR should be confirmed.

410. We record that our recommended and approved conditions are drawn from the Applicant's reply conditions, with amendments as indicated throughout this report.

## RECOMMENDATIONS

### ***NOR1***

In exercising our delegation under section 34A of the RMA and in accordance with section 171(2) of the Resource Management Act 1991, the Panel **recommends** to Auckland Transport that the Notice of Requirement for the construction, operation, and maintenance of a BRT from near the Botany Town Centre along Te Irirangi Drive to Rongomai Park as shown in Attachment A: be **confirmed** and be subject to the conditions set out in Attachment A for the reasons below.

### ***NOR2***

In exercising our delegation under section 34A of the RMA and in accordance with section 171(2) of the Resource Management Act 1991, the Panel **recommends** to Auckland Transport that the Notice of Requirement for the construction, operation, and maintenance of a BRT from Rongomai Park to Puhinui Station, in the vicinity of Plunket Avenue as shown in Attachment B: be **confirmed** and be subject to the conditions set out in Attachment B for the reasons below.

### ***NOR3***

In exercising our delegation under section 34A of the RMA and in accordance with section 171(2) of the Resource Management Act 1991, the Panel **recommends** to Auckland Transport that the Notice of Requirement for the construction, operation, and maintenance of a BRT from Puhinui Station, in the vicinity of Plunket Avenue to SH20/20B Interchange as shown in Attachment C: be **confirmed** and be subject to the conditions set out in Attachment C for the reasons below.

### ***NOR4a***

In exercising our delegation under section 34A of the RMA and in accordance with section 171(2) of the Resource Management Act 1991, the Panel **recommends** to Auckland Transport that the Notice of Requirement for the construction, operation, and maintenance of a BRT from SH20/20B Interchange to Orrs Road as shown in Attachment D: be **confirmed** and be subject to the conditions set out in Attachment D for the reasons below.

### ***NOR4b***

In exercising our delegation under section 34A of the RMA and in accordance with section 171(2) of the Resource Management Act 1991, the Panel **recommends** to Waka Kotahi – New Zealand Transport Agency that the Notice of Requirement for the construction a new south bound ramp from SH20B onto SH20 and operation, and maintenance of a BRT from SH20/20B Interchange to Orrs Road as shown in Attachment E: be **confirmed** and be subject to the conditions set out in Attachment E for the reasons below.

## REASONS FOR THE RECOMMENDATIONS

Under section 171(3) of the Act the reasons for the recommendation are set out in the body of our report and are summarised as follows:

1. The NoRs satisfy section 171 of the Act as;
  - a. adequate consideration has been given to alternative sites, routes, or methods of undertaking the work – s171(1)(b);
  - b. the work and designations are reasonably necessary for achieving the objectives of the Requiring Authorities, - s171(1)(c);
  - c. the work and designations respond to and support growth in south and south-east Auckland and the predicted future transport environment and network – s171(1)(d).
2. The work proposed by the designations are consistent with Part 2 of the Act in that it represents the sustainable management of natural and physical resources consistent with sections 5, 6, 7 and 8 through the promotion of an integrated, multi-modal transport system to support population and economic growth in south and south-east Auckland.
3. The designations are in general accordance with relevant objectives and policies of National Policy Statement on Urban Development 2020 (NPS:UD), National Policy Statement on Freshwater Management 2020 (NPS:FM), National Policy Statement on Electricity Transmission (NPS:ET), New Zealand Coastal Policy Statement (NZCPS), Auckland Regional Policy Statement (RPS), and the Auckland Unitary Plan (AUP).
4. Subject to the recommended conditions, set out in Attachments A to E, the designations will avoid, remedy or mitigate adverse environmental effects.

### **AMENDMENTS TO THE UNITARY PLAN (OPERATIVE IN PART)**

That the Auckland Unitary Plan (Operative in Part) be amended as set out in Attachments A to E.



