

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

Date: Monday 21, Tuesday 22, Wednesday 23 and
Thursday 24 August 2023

Monday 28, Tuesday 29, Wednesday 30 and
Thursday, 31 August 2023

Monday 4, Tuesday 5, Wednesday 6 and Thursday,
7 September 2023

Monday 11, Tuesday 12, Wednesday 13 and
Thursday, 14 September 2023

Time: 9.30am

Venue: To be confirmed

APPLICATION MATERIAL – VOLUME THREE

NOTICE OF REQUIREMENT

NOR 4(A) – STATE HIGHWAY 20/20B INTERCHANGE TO ORRS ROAD

SUPPORTING GROWTH ALLIANCE

AUCKLAND TRANSPORT

COMMISSIONERS

**Chairperson
Commissioners**

**David Wren
Alan Pattle
Basil Morrison**

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

**A NOTIFIED NOTICE OF REQUIREMENT TO THE AUCKLAND COUNCIL UNITARY PLAN
BY AUCKLAND TRANSPORT**

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VOLUME 4

Airport to Botany Assessment of Archaeological Effects

December 2022

Version 1

Document Status

Responsibility	Name
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Approver	Adam Jellie

Revision Status

Version	Date	Reason for Issue
1.0	9 December 2022	Final for lodgement

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Glossary of Defined Terms and Acronyms

Acronym/Term	Description
AEE	Assessment of Effects on the Environment report
AUP:OP	Auckland Unitary Plan: Operative in Part
ArchSite	Archaeological Site Recording Scheme
BRT	Bus Rapid Transit
CHI	Cultural Heritage Inventory
CVA	Cultural Values Assessments
GIS	Geographic Information Systems
HHMP	Historic Heritage Management Plan
HNZPT / Heritage NZ	Heritage New Zealand Pouhere Taonga
HNZPT Act	Heritage New Zealand Pouhere Taonga Act
LINZ	Land Information New Zealand
N/A	Not Applicable
NIMT	North Island Main Trunk railway
NoR	Notice of Requirement
NoR 1	Notice of Requirement 1: Airport to Botany Bus Rapid Transit (Botany Town Centre to Rongomai Park)
NoR 2	Notice of Requirement 2: Airport to Botany Bus Rapid Transit (Rongomai Park to Puhinui Station, in the vicinity of Plunket Avenue)
NoR 3	Notice of Requirement 3: Airport to Botany Bus Rapid Transit (Puhinui Station, in the vicinity of Plunket Avenue to SH20/20B Interchange)
NoR 4a	Notice of Requirement 4a: Airport to Botany Bus Rapid Transit (SH20/20B Interchange to Orrs Road)
NoR 4b	Notice of Requirement 4b: Alteration to NZ Transport Agency Designation 6717 – State Highway 20B
NZAA	New Zealand Archaeological Association
Programme partners	Te Ākitai Waiohū, Auckland Airport, Auckland Transport and Waka Kotahi
RCA	Road Controlling Authority
RMA	Resource Management Act 1991
RP	Regional Plan
RPS	Regional Policy Statement
SEA	Significant Ecological Area

SH1	State Highway 1
SH20	State Highway 20
SH20B	State Highway 20B
SWGP	Southwest Gateway Programme
Te Tupu Ngātahi	Te Tupu Ngātahi Supporting Growth
ULDMP	Urban and Landscape Design Management Plan
Waka Kotahi	Waka Kotahi NZ Transport Agency

Executive summary

There are five Notices of Requirement (**NoRs**) associated with the Airport to Botany project (**the Project**). Archaeological research undertaken for the Project included desktop review of archaeological reports, databases maintained by the NZAA (**ArchSite**), Auckland Council Cultural Heritage Inventory (**CHI**), the New Zealand Heritage List/Rārangi Kōrero and other resources to better understand the landscape surrounding the corridor. This was followed by a field survey to assess the results of the research and to determine if any unrecorded archaeological sites or heritage items were visible.

There are 12 recorded archaeological sites within 200 m of the Project corridor, 11 of which are outside of the proposed scope of works. One site (R11/1973) was not able to be located during field survey, so it cannot be determined if it will be affected by any future works associated with the Project.

There are also six historic heritage items identified within 200 m of the Project corridor, two of which are trees which will be assessed separately in the *Airport to Botany: Assessment of Arboricultural Effects* report for the Project. One heritage item relates to a milepost on Great South Road (CHI item 20284), which was removed at some point during the 20th century. The remainder are associated with built heritage items which will be assessed separately in the *Airport to Botany: Assessment of Effects on Historic Heritage* report for the Project.

Although there are no identified archaeological or historic heritage items which will be directly affected by the Project, it is possible that previously unrecorded sub-surface archaeological sites may exist and be exposed during construction.

Based on the consideration of the statutory requirements discussed in Section 2 of this Report related to archaeology and historic heritage, the following mitigation and management measures are recommended.

- A Historic Heritage Management Plan (**HHMP**) should be prepared and implemented during construction to guide works including induction requirements for contractors (and sub-contractors) and procedures for archaeological monitoring, inspection and investigation;
- A General Archaeological Authority to modify or destroy potential archaeological sites that may be encountered within the Project corridor should be applied for from Heritage New Zealand Pouhere Taonga under Section 44 of the Heritage New Zealand Pouhere Taonga Act 2014. The Authority should be obtained in advance of any earthworks commencing to minimise delays should archaeological remains be exposed once works are underway; and
- Where effects on known (or unknown) archaeological sites cannot be avoided, archaeological investigation and recording of any affected archaeological sites utilising archaeological best practice should be undertaken in accordance with the Authority.

Summary of assessment of effects and recommendations

Effect	Assessment	Recommendation
Modification or destruction of previously unrecorded archaeological sites	It is possible that previously unrecorded sub-surface archaeological deposits may be encountered during works	An HHMP should be prepared and implemented during construction to guide works including induction requirements for contractors (and

		<p>sub-contractors) and procedures for archaeological monitoring, inspection and investigation</p> <p>A General Archaeological Authority to modify or destroy potential archaeological sites that may be encountered within the Project corridor should be applied for from Heritage NZ under Section 44 of the Heritage New Zealand Pouhere Taonga Act 2014.</p>
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1 Introduction

1.1 Purpose and scope of this Report

This Assessment of Archaeological Effects report (**the Report**) has been prepared to inform the Assessment of Effects on the Environment (**AEE**) for five Notices of Requirement (**NoR**) being sought by Waka Kotahi NZ Transport Agency (**Waka Kotahi**) and Auckland Transport for the Airport to Botany project (**Project**) under the Resource Management Act 1991 (**RMA**). Specifically, this Report considers the actual and potential effects associated with the construction and operation of the Project on the existing and likely future environment as it relates to archaeological and historic heritage effects and recommends measures that may be implemented to avoid, remedy and/or mitigate these effects.

This Report should be read alongside the AEE, which contains further details on the history and context of the Project. The AEE also contains a detailed description of works to be authorised within each NoR, and the typical construction methodologies that will be used to implement this work. These have been reviewed by the author of this report and have been considered as part of this assessment of archaeological and historic heritage effects. As such, they are not repeated here. Where a description of an activity is necessary to understand the potential effects, it has been included in this report for clarity.

1.2 Report Structure

In order to provide a clear assessment of each NoR, this Report follows the structure set out in the AEE. That is, each notice has been separated out into its own section, and each section contains an assessment of the actual and potential effects for the specific NoR. Where appropriate, measures to avoid, remedy or mitigate effects are recommended.

Each section is arranged in geographical order, starting from the northernmost point of the proposed NoR, to the southernmost point. Table 1 below describes the extent of each section, and where the description of effects can be found in the Report.

Table 1: Report Structure

Sections	Section number
Description of the Project	Section 2
Overview of the methodology used to undertake the assessment and identification of the assessment criteria and any relevant standards or guidelines	Section 3
Background and context	Section 4
Assessment of archaeological effects for all Project NoRs	Section 6
Overall conclusion of the level of potential adverse archaeological and historic heritage effects of the Project	Section 7

2 Project Description

2.1 Overview of the Project

The overall Project is proposed to be an 18 km fast, high capacity, reliable, and frequent Bus Rapid Transit (**BRT**) connection with twelve stations. It is part of Auckland's wider Rapid Transit Network (**RTN**) connecting Auckland Airport and its employment areas with major urban centres including Manukau and Botany.

As set out in the AEE, this Report specifically relates to a portion of the overall Project (approximately 14.9 km) which extends from the Botany Town Centre in the vicinity of Leixlep Lane to Orrs Road in the Puhinui peninsula, off SH20B. The Project primarily involves the upgrade and widening of existing transport corridors to provide for a dedicated BRT corridor and high-quality walking and cycling facilities.

Nine BRT stations are proposed as part of the Project. These stations are generally located at signalised intersections and will be staggered on either side of the intersection.

These stations are situated in 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.

As part of the Project, two new structures are proposed:

- A BRT bridge crossing the North Island Main Trunk (NIMT) and connecting to the concourse level of the Puhinui Station; and
- A southbound ramp from SH20B to SH20.

Upgrades to existing structures are proposed at the:

- Bridge over Otara Creek (NoR 1);
- Bridge over SH1 (NoR 2);
- Bridge over NIMT (NoR 3); and
- Bridge over Waokauri Creek (NoR 4a).



Figure 1: Overview of the Project and NoR extents

Table 2: Overview of NoRs

Notice	Description	Requiring Authority
NoR 1	Bus Rapid Transit corridor and high quality walking and cycling facilities from Botany Town Centre to Rongomai Park	Auckland Transport
NoR 2	Bus Rapid Transit corridor and high quality walking and cycling facilities from Rongomai Park to Puhinui Interchange, in the vicinity of Plunket Avenue	Auckland Transport
NoR 3	Bus Rapid Transit corridor and high quality walking and cycling facilities from Puhinui Interchange, in the vicinity of Plunket Avenue to SH20/SH20B Interchange	Auckland Transport
NoR 4a	Bus Rapid Transit corridor and high quality walking and cycling facilities from SH20B/20 Interchange to Orrs Road	Auckland Transport
NoR 4b	Alteration to designation 6717 to provide for the widening of SH20B, including a southbound on-ramp onto SH20, high quality walking and cycling facilities and enable a Bus Rapid Transit corridor	NZ Transport Agency

2.2 Overview and description of each NoR

The following sections provide an overview of the NoRs that make up the Project. For more detail, refer to the AEE.

2.2.1 NoR 1

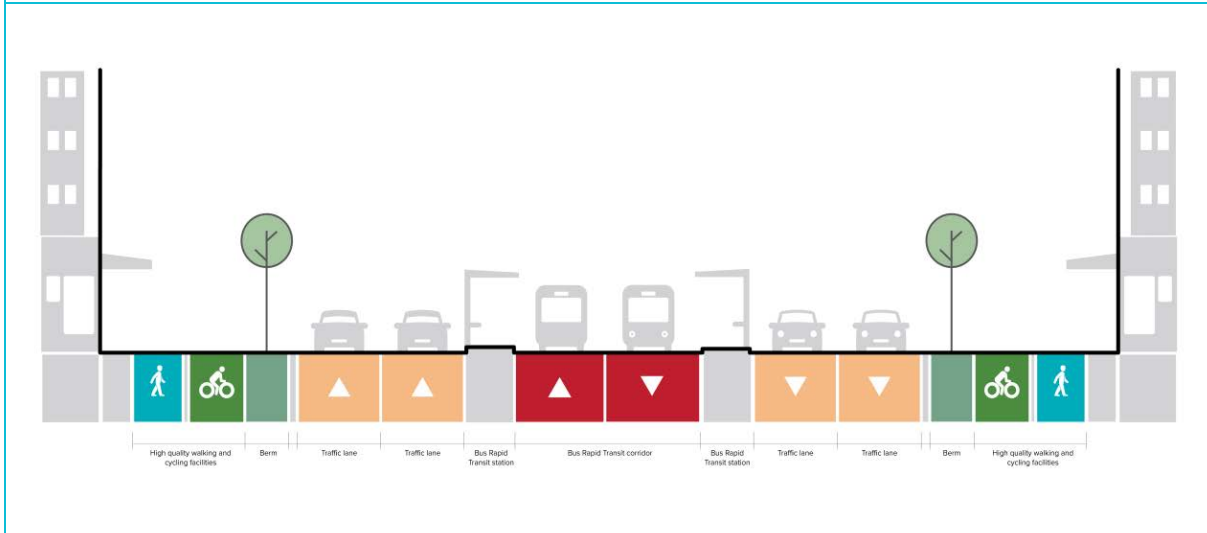
As set out in Table 3 below, the proposed works in NoR 1 include the widening of existing Te Irirangi Drive to accommodate a centre-running BRT corridor, two vehicle lanes in each direction and high quality walking and cycling facilities.

Table 3: Overview of NoR 1

NoR 1 – Botany Town Centre to Rongomai Park	
<p>The map displays the proposed BRT corridor along Te Irirangi Drive, extending from Ormiston Road in the west to Smales Road in the east. The corridor is shown as a solid blue line with a dashed red boundary. Three proposed BRT stations are marked with blue circles: Ormiston Road, Accent Drive, and Smales Road. The map also shows surrounding areas like East Tāmaki and Ormiston, and roads such as Springs Road and Te Irirangi Drive. A legend at the bottom left explains the symbols used, and a scale bar at the bottom right indicates distances up to 1000 metres.</p>	
Key features	
BRT Corridor	Centre-running along Te Irirangi Drive
BRT Stations	<ul style="list-style-type: none"> • Smales Road Station; • Accent Drive Station; and • Ormiston Road Station.
Walking and cycling facilities	Walking and cycling facilities on both sides of the corridor
General traffic	Two lanes in each direction (existing)
Access	There is an existing central median along the majority of Te Irirangi Drive which restricts right-turn access

Speed environment	50km/h
Signalised intersections	<ul style="list-style-type: none"> • Te Irirangi Drive and Smales Road; • Te Irirangi Drive and Accent Drive; • Te Irirangi Drive and Bishop Dunn Avenue; and • Te Irirangi Drive and Ormiston Road.
Stormwater infrastructure	<ul style="list-style-type: none"> • Swales; and • Wetlands.

NoR 1 typical cross section



2.2.2 NoR 2

As set out in

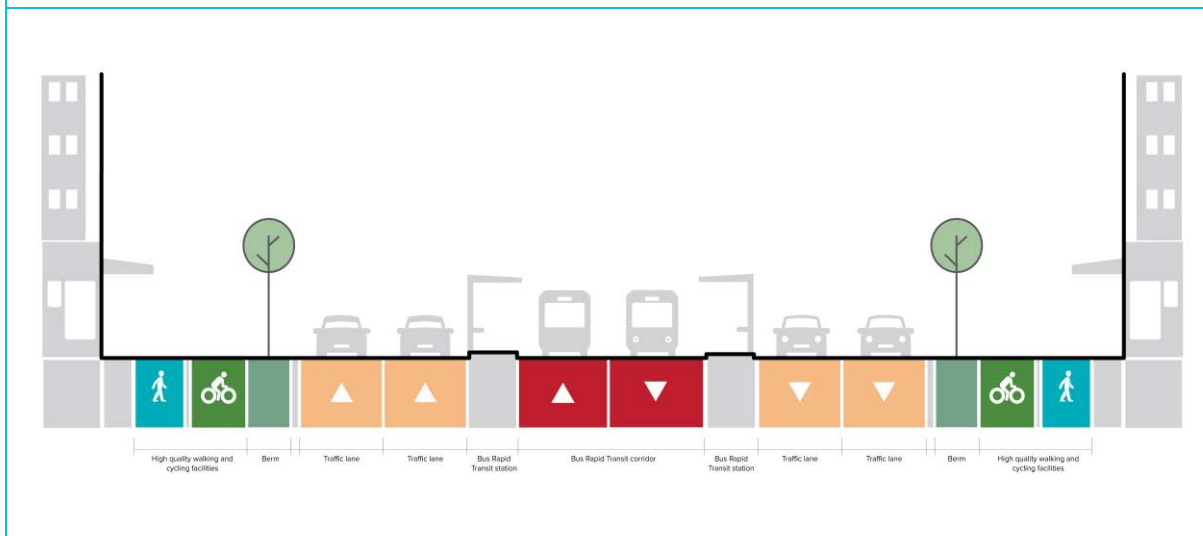
Table 4 below, the proposed works in NoR 2 include the widening of several existing roads to accommodate a centre-running BRT corridor, vehicle lanes and high quality walking and cycling facilities.

Table 4: Overview of NoR 2

NoR 2 – Rongomai Park to Puhinui Station, in the vicinity of Plunket Avenue	
Key features	
BRT Corridor	<p>Centre-running for the majority of the corridor along Te Irirangi Drive, Great South Road, Ronwood Avenue, Manukau Station Road, Lambie Drive, and Puhinui Road</p> <p>West-running on Davies Avenue along the edge of Hayman Park</p>
BRT stations	<ul style="list-style-type: none"> • Dawson Road Station; • Diorella Drive Station; • Ronwood Avenue Station; • Manukau Station; and • Corner of Lambie Drive and Puhinui Road Station.
Walking and cycling facilities	Walking and cycling facilities on both sides of the corridor

<p>General traffic</p>	<ul style="list-style-type: none"> • Two lanes in each direction along Te Irirangi Drive, Great South Road, Ronwood Avenue, Manukau Station Road, and Lambie Drive; • One-way single lane along Davies Avenue; and • One lane in each direction along Puhinui Road.
<p>Access</p>	<p>Existing central medians limit right turn access on Te Irirangi Drive, Great South Road, Ronwood Avenue, and Lambie Drive.</p> <p>New signalised intersection at Mitre 10 and Bunnings Warehouse on Lambie Drive.</p> <p>Priority access for fire engine movements across the BRT corridor at Papatoetoe Fire Station.</p>
<p>Speed environment</p>	<ul style="list-style-type: none"> • 30 km/h on Ronwood Avenue and Davies Avenue; and • 50 km/h on Te Irirangi Drive, Great South Road, Manukau Station Road, Lambie Drive and Puhinui Road.
<p>Signalised intersections (new intersections in bold)</p>	<ul style="list-style-type: none"> • Te Irirangi Drive and Dawson Road; • Te Irirangi Drive, Boundary Road and Hollyford Drive; • Te Irirangi Drive and Diorella Drive; • Te Irirangi Drive, Great South Road and Cavendish Drive; • Great South Road and Ronwood Avenue; • Ronwood Avenue and Davies Avenue; • Davies Avenue, Wiri Station Road and Manukau Station Road; • Manukau Station Road and Lambie Drive; • Mitre 10 and Bunnings Warehouse; • Lambie Drive and Ronwood Avenue; • Lambie Drive and Cavendish Drive; • Lambie Drive and Puhinui Road; and • Puhinui Road and Plunket Avenue.
<p>Stormwater infrastructure</p>	<ul style="list-style-type: none"> • Swales; and • Wetlands.