**David Wren**  
**Chairperson**

**Date: 13 December 2023**

**Attachment 2:** Copies of the Recommendation and Decision (Extracts)

**SUBMISSION ON A NOTIFIED NOTICE OF REQUIREMENT FOR DESIGNATION FOR  
BUS RAPID TRANSIT – BOTANY TO RONGOMAI PARK  
BY AUCKLAND TRANSPORT**

**Section 168(2) of the Resource Management Act 1991**

To: Auckland Council, Plans and Places  
Private Bag 92300  
Auckland 1142  
Attention: Planning Technician

**BPG DEVELOPMENTS LIMITED** c/- Ellis Gould, Solicitors at the address for service set out below (“**the Submitter**”) makes the following submission in relation to the notice of requirement lodged by **Auckland Transport** in respect of a designation in the Auckland Unitary Plan for the construction, operation and maintenance of an upgrade to Te Irirangi Drive between Leixlep Lane and Rongomai Park to provide for a Bus Rapid Transit corridor, walking and cycling facilities and associated infrastructure (“**the NoR**”).

1. The NoR is a component of the broader Airport to Botany Bus Rapid Transit Project which will provide an 18km dedicated, high capacity, reliable, and frequent bus rapid transit corridor and walking and cycling facilities (the “**Project**”).
2. The Submitter will be directly affected by the Plan Change as it is responsible for managing properties at 123 Ormiston Road, 277 Te Irirangi Drive and 308 Te Irirangi Drive (the “**Sites**”), parts of which come within the designation boundaries. The Sites are owned by:
  - (a) Ormiston Road Holdings Limited (123 Ormiston Road);
  - (b) Te Irirangi Limited (277 Te Irirangi Drive); and
  - (c) Ecart Holdings Limited (308 Te Irirangi Drive).
3. The Submitter and the registered proprietors of the Sites are not trade competitors of the applicant for the NoR and could not gain any advantage in trade competition through this submission.
4. The Submitter is not opposed in principle to the NoR, and supports the Project, but seeks to ensure that:
  - (a) There will be no long-term (i.e.: post-construction) adverse effects on access to and egress from the Sites or on activities that are undertaken on the Sites;



- (b) Adverse effects on the operation of the Sites during the construction of the Project are avoided or minimised; and
- (c) There will be no adverse effects to the current car parking layout, configuration and quantity both during construction and long term.

5. The reasons for the submission are as follows:

- (a) Unless the relief sought in this submission is granted, the NoR will:
  - (i) Not promote the sustainable management of natural and physical resources;
  - (ii) Not amount to and promote the efficient use and development of resources;
  - (iii) Be inconsistent with the purpose and principles in Part 2 of the Resource Management Act 1991 ("**RMA**");
  - (iv) Generate significant adverse effects on the environment, and in particular, on the Sites; and
  - (v) Not warrant being confirmed by Council under section 171 RMA.

In particular, but without derogating from the generality of the above:

- (b) The Sites comprise:
  - (i) The Botany Junction Local Centre at 277 Te Irirangi Drive and 123 Ormiston Road; and
  - (ii) The Botany South retail centre at 308 Te Irirangi Drive.
- (c) The Submitter is concerned that the proposed layout of the designation, as shown in the General Arrangement Plan submitted with the NoR, may create significant adverse effects on access to and egress from the Sites.
- (d) The Submitter understands that the NoR is not intended to cause any permanent changes to property access/egress (i.e.: all of the vehicle accesses to the respective Sites are to be retained) but this is not apparent from the General Arrangement Plan.
- (e) 277 Te Irirangi Drive and 308 Te Irirangi Drive are primarily accessed via Te Irirangi Drive, including by way of existing left in / left out entrances at the southern end of