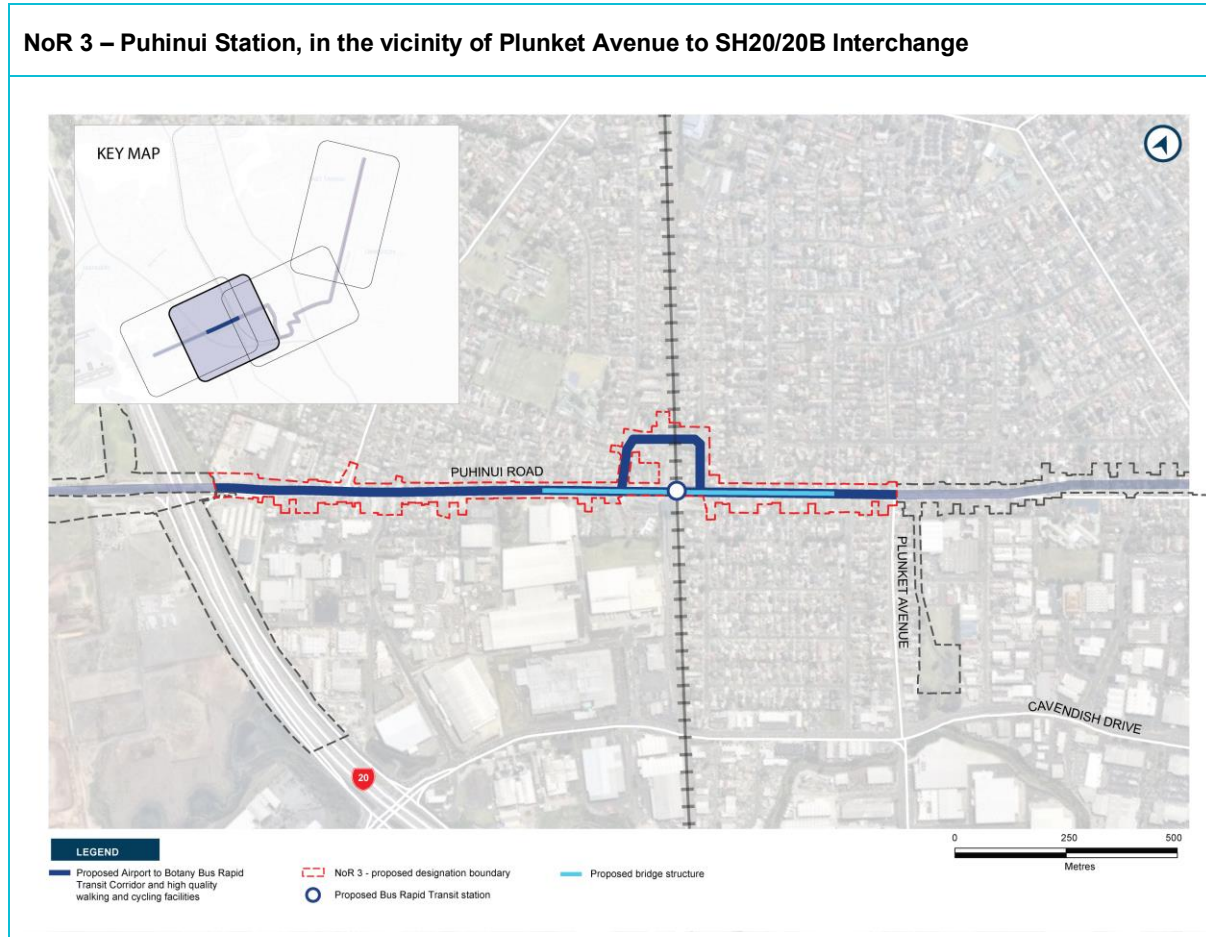
NoR 2 typical cross section



2.2.3 NoR 3

As set out in Table 5 below, the proposed works in NoR 3 include the widening of the existing Puhinui Road to accommodate a centre-running BRT corridor, vehicle lanes and high quality walking and cycling facilities. As part of the proposed works, a BRT bridge over the NIMT is proposed to connect to the Puhinui Station.

Table 5: Overview of NoR 3



Key features

BRT Corridor	Centre-running along Puhinui Road connecting to the Puhinui Station concourse via a new BRT bridge structure
BRT Stations	Puhinui Station
Walking and cycling facilities	<ul style="list-style-type: none"> Walking and cycling facilities on both sides of the corridor; and Walking and cycling facilities will be provided along Cambridge Terrace, Bridge Street and Kenderdine Road.
General traffic	One lane in each direction on Puhinui Road
Access	Limited right turn access
Speed environment	50 km/h
Signalised intersections	<ul style="list-style-type: none"> Puhinui Road and Noel Burnside Road; and

	<ul style="list-style-type: none"> Puhinui Road and Wylie Road.
Stormwater infrastructure	Wetland
NoR 3 typical cross section	

2.2.4 NoRs 4a and 4b

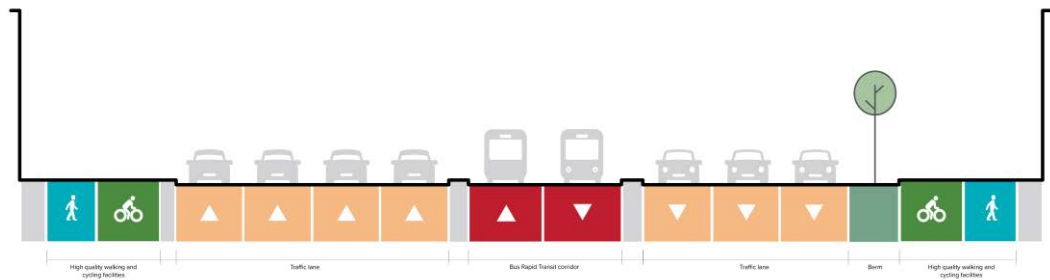
As set out in Table 6 below, the proposed works in NoRs 4a and 4b include the widening of SH20B to accommodate a centre-running BRT corridor until the Manukau Memorial Gardens. From this point, the BRT corridor shifts south of SH20B until Orrs Road. Proposed works also include high quality walking and cycling facilities, eastbound lanes to Auckland Airport and a ramp from SH20B onto SH20 for southbound traffic.

Table 6: Overview of NoRs 4a and 4b

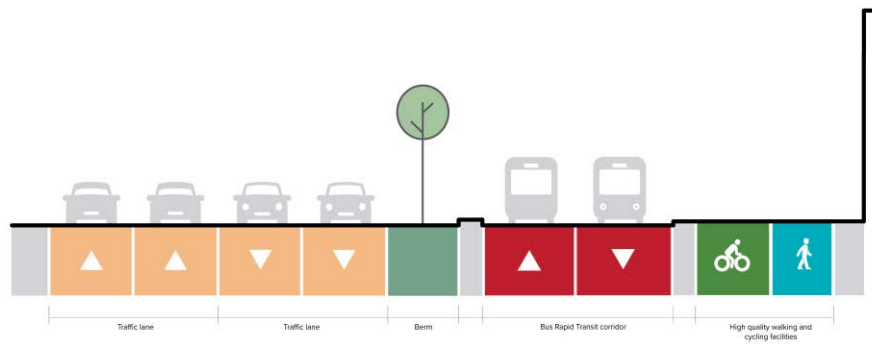
NoRs 4a and 4b – SH20/20B Interchange to Orrs Road	
Key features	
BRT corridor	<ul style="list-style-type: none"> Centre-running on Puhinui Road through to the Manukau Memorial Gardens intersection (approx. 600 m west of SH20/20B Interchange); and South running to Orrs Road.
Walking and cycling facilities	Walking and cycling facilities on southern side of the corridor
General traffic	<ul style="list-style-type: none"> Two lanes in each direction; and New southbound ramp from SH20B onto SH20.
Access	<ul style="list-style-type: none"> Limited access; and Access maintained via signals at Manukau Memorial Gardens and Campana Road.

Speed environment	60 km/h
Signalised intersections	<ul style="list-style-type: none"> • SH20/SH20B Interchange; • Puhinui Road and Manukau Memorial Gardens; and • Puhinui Road and Campana Road.
Stormwater infrastructure	<ul style="list-style-type: none"> • Swales

NoR 4b typical cross section



NoR 4a typical cross section



3 Assessment Methodology

3.1 Preparation for this Report

Work undertaken for this Report commenced in January 2022. In summary, the preparation for this work has included:

- Desktop research of the route using multiple online and paper resources. These are listed in the methodology section to follow;
- Field Surveys were undertaken on 8 and 24 March 2022. These field surveys concentrated on known archaeological sites and historic heritage items, along with waterways along the Project corridor; and
- Several workshops were undertaken with relevant experts for this project to ensure all potential effects on archaeology and historic heritage were addressed.

3.2 Statutory Requirements

3.2.1 Heritage New Zealand Pouhere Taonga Act 2014

All archaeological sites, whether recorded or not, are protected by the provisions of the Heritage New Zealand Pouhere Taonga Act 2014 (**HNZPT Act**) and may not be destroyed, damaged or modified without an Authority issued by Heritage New Zealand Pouhere Taonga (**HNZPT**).

An archaeological site is defined in the HNZPT Act as:

(a) any place in New Zealand, including any building or structure (or part of a building or structure), that—

(i) was associated with human activity that occurred before 1900 or is the site of the wreck of any vessel where the wreck occurred before 1900; and

(ii) provides or may provide, through investigation by archaeological methods, evidence relating to the history of New Zealand; and

(b) includes a site for which a declaration is made under section 43(1).

Any HNZPT Act Authorities will be applied for at a later date, after detailed design and before any ground disturbance and construction works.

3.2.2 Resource Management Act 1991

The RMA requires District and Regional Councils to manage the use, development, and protection of natural and physical resources in a way that provides for the wellbeing of today's communities while safeguarding the options of future generations. The protection of historic heritage from inappropriate subdivision, use, and development is identified as a matter of national importance (Section 6(f)).

Historic heritage is defined in section 2 of the RMA as:

Those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, derived from any of the following qualities: archaeological, architectural, cultural, historic, scientific, or technological.

Historic heritage includes:

- *historic sites, structures, places, and areas; and*
- *archaeological sites; and*
- *sites of significance to Māori, including wāhi tapu; and*
- *surroundings associated with the natural and physical resources.*

These categories are not mutually exclusive, and some archaeological sites may include above ground structures or may also be places that are of significance to Māori.

3.2.3 Auckland Unitary Plan: Operative in Part

The Auckland Unitary Plan: Operative in Part (**AUP:OP**) contains several applicable provisions regarding historic heritage. In the AUP:OP, archaeological sites are defined in accordance with the definitions outlined in the HNZPT Act.

A scheduled historic heritage place can be an individual feature, or encompass multiple features and/or properties, and may include public land, land covered by water and any body of water. A historic heritage place may include cultural landscapes, buildings, structures, monuments, gardens and plantings, archaeological sites and features, traditional sites, sacred places, townscapes, streetscapes and settlements. The criteria for the identification and scheduling of these places is discussed in chapter B5 2.2 of the AUP:OP.

Additionally, there are heritage provisions in chapters E26 Infrastructure and E11/E12 land disturbance of the AUP:OP.

3.3 Methodology

The following resources were considered in this assessment:

- All recorded sites in the NZAA Site Recording Scheme in the general vicinity were accessed through ArchSite (<https://archsite.org.nz>, accessed 7 March 2022) and incorporated into the project specific GIS workspace maintained by CFG Heritage;
- The HNZPT digital library (<https://www.heritage.org.nz/protecting-heritage/archaeology/digital-library>, accessed 7 March 2022) was searched for records of archaeological investigations in the area;
- The HNZPT List / Rārangī Kōrero (<https://www.heritage.org.nz/the-list>) was searched on 7 March 2022 to see if any listed items were within the scope of works;
- Old maps and survey plans held by Land Information New Zealand (**LINZ**) were accessed on 7 March 2022 using QuickMap software;
- Aerial Photographs held by LINZ (<https://data.linz.govt.nz/>), Auckland Council (<https://geomapspublic.aucklandcouncil.govt.nz/>) and Retrolens (<https://retrolens.co.nz/>) were searched on 7 March 2022;
- Local soil information was searched on the S-Map Online database maintained by Landcare Research (<https://smap.landcareresearch.co.nz/>) on 7 March 2022;

- Potential vegetation based on soil information was obtained from the Land Resource Information Systems database (<https://lris.scinfo.org.nz/>, accessed 7 March 2022);
- The Auckland Council CHI (<https://chi.net.nz/>), the Auckland Council GeoMaps GIS viewer (<https://geomapspublic.aucklandcouncil.govt.nz/>) and Auckland Unitary Plan Viewer (<https://unitaryplanmaps.aucklandcouncil.govt.nz/>) were accessed on 7 March 2022 and searched for any areas of cultural significance. Additional unitary plan changes were accessed on 7 March 2022 to see if any additional changes have been proposed which are not currently displaying in the Auckland Council GIS layers;
- Papers Past online database (<https://paperspast.natlib.govt.nz/>) was accessed 8 March 2022 for historic newspaper articles;
- The National Library of New Zealand's DigitalNZ website (<https://digitalnz.org/>) was accessed 7 March 2022 for old drawings, photographs, and plans;
- The *Airport to Botany Route Protection Specialist Briefing Pack 16-12-21* (provided by the Project Team) was reviewed; and
- Field surveys of the proposed NoRs were undertaken on 8 and 24 March 2022.

3.4 Limitations and accuracy of data

Archaeological sites have been recorded since the 1950s and the quality of site information is variable. Sites were initially recorded on 100 yard grid references, which were converted to 100 m grid references as the map data became metricated in the 1980s. This has led to sites potentially only having a 200 m accuracy.

Since the mid-1990s, sites recorded by hand-held GPS' are generally located to ± 5 m. To ensure all archaeological sites that could be impacted by works are assessed, a 200 m buffer was placed around the Project area and all sites contained within that buffer were subject to categorical desktop assessment to understand if they were likely to be impacted by the proposed extent of works. Any sites within 200 m of the Project which could not be ruled out by this method will be considered as within the Project corridor until able to be proven otherwise.

Field survey was limited to publicly accessible land with any items only viewed from the road reserve.

This Report only assesses tangible archaeological and heritage values within the proposed extent of works. The Report does not address Te Ao Māori or intangible values associated with the cultural landscape. It is acknowledged that only Manawhenua can comment on these values.

4 Background/Context

4.1 Pre-European and historic Māori land use

4.1.1 NoR 1

On the eastern side of the Pakuranga Creek in the vicinity of Botany is a large lava field associated with Te Puke ō Tara and Matanginui, known collectively as the East Tāmaki Volcanic Field (Rickard 1985). This area was well researched by Rickard and others in the 1980s prior to development in the area, where an extensive stone field system was recorded, and other related horticultural areas were observed. Unfortunately, much of this has been destroyed in the interim by development, and fine-grained mapping and recording do not seem to exist for this once extensive gardening area. Elsewhere there would have been kumara and taro gardening where feasible, with settlements associated with these discrete gardening areas.

4.1.2 NoR 2

Extensive Māori occupation of this area from the 15th century onwards was centred around the volcanic cone pā of Matukutururu / Wiri Mountain (R11/32) and Matukutūreia / McLaughlins Mountain (R11/25). Gardening was conducted on the Matukurua stonefield sand their fertile volcanic soils, supported by exploitation of the estuarine shellfish beds and other marine resources of the inner Manukau Harbour (Bickler et. al. 2013; Sullivan 1975).

Further east, pre-European Māori gardening has been recorded associated with Te Puke ō Tara (Rickard 1985). As set out in NoR 1, this area was well researched by Rickard and others in the 1980s prior to development in the area, where an extensive stone field system was recorded with growing structures, walls and other related horticultural areas were observed. Unfortunately, in the interim much of this has been destroyed through development, and fine grained mapping and recording do not seem to exist for this once extensive gardening area.

4.1.3 NoR 3

As set out in NoR 2, there was extensive Māori occupation of this area from the 15th century onwards was centred around the volcanic cone pā sites of Matukutururu / Wiri Mountain (R11/32) and Matukutūreia McLaughlins Mountain (R11/25). Gardening was conducted within the Matukurua stonefields and their fertile volcanic soils, supported by exploitation of the estuarine shellfish beds and other marine resources of the inner Manukau Harbour (Bickler et. al. 2013; Sullivan 1975). The areas outside of these main gardening areas were likely also used for kumara and taro cultivation where suitable, with associated habitation areas located nearby.

4.1.4 NoRs 4a and NoR 4b

This portion of the Manukau has a long and established history of Māori occupation, which has been summarised by Campbell et al. (2013). Areas of rich volcanic soils suitable for cultivation, extensive marine resources and freshwater supplies made the peninsula a highly desirable location for settlement. Inlets such as the Oruarangi, Pūkaki and Puhinui Creeks gave access to inland areas including the Waokauri Portage between Pūkaki Creek and Curlew Bay negating the need to use the portage at Otahuhu if the Māngere Inlet was to be avoided (Hooker 1997).

The landscape of the area is dominated by its former and existing volcanic cones, the formation of which is associated with the Māori deity Mataaoho, and the tradition of ‘Te Riri a Mataaoho’ (the wrath of Mataaoho). Many geographic features recall these origins including: Te Pane a Mataaoho (the head of Mataaoho), known as Māngere Mountain; and Te Ihu a Mataaoho (the nose of Mataaoho), an early name for the westernmost point of Ihumatao including Maungataketake (Ellett’s Mountain). These craters, together with those of the wider Māngere-Otahuhu area are known collectively as Nga Tapuwae a Mataaoho (the footprints of Mataaoho).

A Māori settlement existed on the eastern mouth of the Pūkaki Creek known as Papahinau¹ which, although known to exist in the 19th century, has evidence of occupation as far back as the 15th century (Foster and Sewell, 1995). This settlement is essentially concentrated on Lot 182 PSH of Manurewa. Papahinau was temporarily abandoned during the 19th century due to the Ngāpuhi raids between 1823 and 1835, after which it was repopulated. European interactions appear to have begun around this time as European implements and artefacts have been found in a number of contexts in the settlement. In 1863, Te Ākitai Waiohua refused the oath of allegiance to the Crown and departed for the Waikato, which ended the settlement at Papahinau (Sullivan 1973; Foster and Sewell 1995: 15, 56).

4.2 Historic settlement and European land purchases

4.2.1 NoR 1

Following centuries of Māori settlement in East Tāmaki, organised European settlement began during the 1850s with the Crown sale of blocks of land to new immigrants for farming. By the early 1860s all the farms surveyed around the Pakuranga Creek as part of the Parish of Pakuranga had been sold by the Crown, except for two allotments, 32 and 33, which were noted as set aside as a native reserve. Roads in the area terminated abruptly at the creek and its tributaries, suggesting access to river landings as a principal mode of transport during this early European period, using the Tāmaki River to access Auckland. Throughout the remainder of the 19th and 20th centuries the land around NoR 1 was primarily used for farming, until the development of the Te Irirangi Drive arterial route, which facilitated housing and commercial development in the past 30 years.

4.2.2 NoR 2

Following the musket wars of the early 19th century, several European traders and settlers, as well as missionaries, began to make contact with the Manukau area and Māori came under increasing pressure to relinquish land. In 1836 the Church Missionary Society catechist, William Fairburn, acquired 80,000 acres of land in Manukau. The Crown purchased large tracts throughout South Auckland from the early 1840s, and private purchasers bought up newly available lots after the Crown right of pre-emption over Māori land was waived in 1844 (Stone 2001).

The area where NoR 2 is located was then transferred to the Clendon Grant in 1842, with European settlement and farming occurring after 1845 when the Clendon Grant was subdivided (Campbell and Clough 2004). Little information is available about the settlement of this area following the subdivision, but most of this area appears to have remained as farms until the mid-20th century when industrial

¹ There have been different spellings used for this settlement, with one of the prevalent alternatives being Papahinu. This appears to be due to inaccuracies when the original land surveys were undertaken in the 19th century, with the area originally being called Papahina, then Papa-a-hināu. Sullivan (1973) infers that it could be the result of a Māori habit of shortening a name for ease of conversation, and it most likely refers to the area as being a flat and covered in hināu. It will be referred to as Papahināu in this report.

and commercial buildings began to be constructed following the completion of State Highway 1 (**SH1**). This development would have obscured any surface archaeological evidence of previous land use.

4.2.3 NoR 3

Historic settlement in the area was similar to NoR 2. By 1840, the area had passed into European ownership, being part of the extensive Fairburn Grant. This area was then transferred to Clendon's Grant in 1842, with European settlement and farming occurring after 1845 when Clendon's Grant was subdivided (Campbell and Clough 2004). Little information is available about the settlement of this area following the subdivision, but most of this area remained as farms until the 1950s, when it was converted into a mix of housing, industrial and commercial properties. This development would have obscured any surface archaeological evidence of previous land use.

4.2.3.1 Cambria Park US Marine Camp

West of the North Island Main Trunk, The US military set up a temporary camp, known as Cambria Park US Marine Camp, between 1942 and 1945. This camp took advantage of the proximity of Puhinui Train Station for the movement of troops and materiel. The camp is recorded on the CHI as item 17015, however the location in the CHI database is incorrectly on the western side of SH20. The extent of the camp is shown in Figure 2 and Figure 3.