277 Te Irirangi Drive and the northern end of 308 Te Irirangi Drive (“**the LILO entrances**”):

- (i) The General Arrangement Plan appears to indicate that the LILO entrances will be closed and not reinstated.
  - (ii) In contrast, the NoR material indicates that, while the LILO entrances may be adversely affected by earthworks (from reforming and regrading works) during the construction phase of the Project, they will ultimately be reinstated.
  - (iii) The Submitter seeks that the LILO entrances be clearly identified on the General Arrangement Plan as being reinstated and retained, and that conditions be imposed to ensure that there will be no long-term (i.e.: post construction) effects on them.
- (f) The General Arrangement Plan identifies amendments to the long-term layout of the intersections at:
- (i) Te Irirangi Drive and “Botany Way”, which provides access to 277 Te Irirangi Drive and 123 Ormiston Road; and
  - (ii) Te Irirangi Drive and “Bishop Lenihan Place”, which provides access to the 308 Te Irirangi Drive Site
- which may compromise the use of those intersections by larger trucks.
- (g) Efficient vehicle access to and egress from the Sites is required to:
- (i) Ensure the operation and commercial viability of businesses located at the Sites.
  - (ii) Enable the businesses and services on the Sites to continue to provide functional benefits and urban amenity to occupants of the surrounding residential areas.
- (h) Adverse effects on access to and egress from the Sites should be minimised as far as practicable during construction and avoided in the long term.
- (i) Adverse effects on the current car parking configuration and quantity need to be avoided both during construction and in the long term if the commercial activities and community services on the Sites are to continue to contribute to the social and economic wellbeing of the local community.

- (j) In addition to the more specific conditions set out below, the Submitter seeks inclusion of a condition which specifies that, once construction is complete, the extent of the designation will be reduced as soon as possible to include only those areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it.
- (k) A construction traffic management plan has not been provided with the application. The designation should require that this be provided prior to commencement of the works and should include conditions which ensure that the works undertaken will not generate unnecessary and inappropriate adverse effects on the Site.

6. The Submitter seeks that the NoR be accepted provided conditions are inserted to address the following:

- (a) That the designation be amended and conditions imposed on it to ensure that:
  - (i) Direct vehicle access between Te Irirangi Drive and both 277 Te Irirangi Drive and 308 Te Irirangi Drive via the LILLO entrances is reinstated and retained.
  - (ii) 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.
  - (iii) 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.
- (b) That conditions are imposed on the designation to ensure that:
  - (i) 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.
  - (ii) Adverse effects on access to and egress from the Sites are minimised as far as practicable during construction.
  - (iii) There will be no adverse effects in respect of the current car parking configuration and quantity both during construction and in the long term.

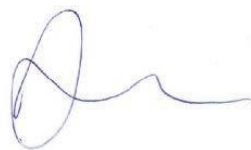
- (iv) The extent of the designation is reduced as soon as possible once construction in the immediate vicinity of each Site is completed, so that the residual designation includes only those areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it.
- (v) 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.
- (c) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.

If the above relief is not accepted, the Submitter seeks that the NoR be declined.

7. The Submitter wishes to be heard in support of its submission.
8. If other parties make a similar submission, the Submitter would consider presenting a joint case with them at any hearing.

**DATED** this 6<sup>TH</sup> day of April 2023

**BPG DEVELOPMENTS LIMITED** by its  
solicitors and duly authorised agents, Ellis  
Gould



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**D A Allan / C S S Woodhouse**

**ADDRESS FOR SERVICE:** The offices of Ellis Gould, Solicitors, Level 31, Vero Centre, 48 Shortland Street, PO Box 1509. Auckland 1140, DX CP22003, Auckland. Telephone: (09) 307-2172, Facsimile: (09) 358-5215. Attention: Douglas Allan: [dallan@ellisgould.co.nz](mailto:dallan@ellisgould.co.nz)

**SUBMISSION ON A NOTIFIED NOTICE OF REQUIREMENT FOR DESIGNATION FOR  
BUS RAPID TRANSIT – RONGOMAI PARK TO PUHINUI STATION  
BY AUCKLAND TRANSPORT**

**Section 168(2) of the Resource Management Act 1991**

To: Auckland Council, Plans and Places

Private Bag 92300

Auckland 1142

Attention: Planning Technician

**BPG DEVELOPMENTS LIMITED** c/- Ellis Gould, Solicitors at the address for service set out below (“**the Submitter**”) makes the following submission in relation to the notice of requirement lodged by Auckland Transport in respect of a designation in the Auckland Unitary Plan 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 to provide for a Bus Rapid Transit corridor, walking and cycling facilities and associated infrastructure (the “**NoR**”).

1. The NoR is a component of the broader Airport to Botany Bus Rapid Transit Project which will provide an 18km dedicated, high capacity, reliable, and frequent bus rapid transit corridor and walking and cycling facilities (the “**Project**”).
2. The Submitter will be directly affected by the Plan Change as it is responsible for managing properties at 613 – 615 Great South Road (the “**Site**”), part of which come within the designation boundaries. The Site is owned by Manukau Junction Limited.
3. The Submitter and the registered proprietor of the Site are not trade competitors of the applicant for the NoR and could not gain any advantage in trade competition through this submission.
4. The Submitter is not opposed in principle to the NoR, and supports the Project, but seeks to ensure that:
  - (a) There will be no long-term (i.e.: post-construction) adverse effects on access to and egress from the Site or on activities that are undertaken on the Site;
  - (b) Adverse effects on the operation of the Site during the construction of the Project are avoided or minimised; and

- (c) There will be no adverse effects to the current car parking layout, configuration and quantity both during construction and long term.

5. The reasons for the submission are as follows:

- (a) Unless the relief sought in this submission is granted, the NoR will:
  - (i) Not promote the sustainable management of natural and physical resources;
  - (ii) Not amount to and promote the efficient use and development of resources;
  - (iii) Be inconsistent with the purpose and principles in Part 2 of the Resource Management Act 1991 (“**RMA**”);
  - (iv) Generate significant adverse effects on the environment, and in particular, on the Site; and
  - (v) Not warrant being confirmed by Council under section 171 RMA.

In particular, but without derogating from the generality of the above:

- (b) The Site comprises the Cavendish Corner commercial centre. It is located at the intersection of the designation, where the Bus Rapid Transit turns south from Te Irirangi Drive onto Great South Road.
- (c) The frontage of the Site along Cavendish Drive and Great South Road is encapsulated within the NoR.
- (d) The Submitter is concerned that the proposed layout of the designation, as shown in the General Arrangement Plan submitted with the NoR, may create significant adverse effects on access to and egress from the Site.
- (e) The Submitter understands that the NoR is not intended to cause any permanent changes to property access/egress (i.e.: all of the vehicle accesses to the Site are to be retained) but this is not apparent from the General Arrangement Plan.
- (f) Access to the Site from Great South Road is unaffected by the designation, as the designation stops south of any of the entrances from Great South Road to the Site.
- (g) Access to the Site from Cavendish Drive comes within the proposed designation, and may be adversely affected by the NoR:

- (i) The General Arrangement Plan appears to indicate that the Cavendish Drive entrance will be closed and not reinstated.
  - (ii) In contrast, the NoR material indicates that, while the entrance may be adversely affected by earthworks (from reforming and regrading works) during the construction phase of the Project, it will ultimately be reinstated.
  - (iii) The Submitter seeks that the Cavendish Drive entrance be clearly identified on the General Arrangement Plan as being reinstated and retained, and that conditions be imposed to ensure that there will be no long-term (i.e.: post construction) effects on it.
- (h) Efficient vehicle access to and egress from the Site is required to:
- (i) Ensure the operation and commercial viability of businesses located at the Site.
  - (ii) Enable the businesses and services on the Site to continue to provide functional benefits and urban amenity to occupants of the surrounding residential areas.
- (i) Adverse effects on access to and egress from the Site should be minimised as far as practicable during construction and avoided in the long term.
- (j) Adverse effects on the current car parking configuration and quantity need to be avoided both during construction and in the long term if the commercial activities and community services at the Site are to continue to contribute to the social and economic wellbeing of the local community.
- (k) In addition to the more specific conditions set out below, the Submitter seeks inclusion of a condition which specifies that, once construction is complete, the extent of the designation will be reduced as soon as possible to include only those areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it.
- (l) A construction traffic management plan has not been provided with the application. The designation should require that this be provided prior to commencement of the works and should include conditions which ensure that the works undertaken will not generate unnecessary and inappropriate adverse effects on the Site.
6. The Submitter seeks that the NoR be accepted provided conditions are inserted to address the following:



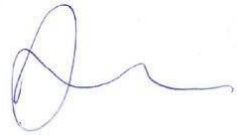
- (a) That the designation be amended and conditions imposed on it to ensure that vehicle access between the Site and Cavendish Drive is reinstated and then retained in its current form following completion of construction.
- (b) That conditions are imposed on the designation to ensure that:
- (i) There 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.
  - (ii) That adverse effects on access to and egress from the Site are minimised as far as practicable during construction.
  - (iii) 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.
  - (iv) 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:
    - 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.
- (c) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.

If the above relief is not accepted, the Submitter seeks that the NoR be declined.

7. The Submitter wishes to be heard in support of its submission.
8. If other parties make a similar submission, the Submitter would consider presenting a joint case with them at any hearing.

**DATED** this 6<sup>TH</sup> day of April 2023

**BPG DEVELOPMENTS LIMITED** by its  
solicitors and duly authorised agents, Ellis  
Gould

A handwritten signature in blue ink, appearing to read 'D Allan', is positioned above a horizontal line.

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**D A Allan / C S S Woodhouse**

**ADDRESS FOR SERVICE:** The offices of Ellis Gould, Solicitors, Level 31, Vero Centre, 48 Shortland Street, PO Box 1509. Auckland 1140, DX CP22003, Auckland. Telephone: (09) 307-2172, Facsimile: (09) 358-5215. Attention: Douglas Allan: [dallan@ellisgould.co.nz](mailto:dallan@ellisgould.co.nz)

**Attachment 3:** A list of persons to be served with a copy of this Notice

## NoR 1 – Submitter List

Sub #	Submitter Name	Address for Service
1	Xu Yajun	Yajunxu55@gmail.com
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9	Kamlesh Rana & 33 Signatories	Kamrana@xtra.co.nz
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34	Emerson Cheeseman	emo.cheeseman@gmail.com

35	Tasman Accounting trustee LTD Attn: Mark and Marta Stevens	legacytrust@outlook.co.nz
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38	Mohammad Meraj	merajmd13@gmail.com
39	Kim Bloom	k.bloom183@gmail.com
40	Telecommunications Submitters c/- Chris Horne	chris@incite.co.nz
41	KĀINGA ORA HOMES AND COMMUNITIES (Kāinga Ora) c/- Brendon Liggett	michael@campbellbrown.co.nz / developmentplanning@kaingaora.govt.nz
42	Watercare Services Limited c/- Mark Bishop	Mark.Bishop@water.co.nz
43	Ministry of Education - Te Tāhuhu o te Mātauranga c/- Gemma Hayes	gemma.hayes@education.govt.nz
44	Selemena Afamasaga	selemenaa@gmail.com
45	Paul Street, on behalf of Street Properties Limited.	streeto@xtra.co.nz
46	Te Akitai Waiohua Waka Taua Trust c/- Karen Wilson	karen.a.wilson@xtra.co.nz
47	East Tamaki Investments Ltd	jcutler@planninginit.co.nz
48	Beale Partnership	jcutler@planninginit.co.nz
48	Howard Property Limited	jcutler@planninginit.co.nz
50	Ormiston Centre Limited	bartlett@shortlandchambers.co.nz