4.2.4 NoRs 4a and 4b

Between 1847 and 1849 Wesleyan missionaries set up the Ihumatao Mission Station on three hectares of land beneath Maungataketake / Ellet's Mountain. This mission station serviced the larger area, including the Papahinaiu papakāinga on the eastern banks of the Pūkaki Stream. This led to the construction of a chapel in 1862 to service the papakāinga. The use of the chapel was short lived, as Te Ākitai Waiohua refused the oath of allegiance to the Crown and departed for the Waikato, ending the settlement at Papahinaiu which was subsequently confiscated. This abandonment of the area by the Tainui aligned hapu led to the closing of the Ihumatao mission (Farley et al. 2015).



Figure 2: 1944 south west orientated oblique aerial of Cambria Park Military Camp. Auckland Council Footprints Archive (item 02151)

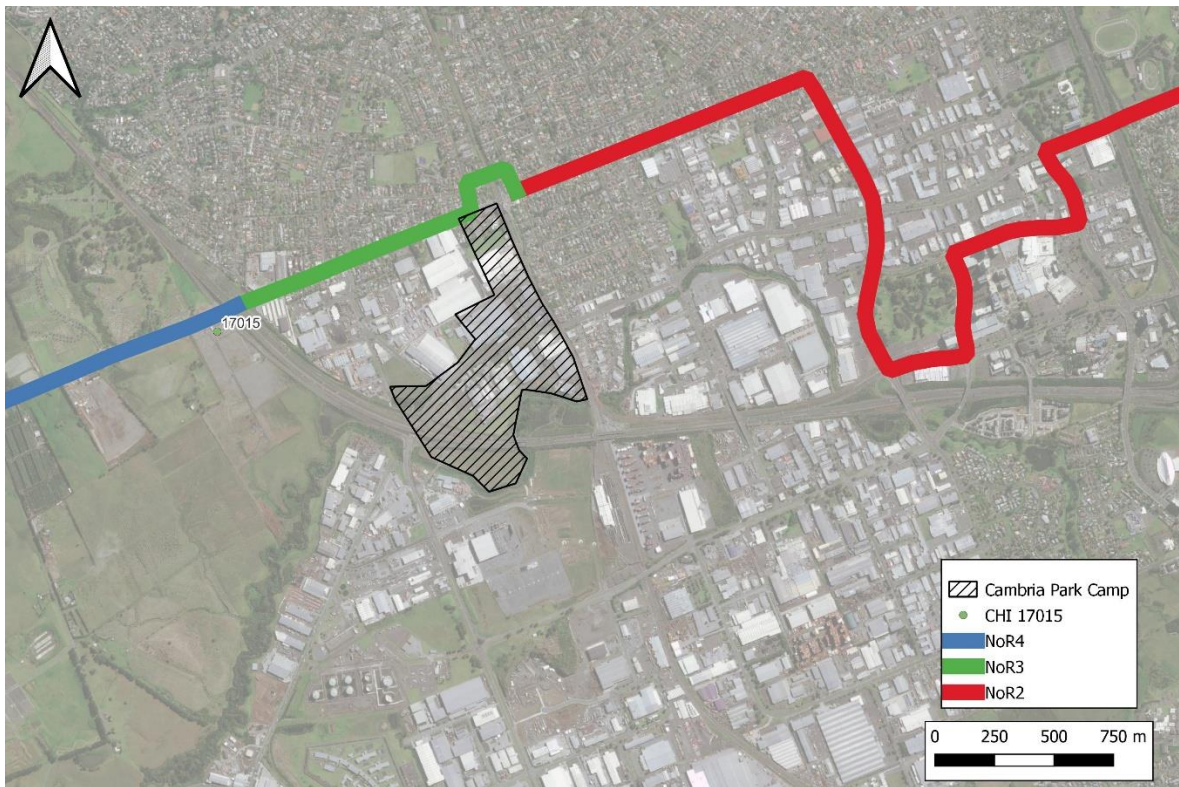


Figure 3: Location of Cambria Park Military Camp in relation to the CHI item location and the indicative routes of NoRs 2, 3 and 4.

4.3 Archaeology

4.3.1 NoR 1

The 1980s saw an increase in more intensive surveys focussing on specific areas where there was significant threat of both residential and industrial development. Rickard (1985) undertook an in-depth field survey of a small portion of the East Tāmaki Volcanic Field to the northern end of NoR 1, and recorded a number of gardening features, including stone mounds and gardens. Although this survey only covered a small area of undisturbed ground, she proposed that prior to the development of the area in the 1960s, an extensive Māori horticultural complex would have existed in the vicinity of these volcanic fields. An archaeological investigation of the Shaw Block by Slocombe and Vert (1989) focussed on three earth mounds which appeared different to nearby pre-European Māori gardening mounds and proved to be modern. Aside from these mounds, an earth oven and terraces were investigated.

Other assessments in recent years associated with the development of the area are linked with the construction of the Te Irirangi Drive arterial route (Bioresearches 1997b, 1998b; Prince and Clough 1996; Foster 1999). Generally, these assessments found little surface evidence of archaeological sites, with mainly historic features encountered (Bioresearches 1997b), which have since been destroyed. The exception is a midden identified by Prince and Clough (1996), but the location description is vague and was recorded using a 100 m grid reference. One findspot (R11/2088) was encountered during the construction of a housing development in the form of the broken Māori spear (Druskovich 2000). It should be noted that sub-surface features and artefacts can be obscured through development and not destroyed, and it is possible that there are portions along NoR 1 that have not been extensively earth worked.

4.3.2 NoR 2

Most archaeological survey in the vicinity of NoR 2 has been piecemeal and generally associated with greenfield development. Much of NoR 2 was subject to development in the 1950s and 1960s prior to any opportunity for large scale archaeological survey.

In the eastern portion of NoR 2, there were several surveys associated with the development of Te Irirangi Drive as an arterial route in the 1990s (Clough and Prince 1996). There were several midden and cooking sites identified through this work, along with some historic stone walls and artefact findspots.

In the central portion of NoR 2, one archaeological survey has been undertaken, on the corner of Great South Road and Te Irirangi Drive prior to the construction of the Countdown supermarket (Campbell and Clough 2004). This property had been previously modified through road construction, and no archaeological evidence was identified. Other small-scale surveys in the areas have also failed to find evidence of pre-European archaeological sites (Bioresearches 1995, 1997a, 1998a; Coster, 1997; Foster 1997; Harlow 2000). The only archaeological sites identified and investigated in the vicinity are associated with St Johns Redoubt (Farley 2009).

In the western portion of NoR 2, there do not appear to have been any archaeological surveys. This is likely a result of the area being developed during the 1950s and 1960s predominantly for low density housing, but no further major development.

4.3.3 NoR 3

Archaeological investigation and survey in the immediate area of NoR 3 has been limited, with most archaeological survey and investigation focussed on the remaining greenfield areas. Works to the west are discussed in the NoRs 4a and NoR 4b section, with other investigations to the south concentrating on Matukutūreia / McLaughlin's Mountain (R11/25) and the Matukurua stonefields (Bickler et. al. 2013; Sullivan 1975).

4.3.4 NoRs 4a and 4b

A great deal of archaeological research has been carried out in the area, which has been summarised in Cruickshank (2019). Along SH20B (between the Pūkaki Creek and SH20), there have been three investigations and several surveys. Foster and Sewell (1995) undertook an archaeological investigation of sites R11/229 and R11/1800 on the Pūkaki Creek which revealed an early 19th century historic period Māori occupation of the Papahināu settlement. This overlaid an earlier midden layer, dated to AD 1450–1690. The upper layer of the site was occupied from at least the early 19th century until 1823 and then reoccupied from 1835 until 1863 (Sullivan 1973; Foster and Sewell 1995: 15, 56). Fourteen houses were excavated, defined by rows of postholes and bedding trenches, all one room and of similar size and layout, some stratigraphically superimposed on others in two phases. European tools and artefacts became increasingly common in the late phase. Late phase houses had square cut postholes indicating the use of iron tools but retained the traditional layout of early phase houses. One late house had no European artefacts and is thought to have been a storage structure (Foster and Sewell 1995: 25). Food sources seem to have remained pretty much the same in both phases, with only the very occasional pig bone found from the late phase (Foster and Sewell 1995: 58).

Clough and Associates undertook archaeological investigations for the Auckland Airport Park and Ride located on Puhinui Road in 2019 and 2020. Five archaeological sites were encountered during works, four of which are associated with pre-European Māori use of the landscape, and one (R11/3292) was a black beer bottle dump (Farley 2020). The final report is still in preparation for the Auckland Airport Park and Ride project.

CFG Heritage Ltd undertook investigations associated with the SH20B short term improvements through 2020 and 2021. This project was designed to avoid known archaeological sites, especially within the indicative extent of Papahināu. One site (R11/3340) was encountered within the road reserve, associated with pre-European Māori cooking. It should be noted that through this area, topsoil was encountered beneath the road surface, so it is possible that sub-surface archaeological sites could exist beneath the road surface outside of the extent of works (Ussher 2021). The final report is still in preparation for the SH20B short term improvements project.

Sullivan (1973) undertook the first intensive survey of the Pūkaki Creek and recorded 61 sites along both banks. Prior to the survey, she had noted only one site from aerial photography, R11/45, Pūkaki Pā. Sullivan noted that the pā is not an isolated site but part of a much larger complex of sites along the Pūkaki Creek (1973).

In 2013, CFG Heritage Ltd undertook a desktop study and field survey of the area of the proposed works as part of the Puhinui Master Plan. This portion of the survey primarily concentrated on those sites associated with Papahināu. This was assessed by CFG Heritage Ltd as a landscape rather than individual sites and deemed to be of high significance.

4.4 Desktop research

4.4.1 NoR 1

There are four recorded archaeological sites and one associated historic heritage extent of place within 200 m of NoR 1. Two of the sites have been recorded as destroyed, and one is outside of the scope of works. There is one site (R11/1973) which was recorded within a tributary of the Pakuranga Creek opposite Brinlack Drive. This site requires field survey to assess its condition.

Table 7. Recorded archaeological sites within 200 m of NoR 1.

NZAA_ID	Source	Site Type	Ethnicity	Effect	Reason
R11/1973	CINZAS	Midden/Oven	Māori	Unknown	Could be within extent of works
R11/2088	On Screen	Findspot	Māori	Nil	Destroyed
R11/2152	CINZAS	Agricultural/Pastoral	Colonial	Nil	Destroyed
R11/2429	CINZAS	Historic - Domestic	Colonial	Nil	Outside scope of works



Figure 4: Extent of NoR 1 showing recorded archaeological sites within 200 m.

4.4.2 NoR 2

There are two historic heritage items within 200 m of NoR 2. The first is an Oak Tree outside 9 Cavendish Drive (item 19157). This will be assessed in the *Airport to Botany: Assessment of Arboricultural Effects* report but is unlikely to be affected by these works. The second item is a reported location of milepost 13 outside 656 Great South Road (item 20284). This location was

provided from a 1936 Automobile Association map and this milestone, along with the others along Great South Road, is no longer standing.

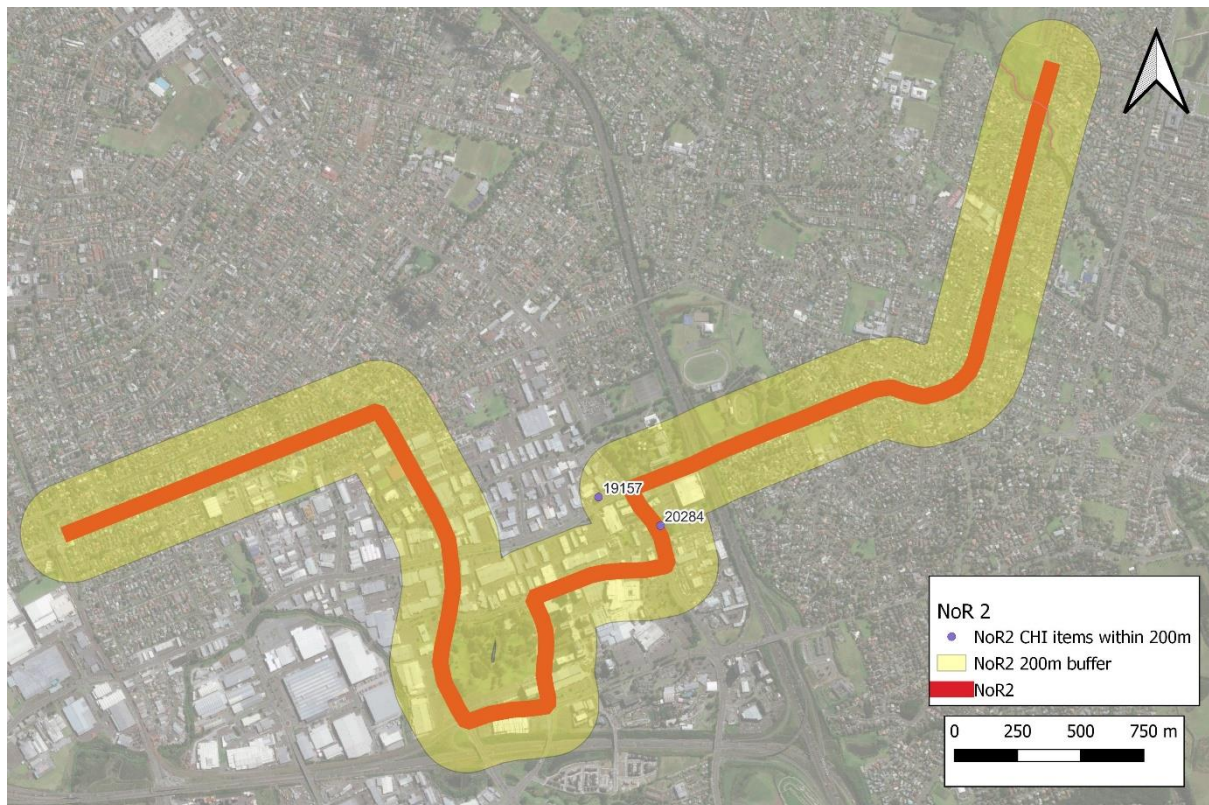


Figure 5: Map of NoR 2 showing location of CHI items within 200 m.

4.4.3 NoR 3

There were seven items identified on the CHI within 200 m of NoR 3. Three of these (items 12484, 12519 and 22166) are associated with Cambria House, and will be assessed in the *Airport to Botany: Assessment of Effects on Built Heritage* report. Two of the items are associated with the Cambria Park military base (15944 and 17015).

A flowering gum (item 19196) is located on the corner of Puhinui Road and Vision Place. There is a tree visible in a 1939 aerial photograph at the driveway of Lot 2 Pt Allot 44 PSH of Manurewa, and it is assumed that it is the same tree, and that it was planted at some point after 1917 when the property was subdivided from the original lot. This tree is within the designation and will be assessed in the *Airport to Botany: Assessment of Arboricultural Effects* report.



Figure 6: SN139/33/10 (1939) with blue arrow showing location of tree assumed to be the flowering gum at corner of current Vision Place.

The remaining item (item 19381) is a footbridge associated with the Puhinui Station which has subsequently been destroyed. This footbridge will also be discussed in further detail in the built heritage assessment for this Project.

An eighth item has been included in this assessment, The Cambria Park US Marine Camp (item 17015) as discussed in Section 4.2.3.1. Although this is not a scheduled item, part of the known extent may extend into the road reserve, and it is possible that associated material may be encountered during construction. This site will require assessment under the AUP:OP guidelines (2019) to see if it meets the criteria for scheduling. Works then may also be subject to Chapter D17 of the AUP:OP.

Table 8. Archaeological sites and historic heritage items within NoR 3.

NZAA_ID	CHI	Source	Site Type	Ethnicity	Effect	Reason
	15944	CHI	Monument	Historic	Moderate	Within scope of works
R11/3217	12484	Archsite	Cambria Park Historic Homestead	Historic	Moderate	Grounds and HHEP within scope of works
	12519	CHI	Notable tree		Nil	Outside scope of works
	17015	CHI	Cambria Park US Marine Camp	Historic	Moderate	Portion within scope
	19196	CHI	Notable tree		High	Within scope of works

	19381	CHI	Footbridge	Historic	Nil	Destroyed
	22166	CHI	Gardeners Cottage	Historic	High	Within scope of works



Figure 7: NoR 3 showing location of heritage items within 200 m

4.4.4 NoRs 4a and 4b

There are eight recorded archaeological sites within 200 m of NoRs 4a and 4b. Five of the sites are associated with pre-European Māori land use, with the remaining three associated with early historic settlement of the area. Five of the sites are listed as being destroyed, with R11/3241 located within the Manukau Memorial Gardens, and the remaining four in the Auckland Airport Park and Ride development.

There is also one item in the CHI recorded within 200 m of NoRs 4a and 4b, item 17015, a WWII US military base. This location is incorrect and is discussed in the NoR 3 section above.

Table 9: Recorded archaeological sites within 200 m of NoR 4a and NoR 4b

NZAA_ID	Source	Site Type	Ethnicity	Effect	Reason
R11/1353	Handheld GPS	Māori horticulture	Māori	Nil	Outside scope of works
R11/1354	On Screen	Historic - domestic	Non-Māori	Nil	Outside scope of works
R11/2185	Handheld GPS	Midden/Oven	Māori	Nil	Outside scope of works
R11/3241	Handheld GPS	Midden/Oven	Māori	Nil	Destroyed
R11/3288	Handheld GPS	Agricultural/Pastoral	Non-Māori	Nil	Destroyed

R11/3290	Handheld GPS	Midden/Oven	Māori	Nil	Destroyed
R11/3291	Handheld GPS	Midden/Oven	Māori	Nil	Destroyed
R11/3292	Handheld GPS	Artefact Find	Non-Māori	Nil	Destroyed

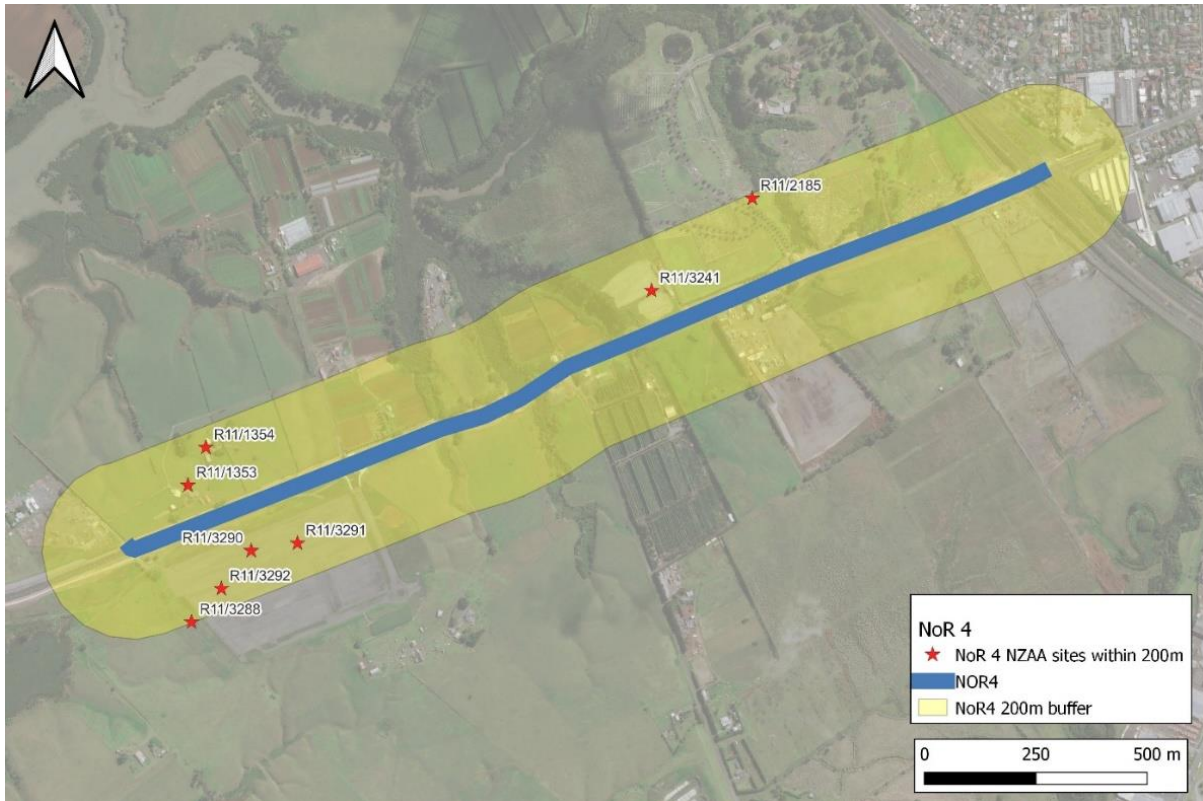


Figure 8: NoR 3 showing location of heritage items within 200 m

4.5 Field work

A foot survey was undertaken of all the NoRs on 8 and 24 March 2022. No additional archaeological sites or heritage items were identified.

5 Summary of archaeological sites

In summary, there are currently 12 recorded archaeological sites and nine CHI items listed within 200 m of the proposed NoRs. Of these 21 sites/items, there are four in NoR1, two in NoR 2, seven in NoR 3 and eight in NoRs 4a and 4b. These sites/items are summarised in the table below:

Table 10: Summary of historic heritage sites within 200 m of the proposed designations

NoR	Site	NZAA	CHI	Relationship to NoR	Condition
1	Midden	R11/1973		Unknown	Unknown
1	Artefact Findspot	R11/2088		Outside designation boundary	Destroyed
1	Stone wall	R11/2152		Outside designation boundary	Destroyed
1	House	R11/2429		Outside designation boundary	Unknown
2	Gum Tree		19157	Within designation boundary	To be assessed by arborist
2	Mile Marker 13		20284	Within designation boundary	Destroyed
3	Monument		15944	Within designation boundary	Good
3	Cambria Park historic homestead		12484	Outside designation boundary	Unknown
3	Notable Tree		12519	Outside designation boundary	To be assessed by arborist
3	Cambria Park US Marine Camp		17015	Within designation boundary	Unknown, presumed destroyed
3	Notable Tree		19196	Within designation boundary	To be assessed by arborist
3	Footbridge		19381	Within designation boundary	Destroyed
3	Gardeners Cottage		22166	Within designation boundary	To be assessed by built heritage expert
4	Māori horticulture site	R11/1353		Outside designation boundary	Unknown
-	House	R11/1354		Outside designation boundary	Unknown
-	Midden	R11/2185		Outside designation boundary	Unknown
-	Midden	R11/3241		Outside designation boundary	Destroyed
-	Historic postholes	R11/3288		Outside designation boundary	Destroyed
-	Midden	R11/3290		Outside designation boundary	Destroyed
-	Midden	R11/3291		Outside designation boundary	Destroyed
-	Artefact Findspot	R11/3292		Outside designation boundary	Destroyed

6 Assessment of archaeological effects

The following assessment relates only to archaeological values. It is recognised that other interested parties, in particular Manawhenua, may hold different values regarding the proposed works. As set out in the AEE, Manawhenua have shared these values with the Project Team through regular hui and site visits where relevant.

6.1 Positive archaeological effects

The proposed designation boundary has avoided all known archaeological sites with the exception of R11/1973, which was not able to be relocated and is likely destroyed. It should also be noted that the assessment of the Gardeners Cottage (item 22166) has been deferred to the Built Heritage Assessment for this Project. Although any archaeological sites encountered within the proposed area of works (either known or unknown) are likely to be destroyed, the subsequent archaeological investigations undertaken would help provide information about the sites. This information could be presented to the public through interpretive panels or displays.

6.2 Assessment of construction effects

As set out in the AEE, although an in-depth construction methodology has not been developed at this stage, the proposed Project corridor will be wider than the existing road reserves in most instances. As such, it is fair to assume that the entire extent of works would be subject to topsoil stripping and pavement removal, with some cut and fill required. Any archaeological material that may be encountered within the extent of works would therefore be destroyed and would not be able to be preserved or avoided.

6.3 Recommended measures to avoid, remedy or mitigate construction effects

6.3.1 All NoRs

Based on the consideration of the statutory requirements discussed above related to archaeology and historic heritage for NoRs 1, 2, 3, 4a and 4b, the following mitigation and management measures are recommended:

- A HHMP should be prepared alongside other relevant disciplines (e.g. urban design) and implemented during construction to guide works including induction requirements for contractors (and sub-contractors) and procedures for archaeological monitoring, inspection and investigation;
- A General Archaeological Authority to modify or destroy potential archaeological sites that may be encountered within the Project corridor should be applied for from HNZPT under Section 44 of the HNZPTA. The Authority should be obtained in advance of any earthworks commencing to minimise delays should archaeological remains be exposed once works are underway; and
- Where effects on known (or unknown) archaeological sites cannot be avoided, undertaking archaeological investigation and recording any affected archaeological sites using archaeological best practice should be undertaken in accordance with the Authority.

6.4 Assessment of operational effects

Although there are no operational effects on archaeological sites identified, it should be noted that this does not include built heritage, which will be assessed separately through the *Assessment of Effects on Built Heritage* report for this Project.

Notwithstanding the above, it is noted through the AEE that Manawhenua will be invited as partners to develop an Urban and Landscape Design Management Plan (**ULDMP**).

The ULDMP sets out opportunities to acknowledge the connection Manawhenua have to the Project area (tangible and intangible) through the future design of the Project.

7 Conclusions

There were 12 recorded archaeological sites within 200 m of the five NoRs associated with the Project, 11 of which are outside of the scope of works. One site (R11/1973) was not able to be relocated during field survey, so it cannot be determined if it will be affected by any future works associated with this Project.

There are also nine historic heritage items identified within 200 m of the project corridor, two of which are trees which will be assessed separately in the *Airport to Botany: Assessment of Arboricultural Effects* report. One was a milepost on Great South Road (item 20284), which was removed at some point during the 20th century. The remainder are associated with built heritage items which will be assessed separately in the *Airport to Botany: Assessment of Historic Heritage* report.

Although there were no identified archaeological or historic heritage items which will be directly affected by this project, it is possible that previously unrecorded sub-surface archaeological sites may exist and be exposed during construction.

Based on the consideration of the statutory requirements discussed above related to archaeology and historic heritage and the assessment of potential adverse effects identified for the project, the following mitigation and management measures are recommended.

- An HHMP should be prepared and implemented during construction to guide works including induction requirements for contractors (and sub-contractors) and procedures for archaeological monitoring, inspection and investigation;
- A General Archaeological Authority to modify or destroy potential archaeological sites that may be encountered within the Project corridor should be applied for from Heritage NZ under Section 44 of the Heritage New Zealand Pouhere Taonga Act 2014. The Authority should be obtained in advance of any earthworks commencing to minimise delays should archaeological remains be exposed once works are under way; and
- Where effects on known (or unknown) archaeological sites cannot be avoided, undertaking archaeological investigation and recording of any affected archaeological sites using archaeological best practice should be undertaken in accordance with the Authority.

Effect	Assessment	Recommendation
Modification or destruction of previously unrecorded archaeological sites	It is possible that previously unrecorded sub-surface	An HHMP should be prepared and implemented during construction to guide works including induction

Effect	Assessment	Recommendation
	archaeological deposits may be encountered during works	<p>requirements for contractors (and sub-contractors) and procedures for archaeological monitoring, inspection and investigation</p> <p>A General Archaeological Authority to modify or destroy potential archaeological sites that may be encountered within the Project corridor should be applied for from Heritage NZ under Section 44 of the Heritage New Zealand Pouhere Taonga Act 2014.</p>

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VOLUME 4

Airport to Botany Assessment of Built Heritage Effects

December 2022

Version 1

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Glossary of Defined Terms and Acronyms

Acronym/Term	Description
AEE	Assessment of Effects on the Environment report
AUP:OP	Auckland Unitary Plan: Operative in Part
BRT	Bus Rapid Transit
CHI	Cultural Heritage Inventory
CVA	Cultural Values Assessments
N/A	Not Applicable
NIMT	North Island Main Trunk railway
NoR	Notice of Requirement
NoR 1	Notice of Requirement 1: Airport to Botany Bus Rapid Transit (Botany Town Centre to Rongomai Park)
NoR 2	Notice of Requirement 2: Airport to Botany Bus Rapid Transit (Rongomai Park to Puhinui Station, in the vicinity of Plunket Avenue)
NoR 3	Notice of Requirement 3: Airport to Botany Bus Rapid Transit (Puhinui Station, in the vicinity of Plunket Avenue to SH20/20B Interchange)
NoR 4a	Notice of Requirement 4a: Airport to Botany Bus Rapid Transit (SH20/20B Interchange to Orrs Road)
NoR 4b	Notice of Requirement 4b: Alteration to NZ Transport Agency Designation 6717 – State Highway 20B
Programme partners	Te Ākitai Waiohua, Auckland Airport, Auckland Transport and Waka Kotahi
RCA	Road Controlling Authority
RMA	Resource Management Act 1991
RP	Regional Plan
RPS	Regional Policy Statement
SEA	Significant Ecological Area
SH1	State Highway 1
SH20	State Highway 20
SH20B	State Highway 20B
SWG	Southwest Gateway Programme
Te Tupu Ngātahi	Te Tupu Ngātahi Supporting Growth
Waka Kotahi	Waka Kotahi NZ Transport Agency

Executive summary

Purpose

The purpose of this report is to:

- Identify any built heritage sites within the Airport to Botany Bus Rapid Transit Project (the **Project**) corridor;
- To ascertain whether there are any potential adverse or positive effects on built heritage within the Project corridor arising from construction of the Project; and,
- To recommend any measures that might avoid or mitigate any potential for adverse effects to built heritage places.

Summary of assessment of effects and recommendations

There are no significant adverse effects to built heritage places identified in any of the NoRs. The greatest level of effect would be generated through the likely removal/demolition of the former Gardener's Cottage at 250 Puhinui Road to provide for the construction and operation of the Project. This site is not scheduled but is identified as a place of historical interest and is assessed as having moderate historic heritage and low to moderate archaeological significance. Demolition or removal is likely based on the Project design to date, but as the integrity of place is already compromised by fire damage and vandalism this would generate no more than a moderate adverse impact. This may be appropriately mitigated through historical building recording to provide an archival record of the place, and through signage and interpretation detailing its history. Other potential effects of the Project are summarised below.

Effect	Assessment	Recommendation
Construction		
250 Puhinui road - Cambria House Category A* Scheduled historic heritage place Loss of landscaping within road reserve	Likely to occur based on the Project design to date. Affects the setting and potentially the aesthetic and context values of historic heritage (e.g. loss of a mature tree and minor landscaping elements)	Remediate through replanting and new landscaping
250 Puhinui road – Gardener's cottage Demolition	Likely to occur based on the Project design to date. Results in moderate, permanent adverse effects on built heritage values	Mitigate through archaeological building recording
Memorial Stone	Potential for accidental damage during construction activities Temporary nuisances	Manage through standard techniques and fence off. If necessary, temporarily relocate to facilitate construction

Effect	Assessment	Recommendation
Operational		
Increase in noise / emissions etc. as a result of additional traffic capacity	<p>High potential to occur</p> <p>Typically results in indirect adverse effects on built heritage places</p> <p>Typically low and permanent adverse effects to setting and aesthetic values</p>	None recommended – purpose of NoR is to provide an opportunity for modal shift, in order to reduce traffic
Opportunity for use	Operation of public transport and improvement of pedestrian environment indirectly enhances use opportunities for built heritage places	None recommended
Opportunity for interpretation	Interpretation which can enhance Historical Association and Context values	Consider interpretation opportunities along route

1 Introduction

1.1 Purpose and scope of this Report

This Built Heritage Report has been prepared to inform the Assessment of Effects on the Environment (AEE) for five Notices of Requirement (NoR) being sought by Waka Kotahi NZ Transport Agency (Waka Kotahi) and Auckland Transport for the Project under the Resource Management Act 1991 (RMA). Specifically, this Report considers the actual and potential effects associated with the construction and operation of the project on the existing and likely future environment as it relates to built heritage effects and recommends measures that may be implemented to avoid, remedy and/or mitigate these effects.

This Report should be read alongside the AEE, which contains further details on the history and context of the Project. The AEE also contains a detailed description of works to be authorised within each NoR, and the typical construction methodologies that will be used to implement this work. These have been reviewed by the author of this report and have been considered as part of this assessment of built heritage effects. As such, they are not repeated here. Where a description of an activity is necessary to understand the potential effects, it has been included in this report for clarity.

1.2 Report Structure

In order to provide a clear assessment of each NoR, this report follows the structure set out in the AEE. That is, each notice has been separated out into its own section, and each section contains an assessment of the actual and potential effects for the specific NoR. Where appropriate, measures to avoid, remedy or mitigate effects are recommended.

Each section is arranged in geographical order, starting from the northernmost point of the proposed NoR, to the southernmost point. Table 1 below describes the extent of each section, and where the description of effects can be found in this report.

Table 1: Report Structure

Sections	Section number
Description of the Project	Section 2
Overview of the methodology used to undertake the assessment and identification of the assessment criteria and any relevant standards or guidelines	Section 3
Assessment of general Built Heritage matters for all Airport to Botany Bus Rapid Transit NoRs	Section 4
Assessment of specific Built Heritage matters for Airport to Botany Bus Rapid Transit NoR 1	Section 5
Assessment of specific Built Heritage matters for Airport to Botany Bus Rapid Transit NoR 2	Section 6
Assessment of specific Built Heritage matters for Airport to Botany Bus Rapid Transit NoR 3	Section 7
Assessment of specific Built Heritage matters for Airport to Botany Bus Rapid Transit NoRs 4a and 4b	Section 8
Overall conclusion of the level of potential adverse Built Heritage effects of the Airport to Botany Bus Rapid Transit Project	Section 9

2 Project Description

2.1 Overview of the Project

The overall Project is proposed to be an 18 km fast, high capacity, reliable, and frequent Bus Rapid Transit (**BRT**) connection with twelve stations. It is part of Auckland's wider Rapid Transit Network (**RTN**) connecting Auckland Airport and its employment areas with major urban centres including Manukau and Botany.

As set out in the AEE, this Report specifically relates to a portion of the overall Project (approximately 14.9 km) which extends from the Botany Town Centre in the vicinity of Leixlep Lane to Orrs Road in the Puhinui peninsula, off SH20B. The Project primarily involves the upgrade and widening of existing transport corridors to provide for a dedicated BRT corridor and high-quality walking and cycling facilities.

Nine BRT stations are proposed as part of the Project. These stations are generally located at signalised intersections and will be staggered on either side of the intersection.

These stations are situated in 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.

As part of the Project, two new structures are proposed:

- A BRT bridge crossing the North Island Main Trunk (NIMT) and connecting to the concourse level of the Puhinui Station; and
- A southbound ramp from SH20B to SH20.

Upgrades to existing structures are proposed at the:

- Bridge over Otara Creek (NoR 1);
- Bridge over SH1 (NoR 2);
- Bridge over NIMT (NoR 3); and
- Bridge over Waokauri Creek (NoR 4a).



Figure 1: Overview of Project and NoR packages

Table 2: Overview of NoRs

Notice	Description	Requiring Authority
NoR 1	Bus Rapid Transit corridor and high quality walking and cycling facilities from Botany Town Centre to Rongomai Park	Auckland Transport
NoR 2	Bus Rapid Transit corridor and high quality walking and cycling facilities from Rongomai Park to Puhinui Interchange, in the vicinity of Plunket Avenue	Auckland Transport
NoR 3	Bus Rapid Transit corridor and high quality walking and cycling facilities from Puhinui Interchange, in the vicinity of Plunket Avenue to SH20/SH20B Interchange	Auckland Transport
NoR 4a	Bus Rapid Transit corridor and high quality walking and cycling facilities from SH20B/20 Interchange to Orrs Road	Auckland Transport
NoR 4b	Alteration to designation 6717 to provide for the widening of SH20B, including a southbound on-ramp onto SH20, high quality walking and cycling facilities and enable a Bus Rapid Transit corridor	NZ Transport Agency

2.2 Overview and description of each NoR

The following sections provide an overview of the NoRs that make up the Project. For more detail, refer to the AEE.

2.2.1 NoR 1

As set out in Table 3 below, the proposed works in NoR 1 include the widening of existing Te Irirangi Drive to accommodate a centre-running BRT corridor, two vehicle lanes in each direction and high quality walking and cycling facilities.

Table 3: Overview of NoR 1

NoR 1 – Botany Town Centre to Rongomai Park	
Key features	
BRT Corridor	Centre-running along Te Irirangi Drive
BRT Stations	<ul style="list-style-type: none"> • Smales Road Station; • Accent Drive Station; and • Ormiston Road Station.
Walking and cycling facilities	Walking and cycling facilities on both sides of the corridor
General traffic	Two lanes in each direction (existing)
Access	There is an existing central median along the majority of Te Irirangi Drive which restricts right-turn access

NoR 1 – Botany Town Centre to Rongomai Park	
Speed environment	50km/h
Signalised intersections	<ul style="list-style-type: none"> • Te Irirangi Drive and Smales Road; • Te Irirangi Drive and Accent Drive; • Te Irirangi Drive and Bishop Dunn Avenue; and • Te Irirangi Drive and Ormiston Road.
Stormwater infrastructure	<ul style="list-style-type: none"> • Swales; and • Wetlands.
NoR 1 typical cross section	

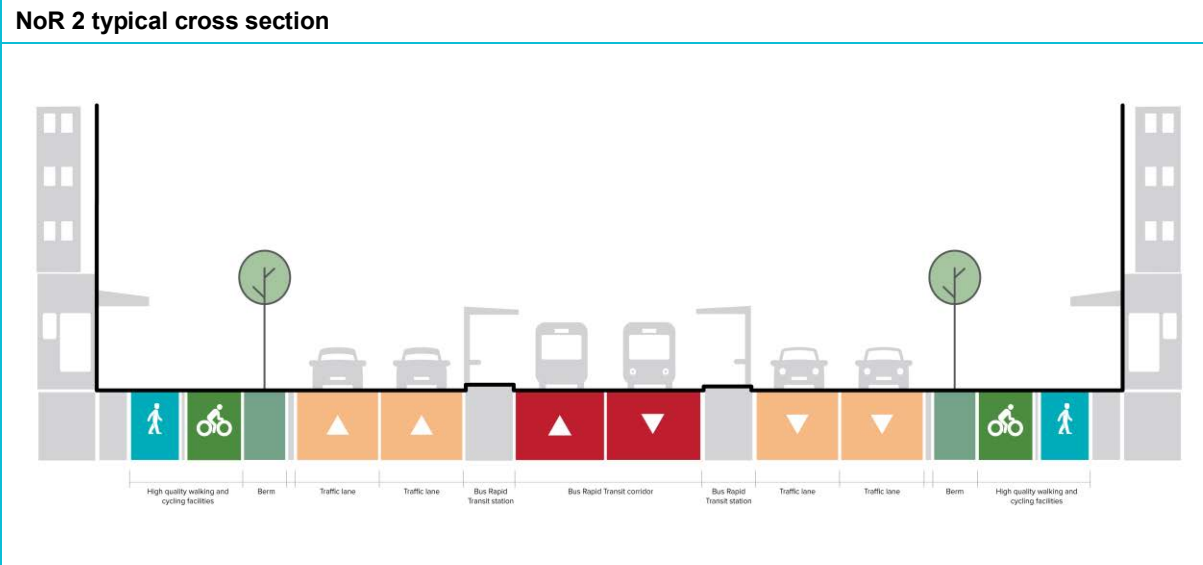
2.2.2 NoR 2

As set out in Table 4 below, the proposed works in NoR 2 include the widening of several existing roads to accommodate a centre-running BRT corridor, vehicle lanes and high quality walking and cycling facilities.