**NoR 2 – Submitter List**

<b>Sub #</b>	<b>Submitter Name</b>	<b>Address for Service</b>
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11	Maki Joseph-Tereroa and Makea-Rupe Tereroa	2/148 Dawson Road Clover Park Auckland 2023
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14	Simran Krishna	simran.jahnvi.k@gmail.com
15	Aneeta Krishna	aneetak@hotmail.com
16	Ashok Krishna	akrishna001@gmail.com
17	Murdoch Newell Management Limited C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz
18	The Legends Property Limited c/- Focus Law ATTN: Kelvin Chiu	kelvin@focuslaw.co.nz
19	Kamlesh Rana & 33 Signatories	Kamrana@xtra.co.nz
20	N/A	Moved to NoR 1
21	Body Corporate 316863 Renaissance Apartments c/- Asher Davidson	asher@casey.co.nz
22	Auckland University of Technology c/- Asher Davidson	asher@casey.co.nz
23	Minister of Education c/- Asher Davidson	asher@casey.co.nz
24	BPG DEVELOPMENTS LIMITED c/- The offices of Ellis Gould ATTN: D Allan	dallan@ellisgould.co.nz
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41	A.M. Self Ltd c/- Deanna Self	mathew@civilplan.co.nz
42	Sandeep Kumar	nzsandeep.kumar@gmail.com
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44	Scentre (New Zealand) Limited C/- Jacob Burton Russell McVeagh	jacob.burton@russellmcveagh.com
45	Z Energy Limited c/- 4Sight Consulting Limited	philipb@4sight.co.nz
46	Bunnings Limited C/- Jacob Burton Russell McVeagh	jacob.burton@russellmcveagh.com
47	Chalmers Properties Ltd c/- Barker & Associates Ltd Attn: Matt Norwell	mattn@barker.co.nz
48	Fa'ana Campbell	faana1957@gmail.com
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50	Auckland Body Corporate Limited C/- Jacob Burton Russell McVeagh	jacob.burton@russellmcveagh.com
51	General Distributors Limited C/- Jacob Burton Russell McVeagh	jacob.burton@russellmcveagh.com
52	JOLT Charge (New Zealand) Limited c/- Bentley & Co. Ltd	marbutnot@bentley.co.nz
53	Heather Haylock	heather@heatherhaylock.nz
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
55	Gordon Ikin as a trustee of Kotare Trust	gordon@ikin.nz
56	Mitre 10 Holdings Limited/- David Gell	pa@planningfocus.co.nz
57	Phisan Charoenmongkhonwilai	aungood@gmail.com
58	Mr Martyn Chalmers and Mrs Nurhayati Chalmers	martync@chalmesnz.kiwi
59	Centuria Capital (NZ) Limited c/- Brendan Abley Chapman Tripp	brendan.abley@chapmantripp.com
60	Joo Han Song	jhsong2022@gmail.com

61	Su Me Lee	sumelee77@gmail.com
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65	Mr Shane Robert Haylock	shane@invotech.co.nz
66	Heritage New Zealand Pouhere Taonga ATTN: Alice Morris	amorris@heritage.org.nz
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71	Andrea Mead & Dr Stephanie Mead	b.mead@xtra.co.nz
72	Eke Panuku Development Auckland c/- Tim Fischer & Tracey Turner	tim.fischer@simpsongrrierson.com
73	Quadrant Properties Ltd C/- Campbell Brown Planning Limited	michael@campbellbrown.co.nz
74	Arena Williams MP c/- Naresh Perinpanayagam	Naresh.Perinpanayagam@parliament.govt.n z
75	Telecommunications Submitters c/- Chris Horne	chris@incite.co.nz
76	Kainga Ora Homes and Communities c/- Brendon Liggett	michael@campbellbrown.co.nz / developmentplanning@kaingaora.govt.nz
77	Watercare Services Limited c/- Mark Bishop	Mark.Bishop@water.co.nz
78	Ministry of Education - Te Tāhuhu o te Mātauranga c/- Gemma Hayes	gemma.hayes@education.govt.nz
79	Firdosh and Kashmira Siganporia	firdosh@xtra.co.nz
80	Selemena Afamasaga	selemenaa@gmail.com
81	Gordon Barthow	gwbarthow@xtra.co.nz
82	Te Akitai Waiohua Waka Taua Trust c/- Karen Wilson	karen.a.wilson@xtra.co.nz
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84	Meleane Latu	latunz@msn.com