Table 4: Overview of NoR 2

NoR 2 – Rongomai Park to Puhinui Station, in the vicinity of Plunket Avenue	
Key features	
BRT Corridor	<p>Centre-running for the majority of the corridor along Te Irirangi Drive, Great South Road, Ronwood Avenue, Manukau Station Road, Lambie Drive, and Puhinui Road</p> <p>West-running on Davies Avenue along the edge of Hayman Park</p>
BRT stations	<ul style="list-style-type: none"> • Dawson Road Station; • Diorella Drive Station; • Ronwood Avenue Station; • Manukau Station; and • Corner of Lambie Drive and Puhinui Road Station.
Walking and cycling facilities	Walking and cycling facilities on both sides of the corridor
General traffic	<ul style="list-style-type: none"> • Two lanes in each direction along Te Irirangi Drive, Great South Road, Ronwood Avenue, Manukau Station Road, and Lambie Drive; • One-way single lane along Davies Avenue; and

NoR 2 – Rongomai Park to Puhinui Station, in the vicinity of Plunket Avenue	
	<ul style="list-style-type: none"> One lane in each direction along Puhinui Road.
Access	<p>Existing central medians limit right turn access on Te Irirangi Drive, Great South Road, Ronwood Avenue, and Lambie Drive.</p> <p>New signalised intersection at Mitre 10 and Bunnings Warehouse on Lambie Drive.</p> <p>Priority access for fire engine movements across the BRT corridor at Papatoetoe Fire Station.</p>
Speed environment	<ul style="list-style-type: none"> 30 km/h on Ronwood Avenue and Davies Avenue; and 50 km/h on Te Irirangi Drive, Great South Road, Manukau Station Road, Lambie Drive and Puhinui Road.
Signalised intersections (new intersections in bold)	<ul style="list-style-type: none"> Te Irirangi Drive and Dawson Road; Te Irirangi Drive, Boundary Road and Hollyford Drive; Te Irirangi Drive and Diorella Drive; Te Irirangi Drive, Great South Road and Cavendish Drive; Great South Road and Ronwood Avenue; Ronwood Avenue and Davies Avenue; Davies Avenue, Wiri Station Road and Manukau Station Road; Manukau Station Road and Lambie Drive; Mitre 10 and Bunnings Warehouse; Lambie Drive and Ronwood Avenue; Lambie Drive and Cavendish Drive; Lambie Drive and Puhinui Road; and Puhinui Road and Plunket Avenue.
Stormwater infrastructure	<ul style="list-style-type: none"> Swales; and Wetlands.



2.2.3 NoR 3

As set out in Table 5 below, the proposed works in NoR 3 include the widening of the existing Puhinui Road to accommodate a centre-running BRT corridor, vehicle lanes and high quality walking and cycling facilities. As part of the proposed works, a BRT bridge over the NIMT is proposed to connect to the Puhinui Station.

Table 5: Overview of NoR 3

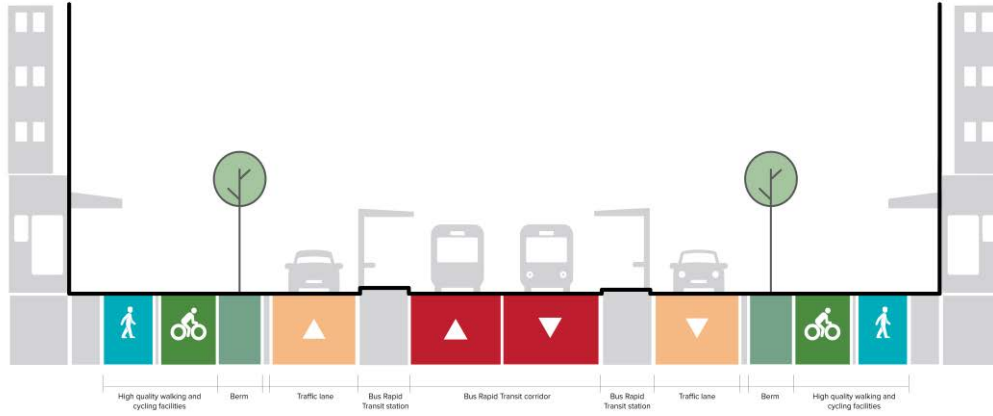
NoR 3 – Puhinui Station, in the vicinity of Plunket Avenue to SH20/20B Interchange	
Key features	
BRT Corridor	Centre-running along Puhinui Road connecting to the Puhinui Station concourse via a new BRT bridge structure
BRT Stations	Puhinui Station
Walking and cycling facilities	<ul style="list-style-type: none"> • Walking and cycling facilities on both sides of the corridor; and • Walking and cycling facilities will be provided along Cambridge Terrace, Bridge Street and Kenderdine Road.
General traffic	One lane in each direction on Puhinui Road
Access	Limited right turn access
Speed environment	50 km/h
Signalised intersections	<ul style="list-style-type: none"> • Puhinui Road and Noel Burnside Road; and • Puhinui Road and Wyllie Road.

NoR 3 – Puhinui Station, in the vicinity of Plunket Avenue to SH20/20B Interchange

Stormwater infrastructure

Wetland

NoR 3 typical cross section



2.2.4 NoRs 4a and 4b

As set out in Table 6 below, the proposed works in NoRs 4a and 4b include the widening of SH20B to accommodate a centre-running BRT corridor until the Manukau Memorial Gardens. From this point, the BRT corridor shifts south of SH20B until Orrs Road. Proposed works also include high quality walking and cycling facilities, eastbound lanes to Auckland Airport and a ramp from SH20B onto SH20 for southbound traffic.

Table 6: Overview of NoRs 4a and 4b

NoRs 4a and 4b – SH20/20B Interchange to Orrs Road	
Key features	
BRT corridor	<ul style="list-style-type: none"> Centre-running on Puhinui Road through to the Manukau Memorial Gardens intersection (approx. 600 m west of SH20/20B Interchange); and South running to Orrs Road.
Walking and cycling facilities	Walking and cycling facilities on southern side of the corridor
General traffic	Two lanes in each direction; and New southbound ramp from SH20B onto SH20.
Access	<ul style="list-style-type: none"> Limited access; and Access maintained via signals at Manukau Memorial Gardens and Campana Road.
Speed environment	60 km/h

NoRs 4a and 4b – SH20/20B Interchange to Orrs Road

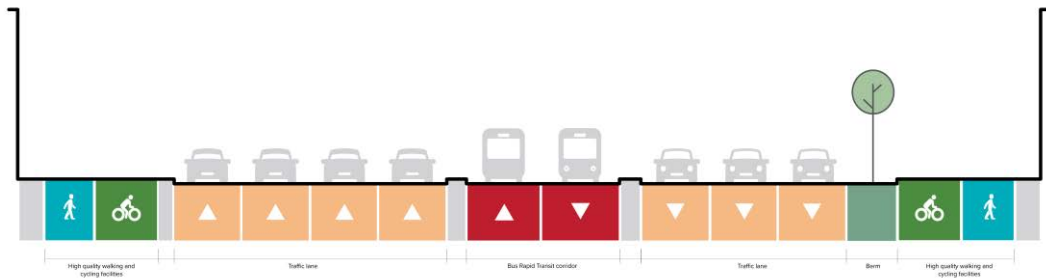
Signalised intersections

- SH20/SH20B Interchange;
- Puhinui Road and Manukau Memorial Gardens; and
- Puhinui Road and Campana Road.

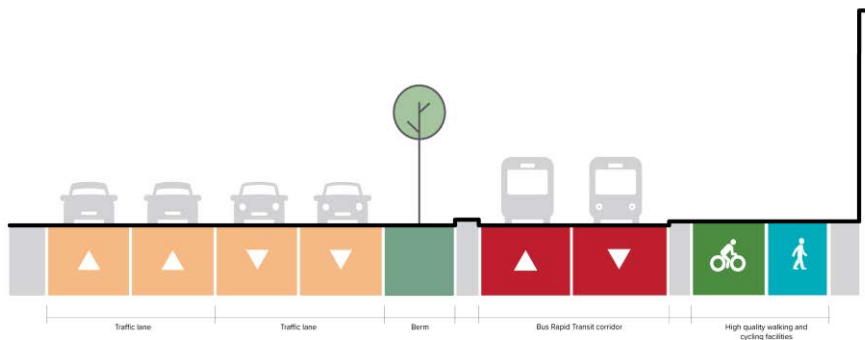
Stormwater infrastructure

Swales

NoR 4b typical cross section



NoR 4a typical cross section



3 Assessment Methodology

This Assessment of Effects for Built Heritage is based on standard international practices for environmental impact assessment (EIA) such as those described in:

Waka Kotahi 2014: Guide to assessing historic heritage effects for state highway projects (Draft Version 2.4).

3.1 Preparation for this Report

Preparation for this report has included:

- Review of online heritage databases and other readily available sources of information;
- Route planning workshops for each of the NoRs; and
- Site visits where relevant to specific locations of interest along the Project corridor.

3.2 Methodology

The assessment methods set out in the Waka Kotahi guidance documentation has been aligned to the regional values assessment criteria for Auckland set out in the Auckland Unitary Plan: Operative in Part (**AUP:OP**) Regional Policy Statement (**RPS**) Chapter B5.2.2.1. *Identification and evaluation of historic heritage places*. The methodology for assessment of effects on built heritage is set out in **Appendix A** to this Report. The following information sources were reviewed as part of the desk-top assessment:

- Auckland Council Cultural Heritage Inventory (**CHI**);
- The New Zealand Heritage List/Rārangi Kōrero;
- Historical aerial photography from Auckland Council GeoMaps and Retrolens;
- Digital Archives New Zealand and other online digital databases;
- Google Streetview and Google Maps, including historical Streetview imagery; and
- Briefing pack and route information provided by Te Tupu Ngātahi.

The Project corridor was initially assessed through review of aerial photography and Google Streetview, to identify places of interest along the route. This information was then correlated with the *AUP:OP Schedule 14.1 – Historic Heritage*, Auckland Council GIS information and the CHI as described above.

Limitations

- This assessment is based on readily available information and is not an exhaustive study of each location along the Project corridor;
- Sites are experienced from the public realm only; and
- This assessment relates to built heritage only. A separate assessment of archaeological values has been prepared, refer to *Airport to Botany: Assessment of Archaeological Effects*.

4 All Airport to Botany Bus Rapid Transit NoRs

This section assesses common or general built heritage matters across the entire Airport to Botany Bus Rapid Transit alignment for all five NoRs. This section also recommends measures to avoid, remedy, or mitigate actual or potential adverse effects that may be common to all sections.

Defining what is affected

Environmental effects may be adverse, neutral, or beneficial, direct or indirect, and temporary or permanent in nature. Understanding what values are affected is critical to assessments of effects. Because the proposed works lie entirely within the region covered by the AUP:OP, the Built Heritage values against which effects are measured are adopted from AUP:OP Chapter B5.2.2.1 as follows:

(a) historical: the place reflects important or representative aspects of national, regional or local history, or is associated with an important event, person, group of people, or with an idea or early period of settlement within New Zealand, the region or locality;

(b) social: the place has a strong or special association with, or is held in high esteem by, a particular community or cultural group for its symbolic, spiritual, commemorative, traditional or other cultural value;

(c) Mana Whenua: the place has a strong or special association with, or is held in high esteem by, Mana Whenua for its symbolic, spiritual, commemorative, traditional or other cultural value;

(d) knowledge: the place has potential to provide knowledge through archaeological or other scientific or scholarly study, or to contribute to an understanding of the cultural or natural history of New Zealand, the region, or locality;

(e) technology: the place demonstrates technical accomplishment, innovation or achievement in its structure, construction, components or use of materials;

(f) physical attributes: the place is a notable or representative example of:

(i) a type, design or style;

(ii) a method of construction, craftsmanship or use of materials; or

(iii) the work of a notable architect, designer, engineer or builder;

(g) aesthetic: the place is notable or distinctive for its aesthetic, visual, or landmark qualities;

(h) context: the place contributes to or is associated with a wider historical or cultural context, streetscape, townscape, landscape or setting.

Under the AUP:OP assessment methodology, Historic Heritage values are effectively rated using the following scale:

Table 7 Scale of historic heritage value rating under the AUP:OP (cells highlighted grey indicate what values merit scheduling)

Value Level Under AUP:OP	Local	Regional	National
Exceptional	Merits Scheduling	Merits Scheduling	Merits Scheduling
Considerable	Merits Scheduling	Merits Scheduling	Merits Scheduling
Moderate	Does not merit scheduling. Supports Scheduling	Does not merit scheduling. Supports Scheduling	Does not merit scheduling Supports Scheduling
Little	Does not merit Scheduling. Weakly supports scheduling	Does not merit Scheduling. Weakly supports scheduling	Does not merit Scheduling Weakly supports scheduling
None			

This scale of Historic Heritage values is adopted in the Environmental Impact Assessment Method described in **Appendix A**.

Previously unidentified places of Historic Heritage value

Common to all NoRs, there is the possibility of works impacting on previously unidentified built heritage places of potential historic heritage value and significance. The adverse effects would not be fully quantifiable unless a values assessment was undertaken for such places first.

For due diligence, to determine whether previously unidentified built heritage of significance might be present along the NoRs, a review of historical aerial photographs and other sources such as historical maps, was undertaken. Any potential building along the route that was visible in photographs dating to c.1940 was briefly reviewed as part of the desktop process to determine whether they might retain heritage significance. However, it was concluded that generally the surviving pre-1940 buildings along the route are not likely to merit scheduling, based on initial visual assessment. No further work was undertaken.

Positive Built Heritage effects

Positive effects for Built Heritage generally along the full route are largely limited to indirect effects arising from any improvements to environments for pedestrian and low-speed modes of transport (e.g. cycling). Where there is an improvement to the pedestrian environment, there is usually an indirect opportunity for people to observe the environment at a more leisurely pace. The resultant opportunity afforded is the greater appreciation of the amenity and aesthetic values that may be derived from built heritage places, as well as opportunities to gain insight, for example through the provision of interpretive signage at opportune public locations. Similarly, reduction in traffic speeds and volumes might indirectly improve the long-term maintenance of the building fabric, where less emissions are generated.

Positive effects of this nature are not easy to quantify, but these have been assessed generally as being of a negligible and permanent beneficial nature along the corridor.

4.1 Assessment of construction effects

4.1.1 Temporary effects

Construction effects include temporary effects, such as dust, noise and visual nuisance. Adverse effects from such works include:

- Loss of amenity or aesthetic experience, which may reduce associated historic heritage values (e.g. Aesthetic, Historical Context);
- Other values may be also indirectly affected, for example through a drop in visitor rates or ability to appreciate historical associations due to presence of works (e.g. Social values, Historical Associations); or
- Risk of accidental physical damage (through vehicle or plant movement, dust clogging downpipes etc.).

Once construction is completed there will be little potential for residual adverse effects on Built Heritage arising from these temporary works.

4.1.2 Permanent effects

Machine or plant that generates vibration also has potential to cause cosmetic damage to sensitive receptors such as heritage buildings with ornate decorative elements and plasterwork. Sensitive receivers may include, for example:

- Churches;
- Public buildings with ornate decoration (e.g. public library);
- Commercial buildings with elaborate parapets/fenestration; or
- Vulnerable sites (e.g. damaged or poorly maintained buildings where fabric is at risk of further deterioration).

Where any such sensitive historic heritage receivers are identified as present along the corridor, these are described in the relevant section of each NoR.

In a construction environment, there is potential for accidental damage to occur to built heritage places. The nature of such damage cannot be readily quantified. It may range from negligible impacts which are easily rectified (e.g. construction vehicle scraping paintwork on a gate) to significant or even catastrophic impacts. (e.g. fire resulting from poorly controlled construction activity burning down a wooden building).

4.2 Recommended measures to avoid, remedy or mitigate construction effects

The intensity of temporary construction effects on built heritage can be mitigated through standard construction practice that would be utilised in any case to mitigate such nuisance. This includes site control measures such as wetting of soil to prevent dust, temporary noise barriers, and monitoring vibration effects if necessary. Where such works occur close to the location of any sensitive built heritage receivers (typically within 5 m), it is recommended that assessment of risk for cosmetic damage from vibration is undertaken by an appropriately qualified person.

Separation of work compounds and flow of machine/plant/materials from built heritage places through use of temporary fencing or hoarding will also help prevent accidental damage. Construction management plans can also control workflows to minimise risk to built heritage places, and Management Plan clauses or NoR conditions requiring remediation of any accidental damage can effectively mitigate such impacts when they are of a low or moderate impact.

In rare instances a more significant event resulting in loss of fabric from a built heritage place may accidentally occur because of construction activities. This may be partially mitigated through historic building recording to create an archive record of the place, using the levels of recording set out in:

- *Heritage New Zealand Pouhere Taonga 2018: Archaeological Guidelines No.1 Investigation and recording of buildings and standing structures.*

The level to which recording is undertaken will need to be determined based on the historic heritage value of the place and the level of impact that has occurred.

A few locations within the Project corridor have been identified where such impact is likely to occur, based on the proposed spatial extent of the NoRs and the Project design to date. Two possible built heritage features include:

- The former Gardener's Cottage within the road reserve adjacent 250 Puhinui Road; and
- The stone memorial within the road reserve adjacent 222 Puhinui Road and Kenderdine Road Reserve.

4.3 Assessment of operational effects

Once operational, there are no identified direct adverse effects on built heritage values along the Project that would be ongoing.

Indirect effects might occur to built heritage places along the Project corridor. For example, if traffic noise levels increased, then the reduction in amenity may indirectly affect the experiential historic heritage values of a place, primarily in the Aesthetics (G) value category. A typical response may involve the establishment of permanent noise barriers to attenuate this. However, the barriers themselves may result in adverse effects if they are visually detracting. In such cases, the adverse effects would need to be balanced against each other.

Services or facilities operating from historic buildings might be affected by changes to visiting habits as a result of an increase in traffic or loss of on-street parking. An example might be a loss of revenue, where an owner is then not able to financially support long-term maintenance of a place. Another example is the effect of increased emissions on building fabric (e.g. 'acid rain' degrading stonework, or long-term staining of building fabric from exhaust emissions). However, the intensity of such indirect effects is not readily quantifiable. I therefore assess the potential for such indirect effects along the route generally to be of a negligible to low adverse nature.

4.4 Recommended measures to avoid, remedy or mitigate operational effects

There are no recommendations to avoid, remedy or mitigate operational effects.

4.5 Summary and Conclusions

In summary, along the Project corridor there is low potential for temporary or permanent adverse effects on built heritage associated with the following construction activities:

- Temporary nuisance effects from construction activities;
- Accidental damage arising from construction activities; and
- Loss of previously unidentified built heritage with significant historic heritage value resulting from construction activities.

The potential intensity of adverse effects can range from negligible adverse to significant adverse, depending on the nature of an event, but in most cases significant adverse effects may be avoided, remedied or mitigated through:

- Standard construction management practices to minimise risk of adverse effects or to reduce their intensity/duration;
- Use of construction management plans, monitoring and recording of works to minimise risk of adverse effects, and
- Recording or remediation of accidental damage if this was to occur.

Overall, there is low potential for adverse effects to occur on built heritage features as a result of operational activities, primarily relating to:

- Any adverse increase in noise or emissions from traffic that may degrade the experiential (Aesthetic values) associated with built heritage places; and
- Possible indirect effects resulting from reduction in visitation opportunity where services are operating from a Built Heritage Place.

Overall, there is low potential for permanent, beneficial effects on historic heritage values for built heritage, where:

- The operation of public transport and improvement of pedestrian environment indirectly enhances use opportunities for built heritage places (potentially enhancing Social values), and
- Opportunities for site interpretation which can enhance Historical Association and Context values.

Table 8: Summary of built heritage effects and recommendations for all Airport to Botany Bus Rapid Transit NoRs

Effect	Assessment	Recommendation
Construction		
Nuisance Effects (Dust, noise etc.)	High potential to occur, typically resulting in indirect adverse effects on built heritage places Typically, low to moderate adverse effects to setting, Aesthetic values category Temporary in nature	Mitigation through standard construction management techniques
Loss of landscaping	Certain to occur. Affects the setting and potentially aesthetic and context values of historic heritage (e.g. loss of mature	Remediation through replanting and new landscaping

Effect	Assessment	Recommendation
	hedgerow defining a historical boundary or property curtilage) Typically, this generates permanent but low adverse effects which can be remedied	
Accidental damage	Low potential to occur Typically low, and unlikely to significantly effect scheduled / non-scheduled historic built heritage	Avoid through construction management plan design on construction sites, use of temporary hoarding etc. Remediate to at least current standard of condition if accidental damage occurs
Loss of unidentified heritage	Low potential to occur	If required, but not apparent at this stage: Additional assessment of unidentified heritage potential for buildings within NoR footprint
Operational		
Increase in noise / emissions etc. as a result of additional traffic capacity	High potential to occur, typically resulting in indirect adverse effects on built heritage places. Typically, low and permanent adverse effects to setting, Aesthetic values category	None recommended – purpose of NoR is to provide opportunity for modal shift, in order to reduce traffic
Opportunity for use	Operation of public transport and improvement of pedestrian environment indirectly enhances use opportunities for built heritage places	None recommended.
NoR 3 – Former Gardener’s Cottage and Cambria House Opportunity for interpretation	Interpretation which can enhance Historical Association and Context values	Consider interpretation opportunities along route.

5 Airport to Botany Bus Rapid Transit – NoR 1

There are no identified sites of built heritage significance identified that will be affected by NoR 1.

6 Airport to Botany Bus Rapid Transit – NoR 2

This section assesses specific built heritage matters relating to NoR 2, between Rongomai Park and Puhinui Station (in the vicinity of Plunket Avenue). For assessment purposes, NoR 2 has been split into three sections as shown in Figure 2 below:

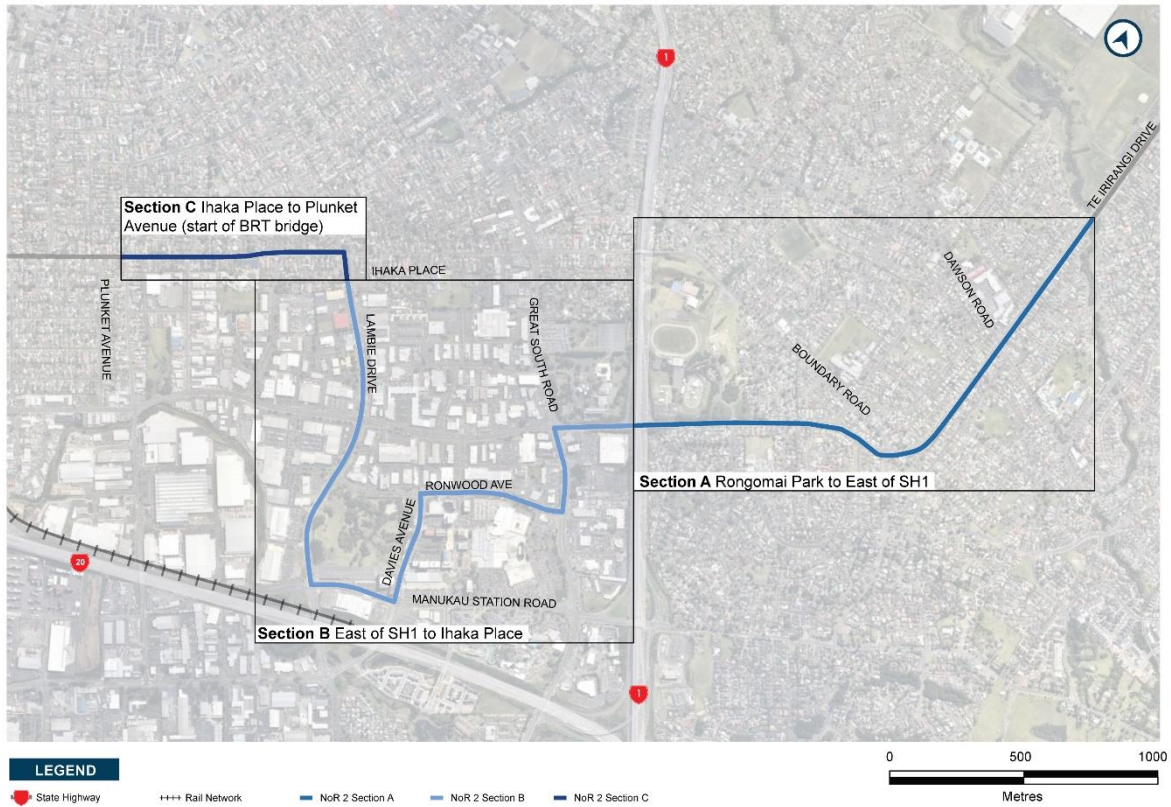


Figure 2: Sections of Airport to Botany Bus Rapid Transit NoR 2

6.1 Section A: Rongomai Park to East of SH1

There are no identified sites of built heritage significance identified that will be affected by Section A.

6.2 Section B: East of SH1 to Ihaka Place

There are no identified sites of built heritage significance identified that will be affected by Section B.

6.3 Section C: Ihaka Place to Puhinui Station

6.3.1 Existing environment

There are no scheduled built heritage sites of historic heritage significance in this section. A historic railway pedestrian overbridge used to access Puhinui Road has been recorded (CHI ref 19381) but has been replaced by a modern footbridge and is no longer extant.

There are several earlier 20th century buildings along this section, but none of these places are scheduled or otherwise identified as being of particular heritage interest.

6.3.2 Assessment of construction effects

There are no identified effects on built heritage, as the historical railway bridge is no longer extant.

6.3.3 Recommended measures to avoid, remedy or mitigate construction effects

No mitigation measures would be required.

6.4 Assessment of operational effects

On operation, the effects are those described in the general Section 4.3.

6.5 Recommended measures to avoid, remedy or mitigate operational effects

On operation, the mitigation methods are those described in the general Section 4.4.

6.6 Summary and Conclusions

The effects on built heritage values are summarised in the following table. Should mitigation recommendations be adopted, the Project is unlikely to generate moderate or higher adverse effects of either a temporary or permanent nature for built heritage.

Table 9: Summary of built heritage effects and recommendations for NoR 2

Effect	Assessment	Recommendation
Construction		
None identified		
Operational		
Increase in noise / emissions etc. as a result of additional traffic capacity	High potential to occur, typically resulting in indirect adverse effects on built heritage places. Typically, low and permanent adverse effects to setting, Aesthetic values category.	None recommended – purpose of NoR is to provide opportunity for modal shift, in order to reduce traffic.
Opportunity for use	Operation of public transport and improvement of pedestrian environment indirectly enhances use opportunities for built heritage places.	None recommended.

7 Airport to Botany Bus Rapid Transit – NoR 3

This section assesses specific built heritage matters relating to NoR 3 – between Puhinui Station (in the vicinity of Plunket Avenue) and the SH20/20B Interchange.

7.1 Existing environment

NoR 3 includes Cambria House, located at 250 Puhinui Road. The House is scheduled in the AUP:OP as a Category A* Historic Heritage Place (AUP:OP Schedule 14.1 ID 1469). Cambria House is a 19th century site of occupation, and additionally would be recorded as an archaeological site under the provisions of the HNZPTA. It is recognised for the following AUP:OP historic heritage values¹:

(a) historical: the place reflects important or representative aspects of national, regional or local history, or is associated with an important event, person, group of people, or with an idea or early period of settlement within New Zealand, the region or locality;

(b) social: the place has a strong or special association with, or is held in high esteem by, a particular community or cultural group for its symbolic, spiritual, commemorative, traditional or other cultural value;

(d) knowledge: the place has potential to provide knowledge through archaeological or other scientific or scholarly study, or to contribute to an understanding of the cultural or natural history of New Zealand, the region, or locality; *(f) physical attributes: the place is a notable or representative example of:*

(i) a type, design or style;

(ii) a method of construction, craftsmanship or use of materials; or

(iii) the work of a notable architect, designer, engineer or builder;

...

(g) aesthetic: the place is notable or distinctive for its aesthetic, visual, or landmark qualities;

(h) context: the place contributes to or is associated with a wider historical or cultural context, streetscape, townscape, landscape or setting

The NoR occupies the street boundary to 250 Puhinui Road, adjacent to its ‘extent of place’, but it does not extend into the extent of place, which is defined in the AUP:OP as:

“the area that is integral to the function, meaning and relationships of the place and illustrates the historic heritage values identified for the place. The provisions relating to a historic heritage place apply within the area mapped as the extent of place on the Plan maps, including the airspace.”²

¹ AUP:OP B5.2.2

² AUP:OP D17.1

It is considered that effects which occur outside of the spatial extent are, in most cases, unlikely to generate adverse effects which require control under the historic heritage provisions of the AUP:OP.

Cambria House is included on the New Zealand Heritage List/Rārangi Kōrero administered by Heritage New Zealand as a Category II place (List ref 7351).

Within the road reserve adjacent to and previously associated with Cambria House, is the Former Gardener's Cottage located at 250 Puhinui Road (CHI ref 22166). The building is currently uninhabited and fire damaged. It is not scheduled but is included in the Auckland Council CHI. It is a 19th century historical building, and therefore would be classed as an archaeological site under the provisions of the HNZPTA 2014.

Within the road reserve at the junction of Puhinui Road and Kenderdine Road is a stone and bronze memorial plaque, which is not a scheduled historic heritage item, but is recorded on the Auckland Council CHI (Ref 15944).

There are occasional earlier 20th century buildings along NoR 3 identified from historical aerial photography, but none of these places are scheduled or otherwise identified as being of particular heritage interest.

It should be noted that full evaluation of the above sites using the AUP:OP RPS criteria has not been undertaken previously and is outside of the scope of this report. However, the relative importance of each place must be indicated in order for an effect to be ascertained. Therefore, for the purposes of this assessment, the overall historic heritage value of each identified place is initially assessed as follows, based on the AUP:OP RPS methodology for evaluation already referred to above:

- Cambria House – **Considerable / Regional and National**

Explanation: The Category A* is an interim rating for places where demolition under legacy plans was a discretionary or non-complying activity, rather than a prohibited activity³. As the Cambria House is yet to be re-evaluated, I have adopted the above rating for purposes of assessment. This is because when considering plan changes introduced by Auckland Council, it is fairly common for scheduled A* places to be re-evaluated as Category B places, and it is also consistent with the Category II status indicated by the HNZPT listing.

- The Former Gardener's Cottage – **Moderate / Local**

Explanation: The Gardener's cottage has not been previously included on the schedule or included as part of the extent of place associated with Cambria House, though it has historical connections with the latter. Its integrity is greatly reduced as a result of fire damage and vandalism. As a pre-1900 site it also has archaeological values, but again these are assessed as no more than moderate due to the reduced integrity of the place.

- Memorial plaque – **Moderate / Local**

Explanation: The memorial is a late 20th century structure relating to historical WWII events and has not been previously identified as meriting heritage status in its own right.

³ AUP:OP D17.1



ID	Place Name and/or Description	Verified Location	Verified Legal Description	Category	Primary Feature	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance
01469	Cambria House	250 Puhinui Road, Papatoetoe	LOT 1 DP 184348	A*	Residence	A, B, F, G, H	Refer to planning maps	Interior of building(s)		

Figure 3: Cambria House – Category A* Scheduled Historic Heritage Place (AUP:OP Schedule 14.1 ID 1469), with Schedule 14.1 data.



Figure 4 Unscheduled Recorded Built Heritage – Former Gardener's Cottage (CHI ref 2216) and landscaping to boundary



Figure 5: Unscheduled Recorded Built Heritage – Memorial plaque (CHI ref 15944)

7.2 Assessment of construction effects

Cambria House

There are unlikely to be any significant adverse effects to historic heritage values for Cambria House. Construction effects are likely to be limited to temporary nuisance effects associated with dust, noise and visual obstruction typically associated with construction activities. These 'general' effects and the associated mitigation are discussed above in Section 4.1.

Within the road reserve any mature trees and landscaping that contributes to the setting of Cambria House might be removed to facilitate construction activities. This is a change of moderate impact, and likely to result in low, permanent adverse effects on context and aesthetic values of Cambria House.

Gardener's Cottage

It is anticipated that the fire damaged former Gardener's Cottage is likely to be removed and/or demolished to accommodate proposed works within the road reserve (based on the Project design to date). If this is necessary, demolition will generate a high impact, resulting in a permanent, moderate adverse effect.

Memorial Stone

The setting of the stone may be affected by works in the road reserve, and the stone itself may be potentially affected by accidental damage.

7.3 Recommended measures to avoid, remedy or mitigate construction effects

Cambria House

Temporary nuisance effects can be effectively managed through standard construction management practice. The potential adverse effect to setting through removal of mature trees and landscaping may be mitigated and remediated through replanting and landscaping if required.

Former Gardener's Cottage

Removal of the former Gardener's Cottage may be mitigated through historical building recording, to create a long-term archival record of the building. Mitigation of this nature would reduce the adverse effects of demolition to an appropriate level because the record would capture any archaeological/knowledge values associated with the historical building.

For buildings of moderate historical significance, recording at Level 2 in the HNZPTA 2018 guidance is typically recommended.

Additionally, interpretive panels may be installed that provide historical images of the place and give information on both the cottage and Cambria House. This provides an opportunity to support the historic heritage values of the place through dissemination and appreciation of the place's history.

Memorial stone

Standard construction management techniques may be applied, such as fencing off the area. If necessary, the stone may be temporarily relocated and if this occurs there is also an opportunity to enhance its current setting and interpretation through landscape design.

7.4 Assessment of operational effects

On operation, the effects are those described in the general Section 4.3.

7.5 Recommended measures to avoid, remedy or mitigate operational effects

On operation, the mitigation methods are those described in the general Section 4.4.

7.6 Summary and Conclusions

The effects on built heritage values are summarised in the following table. Should mitigation recommendations be adopted, the Project is unlikely to generate moderate or higher adverse effects of either a temporary or permanent nature for built heritage.

Table 10: Summary of built heritage effects and recommendations for NoR 3

Effect	Assessment	Recommendation
Construction		
250 Puhinui Road - Cambria House Category A* Scheduled historic heritage place Loss of landscaping within road reserve	Likely to occur based on Project design to date. Affects the setting and potentially aesthetic and context values of historic heritage (e.g. loss of mature tree)	Remediate through replanting and new landscaping
250 Puhinui Road – Gardener’s Cottage Demolition	Likely to occur based on Project design to date. Resulting in moderate, permanent adverse effects on built heritage values	Mitigate through archaeological building recording
Memorial Stone	Potential for accidental damage during construction activities Temporary nuisances	Manage through standard techniques and fence off. If necessary, temporarily relocate to facilitate construction
Operational		
Increase in noise / emissions etc. as a result of additional traffic capacity	High potential to occur, typically resulting in indirect adverse effects on built heritage places. Typically low and permanent adverse	None recommended – purpose of NoR is to provide opportunity for modal shift, in order to reduce traffic.

Effect	Assessment	Recommendation
	effects to setting, Aesthetic values category	
Opportunity for use	Operation of public transport and improvement of pedestrian environment indirectly enhances use opportunities for built heritage places	None recommended
Opportunity for interpretation	Interpretation which can enhance Historical Association and Context values	Consider interpretation opportunities along route

8 Airport to Botany Bus Rapid Transit NoRs 4a and 4b

This section assesses specific Built Heritage matters relating to NoRs 4a and 4b – between the SH20/20B Interchange and Orrs Road. There are no recorded built heritage sites in this NoR Section. There are a few earlier 20th century buildings, but none of these structures are currently scheduled or identified as being of particular heritage interest. None of these buildings will be directly affected by construction works.

8.1 Assessment of construction effects

As noted above in the general Section 4.1.

8.2 Recommended measures to avoid, remedy or mitigate construction effects

As noted above in the general Section 4.2.

8.3 Assessment of operational effects

As noted above in the general Section 4.3.

8.4 Recommended measures to avoid, remedy or mitigate operational effects

As noted above in the general Section 4.4.

8.5 Summary and Conclusions

As noted above in the general Section 4.5.

9 Conclusions

NoRs 1, 2, 4a and 4b do not affect any scheduled or nationally listed built heritage places of historic heritage significance. Additionally, there are no significant adverse effects to built heritage places identified in any of the NoRs.

There is one Category A* Scheduled place identified in NoR 3 – which is Cambria House, at 250 Puhinui Road. The NoR runs adjacent to its boundary, so will only affect its setting. Construction activities may require removal of landscaping within the road reserve which contributes to its setting, and this may be remediated or mitigated through replacement landscaping.

NoR 3 also contains two non-scheduled, but formally recorded built heritage sites assessed as having moderate historic heritage significance. These are the former Gardener’s Cottage at 250 Puhinui Road, associated with Cambria House, and a stone/bronze memorial in the road reserve at the junction with Puhinui Road and Kenderdine Road.

The greatest level of effect would be generated within NoR 3, through the removal/demolition of the former Gardener’s Cottage at 250 Puhinui Road if required by the construction activities to enable the Project. Demolition or removal is highly likely based on the Project design to date, as the place is already compromised by fire damage, and this would generate a moderate adverse effect. This may be appropriately mitigated through historical building recording to provide an archival record of the place, and through signage and interpretation detailing its history.

Table 11: Summary of built heritage effects and recommendations for the Project

Effect	Assessment	Recommendation
Construction		
250 Puhinui Road - Cambria House Category A* Scheduled historic heritage place Loss of landscaping within road reserve	Likely to occur based on the Project design to date. Affects the setting and potentially aesthetic and context values of historic heritage (e.g. loss of mature tree)	Remediate through replanting and new landscaping
250 Puhinui Road – Gardener’s Cottage Demolition	Likely to occur based on the Project design to date. resulting in moderate, permanent adverse effects on built heritage values	Mitigate through archaeological building recording
Memorial Stone	Potential for accidental damage during construction activities Temporary nuisances	Manage through standard techniques and fence off. if necessary, temporarily relocate to facilitate construction
Operational		
Increase in noise / emissions etc. as a result of additional traffic capacity	High potential to occur, typically resulting in indirect adverse effects on built heritage places Typically low and permanent adverse effects to setting, Aesthetic values category	None recommended – purpose of NoR is to provide opportunity for modal shift, in order to reduce traffic

Effect	Assessment	Recommendation
Opportunity for use	Operation of public transport and improvement of pedestrian environment indirectly enhances use opportunities for built heritage places	None recommended
Opportunity for interpretation	Interpretation which can enhance Historical Association and Context values	Consider interpretation opportunities along route

Appendix A

Assessment method for determining the
scale of effect

Assessment method for determining scale of effect

The effects that must be addressed in an AEE are set out in clause 7 of Schedule 4 RMA 1991 and as follows:

- Effects on those in the neighbourhood and, where relevant, the wider community including any social, economic and cultural effects;
- Physical effects on the locality including landscape and visual effects;
- Effects on ecosystems including effects on plants or animals and the physical disturbance of habitats in the vicinity;
- Effects on natural and physical resources having aesthetic, recreational, scientific, historical, spiritual or cultural, or other special value for present or future generations;
- Any discharge of contaminants into the environment, including any unreasonable emission of noise and options for the treatment and disposal of contaminants; and
- Any risk to the neighbourhood, wider community or the environment through natural hazards or the use of hazardous substances or hazardous installations.

The requirement to address a matter in the assessment of environmental effects is subject to the provision of any relevant policy statement which may direct and/or restrict the assessment to certain matters.

The terms 'effect' and 'environment' under the RMA are broadly defined. It is the role of the AEE to identify and address actual and potential effects of a proposal on a particular environment. The term effect includes:

- **Positive and adverse effects** - both of these effects should be considered regardless of their scale and duration. It is also important to remember that the assessment is not about achieving a balance between the two but ensuring adverse effects are avoided, remedied or mitigated;
- **Temporary and permanent effects** -there are many effects associated with proposals that are often temporary, such as those relating to a temporary event. It is important to make the distinction in the assessment between effects that are temporary versus those that are permanent. If there is only a temporary non-compliance with rules in a plan or regulations, and the adverse effects of that aspect are not discernible from those of permitted activities, the council has the discretion to treat the activity as a permitted activity and issue a written notice to that effect, and return the application. See s87BB RMA. For further information on this process, refer to the MfE technical guidance on deemed permitted activities;
- **Past, present and future effects** - in addition to past and present effects it is also important to consider forecast effects as some effects may take time to show and consideration should be given as to whether these effects are of high or low probability at any time in the future;
- Any **cumulative effects** regardless of degree or element of risk - an adverse cumulative effect is an effect, when combined with other effects, is significant only when it breaches a threshold. It should not be confused with matters relating to precedent; and
- Any **reverse sensitivity effects** - situations where a potentially incompatible land use is proposed to be sited next to an existing land use.

Subject to the provisions of any policy statement or plan, all of these effects must be considered in the AEE regardless of their scale, intensity, duration, or frequency. It should also be considered whether potential effects are of high and/or low probability and could have a high potential impact⁴.

Table for Determining Scale of Effects

VALUE					
Outstanding (very high) 5	Nil (0)	Little/ Minor (10)	Moderate / More Minor (15)	Large / Significant (20)	Critical / Significant (25)
Considerable (high) 4	Nil (0)	Little/ Minor (8)	Moderate / More Minor (12)	Moderate / Significant (16)	Large / Significant (20)
Moderate (medium) 3	Nil (0)	Negligible / Less Minor (6)	Little / Minor (9)	Moderate / More Minor (12)	Moderate / More Minor (15)
Little (low) 2	Nil (0)	Negligible / Less Minor (4)	Negligible / Less Minor (6)	Little / Minor (9)	Little/ Minor (10)
Negligible 1	Nil (0)	Negligible / Less Minor (2)	Negligible / Less Minor (3)	Negligible / Less Minor (4)	Negligible / Less Minor (5)
None 0	Nil (0)	Nil (0)	Nil (0)	Nil (0)	Nil (0)
	No Change 0	Low 2	Moderate 3	High 4	Very High 5
IMPACT					

This scale is adapted from EIA Good Practice examples (e.g. UK Design Manual Roads and Bridges / NZILA / ICOMOS NZ, Waka Kotahi Guidance on Assessment of Historic Heritage Effects for Highway Projects) to incorporate common terminology used in the New Zealand RMA Planning Context, and the recommended scaling of effects described in MfE and Quality Planning Website documents. Numerical values are provided to demonstrate relative weighting of effects.

Effects to historic heritage values are considered using the following scale and may be classed as Temporary, Permanent; Adverse or Beneficial.

⁴ Source: <https://www.qualityplanning.org.nz/node/836>

Magnitude of Effect		Adverse Effects
Critical / Significant		Significant unacceptable adverse effects that cannot be avoided or mitigated. Most, or key, statutory objectives are not met.
Large / Significant		Significant adverse effects that is noticeable and will have a serious adverse impact on the environment but may be avoided or mitigated. Some key statutory objectives are not met
Moderate / More minor		Adverse effects that are noticeable that may cause an adverse impact but could be potentially mitigated or remedied and may be acceptable. Key statutory objectives are met, but not all
Little / Minor		Adverse effects that are noticeable but will not cause any significant adverse impacts, and may also be further avoided or mitigated. Most or all statutory objectives are met
Negligible / Less Minor		Adverse effects that are acceptable, and may not require further mitigation. They are discernible day-to-day effects, but too small to adversely affect other persons. Statutory objectives are met
None		No effect/Neutral
Intrusive*		Removal of an intrusive feature is always beneficial effect as intrusive aspects by nature are detrimental

Magnitude of Effect		Beneficial Effects
Critical		Beneficial effects which strongly enhance historic heritage values and support statutory objectives
Large / Significant		Beneficial effects which positively enhance historic heritage values and support most statutory objectives
Moderate / More minor		Beneficial effects which maintain or slightly enhance historic heritage values and support some statutory objectives
Little / Minor		Beneficial effects which slightly maintain or slightly enhance historic heritage values
Negligible / Less Minor		Beneficial effects which maintain historic heritage values to a limited degree
None		No effect/Neutral
Intrusive*		Removal of an intrusive feature is always beneficial effect as intrusive aspects by nature are detrimental

* (Where a particular feature is identified as intrusive in a conservation plan / heritage assessment)

31 January 2023

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

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

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

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

Dear Mr Jellie and Mr Keating

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

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

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

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

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

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

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

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

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

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

Yours sincerely,



Trevor Mackie
Consultant Planner
Planning Central/South
PLANS AND PLACES

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

Request for further information

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

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

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

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

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

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

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

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

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

10 February 2023

Te Tupu Ngātahi
Supporting Growth
PO Box 105218
Auckland 1143

Trevor Mackie
Auckland Council
135 Albert Street,
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Issued via email: mackiet@xtra.co.nz and david.wong@aucklandcouncil.govt.nz

Dear Trevor

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

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

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

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

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

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

Yours sincerely



Adam Jellie
Airport to Botany – AEE Lead

Response to s92 request for further information

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

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

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

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

Ref	Request	Response					
	<p><i>Rationale:</i> Under section 9, p88 of the AEE the applicant refers: The land required for the Project is shown in the general arrangement layout plans included with the NoR (refer to Volume 3). Land required for the permanent work will be acquired prior to construction. Following the Completion of Construction, the designation boundary will be reviewed and any land that is not required for the permanent work or for the on-going operation, maintenance or mitigation of effects of the Project will be reinstated in coordination with directly affected landowners or occupiers. This will include:</p> <ul style="list-style-type: none"> • Reinstatement of construction areas and reintegrating with the surrounding landform; • Reinstatement of driveways, accessways, fences and gardens; and • Integration of batters and cut/fill slopes with the landscape. <p>These matters will be discussed prior to or during construction with directly affected landowners and will follow the provisions under the Public Works Act 1981 which is a process separate from the requirements of the RMA.</p> <p>Based on their assessment, there is a strategic need for the Project corridor to address the existing and future demand for public transport in the southern and eastern areas of Auckland. Where impacts on properties and businesses cannot be avoided, the potential effects are discussed in this section and detailed in Section 9.5 and the Airport to Botany –Social Impact Assessment Appendix C, Volume 4.</p> <p>The applicant has clearly demonstrated in their AEE under Section 9. And 9 .7, p83 -88 that the measures to avoid, mitigate and remedy effects on properties is to offset the effects created by the NoR. There is a concern for the loss of open space specifically relates to Puhinui Domain, Hayman’s Park, Manukau Sports Bowl and Velodrome, Manukau Memorial Gardens, Sancta Maria Ponds and Medvale Reserve. In the AEE, the applicant provides an assessment against the future receiving environment anticipating an increase in intensification and density, the applicant has not provided an open space assessment against the ongoing purpose, function and importance open spaces will have within these same future receiving environments. While the applicant has said they have consulted with various parks and community facilities members, all the various SME’s (Parks and Places Specialist, Areas Operation Manager, Active Sports and Recreation and Land advisory) for parks and community facilities have not agreed to any permanent land take for the purpose of a future designation over existing parks, especially relating to Hayman’s Park and Manukau Sports Bowl where there are active communities participating within these open spaces. These parks have ongoing master plans already in progress to develop the parks to meet the needs of the future communities within the same receiving environment.</p>	NoR 1	Rongomai Park	Open Space - Sport and Active Recreation Zone Open Space – Informal Recreation Zone	238 Te Irirangi Dr Clover Park	Recreation Flood detention works (PWA)	3,697
		NoR 1	Medvale Ave Reserve	Open Space – Informal Recreation Zone Open Space – Conservation Zone	51R Medvale Ave Flat Bush	Recreation Local Purpose (Drainage) reserve	367
		NoR 2	Orlando Reserve	Open Space – Informal Recreation Zone	125R Te Irirangi Dr Clover Park	Local purpose (amenity) reserve	2,825
		NoR 2	Manukau Sports Bowl	Open Space – Informal Recreation Zone Open Space – Sport and Active Recreation Zone	19R Boundary Rd Otara 1 Boundary Rd Otara	Recreation	17,391
		NoR 2	Hayman Park	Open Space – Informal Recreation Zone	15R Davies Ave Manukau	No classification	3,091
		NoR 2	Puhinui Domain	Open Space – Informal Recreation Zone	50R Plunket Ave Manukau	Drainage purpose Recreation Utility reserve	17,004
		<p>Engagement with Auckland Council Community Facilities has been ongoing throughout the development of the AEE and will continue post lodgement.</p> <p>It is anticipated that the outcomes of these discussions will be subject to some form of formal agreement between the various parts of Auckland Council involved.</p> <p>We intend to update the Auckland Council processing team on these discussions in advance of the hearing and preferably in advance of the release of the initial s42A report.</p> <p>Notwithstanding the above, one outcome of discussions to date is an agreed revision to the proposed Network Utility Operators condition to include specific reference to Auckland Council and park facilities:</p>					



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

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

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

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

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

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

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

Appendix A – Updated conditions

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

Abbreviations and definitions

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

TRACKED CHANGES

	<ul style="list-style-type: none"> • demolition or removal of buildings and structures; • relocation of services; and • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
Mana Whenua	<p>Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be engaged in the Airport to Botany Bus Rapid Transit Project:</p> <ul style="list-style-type: none"> • Te Ākitai Waiohū • Ngāi Tai ki Tamaki • Ngāti Te Ata Waiohū • Ngāti Whanaunga • Ngāti Tamaoho • Ngāti Paoa Trust Board • Te Ahiwaru • Ngāti Tamaterā • Ngāti Maru <p>Note: other iwi not identified above may have an interest in the Project and should be consulted.</p>
MWPF	Mana Whenua Partnership Forum
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NUMP	Network Utilities Management Plan
NOR	Notice of Requirement
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.

TRACKED CHANGES

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

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

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		<p>infrastructure and/or park facilities located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities and/or park facilities necessary for the on-going provision or security of supply of network utility and/or park facility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities and/or park facilities in the same location with the same or similar effects as the existing utility and/or park facility. <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
NoRs 1, 2, 3	7.	<p>Property Management</p> <p>The Requiring Authority shall undertake its best endeavours to ensure that properties acquired for the Project are appropriately managed in a manner that does not adversely affect the surrounding area.</p>
Pre-construction Conditions		
NoRs 1, 2, 3 and 4a	8.	<p>Outline Plan</p> <ul style="list-style-type: none"> (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA. (b) Mana Whenua shall be invited as partners to participate in the preparation of an Outline Plan (or Plans). (c) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project. (d) Outline Plans shall include all management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include: <ul style="list-style-type: none"> (i) Network Utilities Management Plan; (ii) Construction Environmental Management Plan; (iii) Construction Traffic Management Plan; (iv) Construction Noise and Vibration Management Plan; (v) Urban and Landscape Design Management Plan; (vi) Historic Heritage Management Plan; (vii) Ecological Management Plan; and (viii) Tree Management Plan.
NoRs 1, 2, 3 and 4a	9.	<p>Management Plans</p> <ul style="list-style-type: none"> (a) Any management plan shall: <ul style="list-style-type: none"> (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified and Experienced Person(s); (iii) be developed in partnership with Mana Whenua. The Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua; (iv) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; (v) summarise comments received from Mana Whenua and stakeholders as required by the relevant management plan condition, along with a summary of where comments have: <ul style="list-style-type: none"> A. been incorporated; and B. where not incorporated, the reasons why. (vi) be submitted as part of an Outline Plan pursuant to section 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and (vii) once finalised, uploaded to the Project website or equivalent virtual information source. (b) Any management plan developed in accordance with Condition 10 may: <ul style="list-style-type: none"> (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation;

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		<ul style="list-style-type: none"> (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; and (iii) if there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision. (c) Any material changes to the SCEMPs are to be submitted to the Council for information.
<p>NoRs 1, 2, 3 and 4a</p>	<p>10.</p>	<p>Mana Whenua Partnership</p> <ul style="list-style-type: none"> (a) At least twelve (12) months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall invite Mana Whenua to establish a Mana Whenua Partnership Forum (MWPF). The objective of the MWPF is to provide a forum for Mana Whenua to participate as partners in all phases of the Project. To achieve the objective, the MWPF shall address (as a minimum) the following matters: <ul style="list-style-type: none"> (i) how Mana Whenua will provide input into the design of the Project. For example: <ul style="list-style-type: none"> A. how Mana Whenua values and narrative are incorporated through the form of the Project and associated structures; B. how the historic and cultural significance of the Puhinui Historic Gateway will be recognised; and C. how pou, art, sculptures, mahi toi or other any other features located on land within or adjoining the Project will be provided in a manner that represents the Māori history of the area and promotes a distinctiveness or sense of place. (ii) how Mana Whenua will be engaged in the preparation of management plans and future consenting processes; (iii) how mātauranga Māori and tikanga Māori will be recognised in all phases of the Project; (iv) where opportunities for Mana Whenua to participate in engagement with local communities, business associations, social institutions and community groups will be provided; (v) where opportunities for Mana Whenua to support the physical, mental, social and economic wellbeing for iwi and the local community will be provided through the Project. This could include: <ul style="list-style-type: none"> A. planting supplied through Mana Whenua and community based nurseries; B. local schools being involved in planting; and C. scholarships, cadetships and job creation. (vi) the Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua including organising meetings at a local venue and the taking and dissemination of meeting minutes; (vii) the frequency of meetings shall be agreed between the Requiring Authority and Mana Whenua; and (viii) prior to the Start of Construction, the Requiring Authority shall produce a record of the Mana Whenua Partnership Forum. The record of the MWPF shall be provided to Mana Whenua and shall include (but not be limited to): <ul style="list-style-type: none"> A. details of how Mana Whenua have participated as partners in the Project; B. details of how the matters set out in (a) will be incorporated into the Project; C. how the objective of the MWPF has been and will continue to be met; and D. details of how comments from Mana Whenua have been incorporated into the Project and where not incorporated, the reasons why. (b) Mana Whenua shall be invited to identify and (if possible) nominate traditional names along the Project corridor such as Bus Rapid Transit Stations and bridge

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

		<p>hours and on weekends and public holidays, to the parties identified in (i) above;</p> <p>(viii) a summary of any proactive assistance provided to impacted businesses;</p> <p>(ix) identification of opportunities to co-ordinate the forward work programme, where appropriate with infrastructure providers and development agencies; and</p> <p>(x) linkages and cross-references to communication and engagement methods set out in other conditions and management plans (e.g. the SCEMP) where relevant.</p> <p>(b) Those business identified in (a)(i) shall not be included in the SCEMP.</p> <p>(b) Any DRMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</p>
<p>NoRs 1, 2, 3 and 4a</p>	<p>13.</p>	<p>Urban and Landscape Design Management Plan (ULDMP)</p> <p>(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) Mana Whenua shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work to provide input on cultural landscape and design matters. This shall include (but not be limited to) how desired outcomes for the management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with the Historic Heritage Management Plan (Condition 23) and the Ecological Management Plan (Condition 25) may be reflected in the ULDMP</p> <p>(c) The objective of the ULDMP is to:</p> <p>(i) enable integration of the Project's permanent works into the surrounding landscape and urban context;</p> <p>(ii) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment; and</p> <p>(iii) acknowledge and recognise the whakapapa Mana Whenua have to the Project area.</p> <p>(d) The ULDMP shall be prepared in general accordance with:</p> <p>(i) Auckland Transport's Urban Roads and Streets Design Guide;</p> <p>(ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;</p> <p>(iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;</p> <p>(iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and</p> <p>(v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.</p> <p>(e) To achieve the objective, the ULDMP shall provide details of how the project:</p> <p>(i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones;</p> <p>(ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections;</p> <p>(iii) promotes inclusive access (where appropriate); and</p> <p>(iv) promotes a sense of personal safety by aligning with best practice guidelines, such as:</p> <p>A. Crime Prevention Through Environmental Design (CPTED) principles;</p> <p>B. Safety in Design (SID) requirements; and</p> <p>C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.</p>

	<p>(v) provides opportunities to incorporate Mana Whenua values and cultural narrative through the design. This shall include but not be limited to:</p> <ul style="list-style-type: none"> A. how to protect and enhance connections to the Māori cultural landscape; B. how and where accurate historical signage can be provided along the corridor; C. how historical portage routes will be recognised; D. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided; E. how opportunities to utilise flora and fauna with a specific connection to the area are realised where possible by: <ul style="list-style-type: none"> a. preserving them in the design and maintenance of the Project; and b. restoring them in a manner that recognises their historical and cultural significance. For example by clustering planting to represent a lost ngahere. F. how the historic and cultural significance of the Puhinui Historic Gateway is recognised; and G. how public access to coastal areas, waterways and open space is enhanced, where appropriate. <p>(vi) provides for an integrated stormwater management approach which prioritises in the following order:</p> <ul style="list-style-type: none"> A. opportunities for ki uta ki tai (a catchment scale approach); B. opportunities for net catchment benefit; C. green infrastructure and nature-based solutions; and D. opportunities for low maintenance design. <p>(f) At the discretion of Mana Whenua, the matters listed in (e)(v) – (vi) shall either be incorporated into the ULDMP or prepared as a separate plan.</p> <p>(g) The ULDMP shall include:</p> <ul style="list-style-type: none"> (i) a concept plan(s) – which depicts the overall landscape and urban design concept, and explains the rationale for the landscape and urban design proposals; (ii) developed design concepts, including principles for walking and cycling facilities and public transport; and (iii) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> A. road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment; B. roadside elements – such as lighting, fencing, wayfinding and signage; C. architectural and landscape treatment of all major structures, including bridges and retaining walls; D. architectural and landscape treatment of noise barriers; E. landscape treatment of permanent stormwater control wetlands and swales; F. integration of passenger transport; G. pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; H. historic heritage places with reference to the HHMP (Condition 23); and I. re-instatement of construction and site compound areas, driveways, accessways and fences. <p>(h) The ULDMP shall also include the following planting details and maintenance requirements:</p> <ul style="list-style-type: none"> (i) planting design details including: <ul style="list-style-type: none"> A. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan (Condition 26).
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		<p>Where practicable, mature trees and native vegetation should be retained;</p> <ul style="list-style-type: none"> B. street trees, shrubs and ground cover suitable for berms; C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones; D. planting of stormwater wetlands; E. identification of vegetation to be retained and any planting requirements under the Ecological Management Plan (Condition 25) and Tree Management Plan (Condition 26); F. integration of any planting requirements required by conditions of any resource consents for the project; and G. re-instatement planting of construction and site compound areas as appropriate. <p>(ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and</p> <p>(iii) detailed specifications relating to the following:</p> <ul style="list-style-type: none"> A. weed control and clearance; B. pest animal management (to support plant establishment); C. ground preparation (top soiling and decompaction); D. mulching; and E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species. <p>Advice Note:</p> <p><i>This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of “road widening”. Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.</i></p>
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Specific Outline Plan Requirements

<p>NoRs 1, 2, 3 and 4a</p>	<p>14.</p>	<p>Flood Hazard</p> <ul style="list-style-type: none"> (a) The Project shall be designed to achieve the following flood risk outcomes: <ul style="list-style-type: none"> (i) no increase in flood levels for existing authorised habitable floors that are already subject to flooding; (ii) no more than a 10% reduction in freeboard for existing authorised habitable floors; (iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling; (iv) no new flood prone areas; and (v) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 100 year ARI flood levels (for Maximum Probable Development land use and including climate change). (c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.
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Construction Conditions

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

		<ul style="list-style-type: none"> (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; (v) details of the preferred Accidental Discovery Protocol; and (vi) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol. <p>(e) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p>Advice Note: Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>								
<p>NoRs 1, 2, 3 and 4a</p>	<p>18.</p>	<p>Construction Traffic Management Plan (CTMP)</p> <ul style="list-style-type: none"> (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include: <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads; (vi) methods to maintain vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services). 								
<p>NoR 1, 2, 3 and 4a</p>	<p>19.</p>	<p>Construction Noise Standards</p> <ul style="list-style-type: none"> (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable: <p>Table 19.1: Construction noise standards</p> <table border="1" data-bbox="537 1612 1284 1738"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L_{Aeq}(15min)</th> <th>L_{AFmax}</th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> </tbody> </table>	Day of week	Time period	L _{Aeq} (15min)	L _{AFmax}	Occupied activity sensitive to noise			
Day of week	Time period	L _{Aeq} (15min)	L _{AFmax}							
Occupied activity sensitive to noise										

		<table border="1"> <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">Other occupied buildings</td> </tr> <tr> <td rowspan="2">All</td> <td>0730h – 1800h</td> <td>70 dB</td> <td></td> </tr> <tr> <td>1800h – 0730h</td> <td>75 dB</td> <td></td> </tr> </table> <p>(b) Where compliance with the noise standards set out in Table 19.1 is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition 22 shall apply.</p>	Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Saturday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB	0730h - 1800h	55 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Other occupied buildings				All	0730h – 1800h	70 dB		1800h – 0730h	75 dB	
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	1800h - 2000h	65 dB		80 dB																																																
	2000h - 0630h	45 dB	75 dB																																																	
Saturday	0630h - 0730h	55 dB	75 dB																																																	
	0730h - 1800h	70 dB	85 dB																																																	
	1800h - 2000h	45 dB	75 dB																																																	
	2000h - 0630h	45 dB	75 dB																																																	
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB																																																	
	0730h - 1800h	55 dB	85 dB																																																	
	1800h - 2000h	45 dB	75 dB																																																	
	2000h - 0630h	45 dB	75 dB																																																	
Other occupied buildings																																																				
All	0730h – 1800h	70 dB																																																		
	1800h – 0730h	75 dB																																																		
NoR 1, 2, 3 and 4a	20.	<p>Construction Vibration Standards</p> <p>(a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.</p> <p>Table 20.1 Construction vibration criteria</p> <table border="1"> <thead> <tr> <th>Receiver</th> <th>Details</th> <th>Category A</th> <th>Category B</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Occupied Activities sensitive to noise</td> <td>Night-time 2000h - 0630h</td> <td>0.3mm/s ppv</td> <td>2mm/s ppv</td> </tr> <tr> <td>Daytime 0630h - 2000h</td> <td>2mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td>Other occupied buildings</td> <td>Daytime 0630h - 2000h</td> <td>2mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td>All other buildings</td> <td>At all other times</td> <td colspan="2">Tables 1 and 3 of DIN4150-3:1999</td> </tr> </tbody> </table> <p><i>*Category A criteria adopted from Rule E25.6.30.1 of the AUP</i></p> <p><i>**Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime</i></p> <p>(b) Where compliance with the vibration standards set out in Table 20.1 is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 21(c)(x), then the methodology in Condition 22 shall apply.</p>	Receiver	Details	Category A	Category B	Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999																																
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NoR 1, 2, 3 and 4a		<p>Construction Noise and Vibration Management Plan (CNVMP)</p> <p>(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</p>																																																		

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

	<p>B. 2000 – 0630: 1 period of up to 2 consecutive nights in any 10 days.</p> <p>(ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 20.</p> <p>(b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:</p> <p>(i) construction activity location, start and finish dates;</p> <p>(ii) the nearest neighbours to the construction activity;</p> <p>(iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance;</p> <p>(iv) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;</p> <p>(v) the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and</p> <p>(vi) location, times and types of monitoring.</p> <p>(c) The Schedule shall be submitted to the Manager for certification at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP.</p> <p>(d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.</p>
<p>NoRs 1, 2, 3 and 4a</p>	<p>Historic Heritage Management Plan (HHMP)</p> <p>(a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify:</p> <p>(i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;</p> <p>(ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</p> <p>(iii) known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;</p> <p>(iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;</p> <p>(v) roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;</p> <p>(vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</p> <p>(vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;</p>

		<p>(viii) methods to acknowledge cultural values identified through the Mana Whenua Partnership Forum (Condition 10) and Urban and Landscape Design Management Plan (Condition 13) where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</p> <p>(ix) methods for avoiding, remedying or mitigation adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:</p> <p style="padding-left: 40px;">A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access.</p> <p>(x) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and</p> <p>(xi) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries and the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified and Experienced Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 17.</p> <p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.</p> <p>Accidental Discoveries</p> <p>Advice Note:</p> <p><i>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP.</i></p>
<p>NoRs 1, 2, 3 and 4a</p>	<p>24.</p>	<p>Pre-Construction Ecological Survey</p> <p>(a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified and Experienced Person. The purpose of the survey is to inform the detailed design of ecological management by:</p> <p style="padding-left: 40px;">(i) confirming whether the species of value within the Identified Biodiversity Areas recorded in Schedule 3 are still present; and</p> <p style="padding-left: 40px;">(ii) confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines (or any subsequent updated version).</p> <p>(b) Mana Whenua shall be invited as partners to observe how the ecological survey in (a) will be undertaken.</p> <p>(c) If the ecological survey in (a) above confirms the presence of ecological species of value in accordance with Condition 24(a)(i) and that effects are likely in accordance with Condition 24(a)(ii), then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 25 for these areas (Confirmed Biodiversity Areas).</p>
<p>NoRs 1, 2, 3 and 4a</p>	<p>25.</p>	<p>Ecological Management Plan (EMP)</p> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 24) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise impacts of the Project on the ecological values of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:</p> <p style="padding-left: 40px;">(i) if an EMP is required in accordance with Condition 24(b) for the presence of long-tailed bats:</p>

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		<ul style="list-style-type: none"> A. measures to minimise disturbance from construction activities within the vicinity of any active roosts that are discovered until such roosts are confirmed to be vacant of bats; B. how the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable; C. details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tailed bats; D. details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous, or exotic trees or artificial alternatives) will be provided and maintained; and E. where mitigation isn't practicable, details of any offsetting proposed. <p>(ii) If an EMP is required in accordance with Condition 24(b) for the presence of Threatened or At-Risk birds (excluding Wetland Birds):</p> <ul style="list-style-type: none"> A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; B. where Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of the Pipit bird breeding season (August to February) where practicable; C. where works are required within the Confirmed Biodiversity Area during the bird breeding season (including Pipits), methods to minimise adverse effects on Threatened or At-Risk birds; and D. details of grass maintenance if Pipit are present. <p>(iii) If an EMP is required in accordance with Condition 24(b) for the presence of Threatened or At-Risk wetland birds:</p> <ul style="list-style-type: none"> A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; B. where works are required within the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk wetland birds C. undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified Wetlands (including establishment of construction areas adjacent to Wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity; D. what protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50m of any construction area (including laydown areas). Measures could include: <ul style="list-style-type: none"> a. a 20m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage; b. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified and Experienced Person. Construction works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately
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		<p>30 days from egg laying to fledging) as confirmed by a Suitably Qualified and Experienced Person; and</p> <ul style="list-style-type: none"> c. minimising the disturbance from the works if construction works are required within 50m of a nest, as advised by a Suitably Qualified and Experienced Person. E. adopting a 10m setback where practicable, between the edge of wetlands and construction areas (along the edge of the stockpile/laydown area); and F. minimising light spill from construction areas into wetlands. <p>(b) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.</p> <p>(c) Where appropriate, and in partnership with Mana Whenua, flora and fauna values identified in the ULDMP are reflected and included within this EMP.</p> <p>Advice Note:</p> <p><i>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</i></p> <ul style="list-style-type: none"> (i) Stream and/or wetland restoration plans; (ii) Vegetation restoration plans; and (iii) Fauna management plans (e.g. avifauna, herpetofauna, bats).
<p>NoRs 1, 2, 3</p>		<p>Tree Management Plan</p> <ul style="list-style-type: none"> (a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared. (b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 4. (c) The Tree Management Plan shall: <ul style="list-style-type: none"> (i) confirm that the trees listed in Schedule 4 still exist; and (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree listed in Schedule 4. This may include: <ul style="list-style-type: none"> A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 13; B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. (iii) demonstrate how the tree management measures (outlined in A – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.
<p>NoRs 1, 2, 3 and 4a</p>	<p>27.</p>	<p>Network Utility Management Plan (NUMP)</p> <ul style="list-style-type: none"> (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to: <ul style="list-style-type: none"> (i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond

		<p>normal wear and tear to overhead transmission lines in the Project area; and</p> <p>(iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</p> <p>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) (including Auckland International Airport Limited) who have existing assets that are directly affected by the Project.</p> <p>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.</p> <p>(e) The NUMP shall describe how any comments from the Network Utility Operator (including Auckland International Airport Limited) in relation to its assets have been addressed.</p> <p>(f) Any comments received from the Network Utility Operator (including Auckland International Airport Limited) shall be considered when finalising the NUMP.</p> <p>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator (including Auckland International Airport Limited) shall be prepared in consultation with that asset owner.</p>
<p>Operational Conditions</p>		
<p>NoRs 1, 2, 3 and 4a</p>	<p>28.</p>	<p>Low Noise Road Surface</p> <p>(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.</p> <p>(b) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</p> <ul style="list-style-type: none"> (i) the volume of traffic exceeds 10,000 vehicles per day; or (ii) the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or (iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or (iv) it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. <p>(c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 28(b)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.</p>
<p>NoRs 1, 2, 3 and 4a</p>	<p>29.</p>	<p>Traffic Noise</p> <p>For the purposes of Conditions 30 to 41:</p> <ul style="list-style-type: none"> (a) Building-Modification Mitigation – has the same meaning as in NZS 6806; (b) Design year has the same meaning as in NZS 6806; (c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed; (d) Habitable Space – has the same meaning as in NZS 6806; (e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 2: Identified PPFs Noise Criteria Categories; (f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (g) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C);

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		<p>(h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;</p> <p>(i) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in green, orange or red in Schedule 2: Identified PPFs Noise Criteria Categories;</p> <p>(j) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806 taking into account any low noise road surface to be implemented in accordance with Condition 28; and</p> <p>(k) Structural Mitigation – has the same meaning as in NZS 6806.</p>
NoRs 1, 2, 3 and 4a	30.	<p>The Noise Criteria Categories identified in Schedule 2: Identified PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 29 to 41 (all traffic noise conditions).</p> <p>Achievement of the Noise Criteria Categories for PPFs shall be by reference to a traffic forecast for a high growth scenario in a design year at least 10 years after the programmed opening of the Project.</p>
NoRs 1, 2, 3 and 4a	31.	<p>As part of the detailed design of the Project, a Suitably Qualified and Experienced Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 2: Identified PPFs Noise Criteria Categories.</p> <p>For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 28 may be (or be part of) the Selected Mitigation Option(s).</p>
NoRs 1, 2, 3 and 4a	32.	<p>Prior to construction of the Project, a Suitably Qualified and Experienced Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 2: Identified PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.</p>
NoRs 1, 2, 3 and 4a	33.	<p>If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified and Experienced Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.</p>
NoRs 1, 2, 3 and 4a	34.	<p>The Detailed Mitigation Options shall be implemented prior to completion of construction of the Project.</p>
NoRs 1, 2, 3 and 4a	35.	<p>Prior to the Start of Construction, a Suitably Qualified and Experienced Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB $L_{Aeq(24h)}$ inside Habitable Spaces ('Category C Buildings').</p>
NoRs 1, 2, 3 and 4a	36.	<p>Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring Authority shall write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within three months of the date of the Requiring Authority's letter, the Requiring Authority shall instruct a Suitably Qualified and Experienced Person to visit the building and assess the noise reduction performance of the existing building envelope.</p>
NoRs 1, 2, 3 and 4a	37.	<p>For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 36 above if:</p> <p>(a) The Requiring Authority's Suitably Qualified and Experienced Person has visited the building and assessed the noise reduction performance of the building envelope; or</p>

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		<p>(b) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or</p> <p>(c) The building owner did not agree to entry within three months of the date of the Requiring Authority's letter sent in accordance with Condition 36 above (including where the owner did not respond within that period); or</p> <p>(d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.</p> <p>If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.</p>
NoRs 1, 2, 3 and 4a	38.	<p>Subject to Condition 37 above, within six months of the assessment undertaken in accordance with Conditions 36 and 37, the Requiring Authority shall write to the owner of each Category C Building advising:</p> <p>(a) If Building-Modification Mitigation is required to achieve 40 dB L_{Aeq(24h)} inside habitable spaces; and</p> <p>(b) The options available for Building-Modification Mitigation to the building, if required; and</p> <p>(c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.</p>
NoRs 1, 2, 3 and 4a	39.	<p>Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation shall be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.</p>
NoRs 1, 2, 3 and 4a	40.	<p>Subject to Condition 37, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 39 if:</p> <p>(a) The Requiring Authority has completed Building Modification Mitigation to the building; or</p> <p>(b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or</p> <p>(c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 37 (including where the owner did not respond within that period); or</p> <p>(d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.</p>
NoRs 1, 2, 3 and 4a	41.	<p>The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable.</p>

Schedule 1: General accordence plans and information

NoR 1

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

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

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Concept Plan:



LEGEND
□ Designation

NoR 1

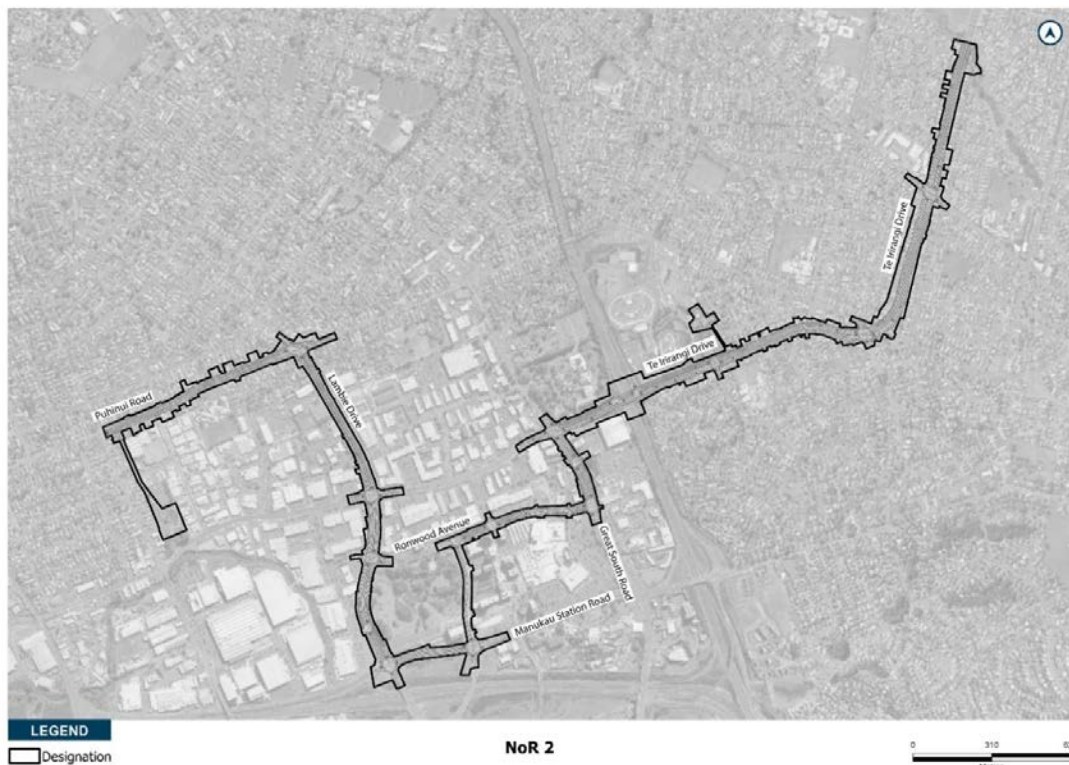


NoR 2

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

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

Concept Plan:



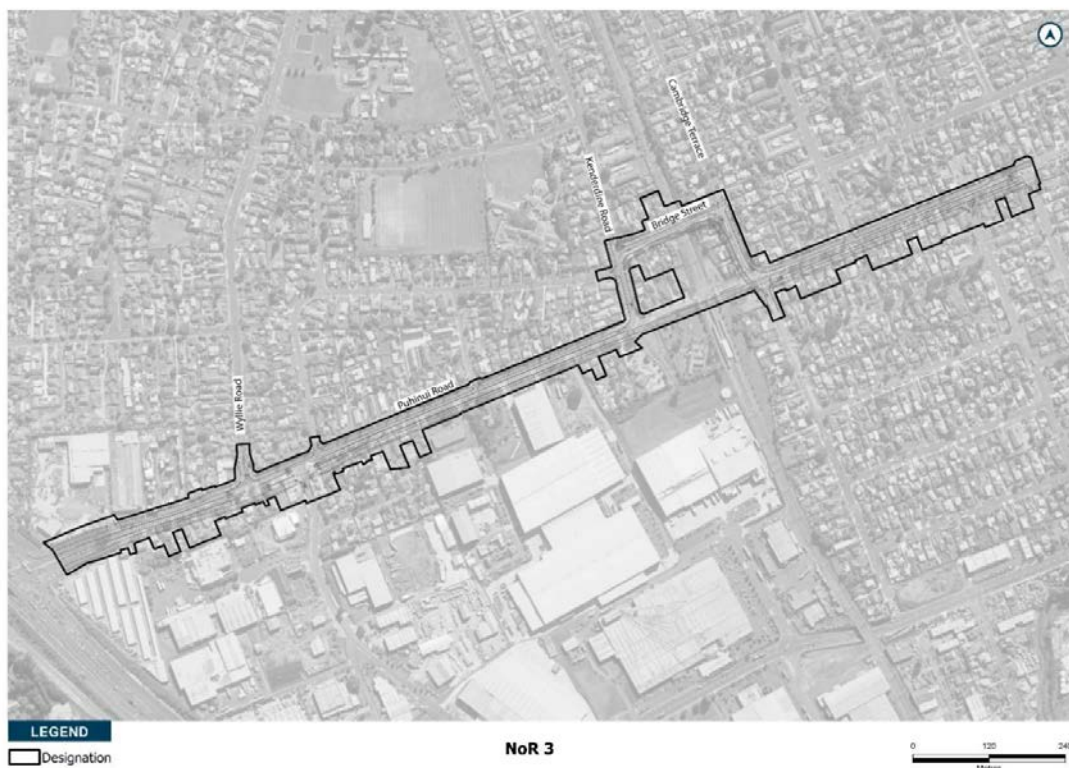
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NoR 3

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

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

Concept Plan:

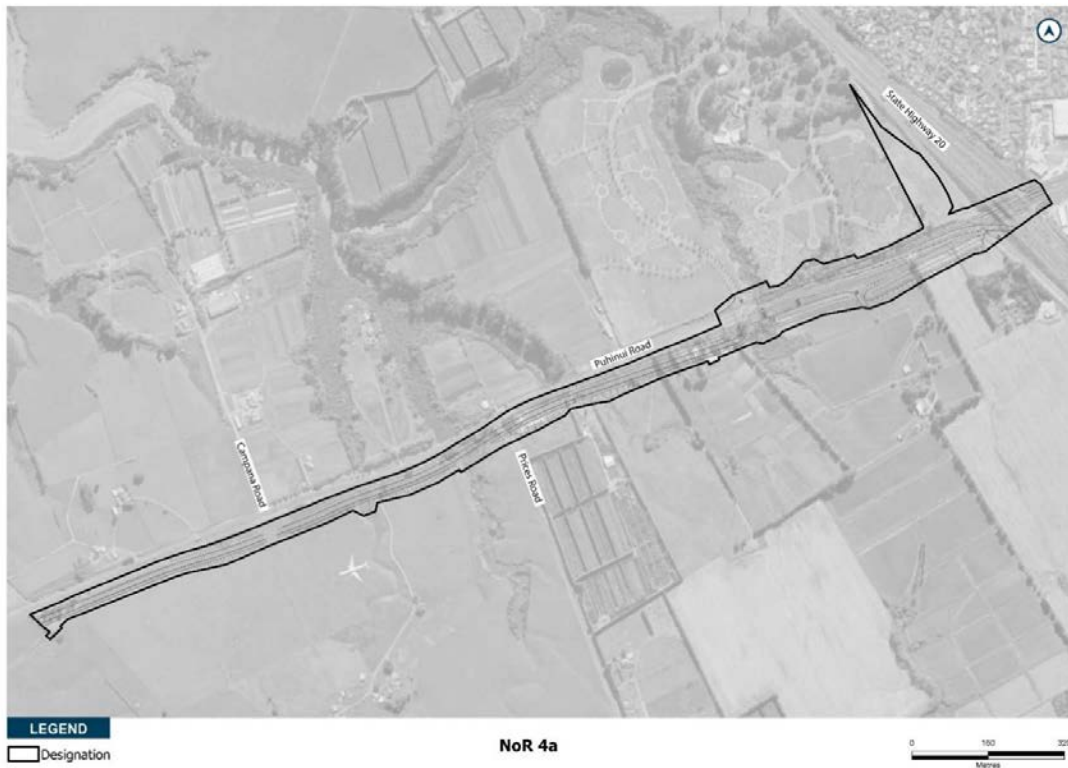


NoR 4a

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

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

Concept Plan:



TRACKED CHANGES

Schedule 2: Identified PPFs noise criteria categories

NoR 1

Address	New or Altered Road	Noise Criteria Category
4 Aaronville Way	Altered	Category B
6 Aaronville Way	Altered	Category B
8 Aaronville Way	Altered	Category A
8 Aaronville Way	Altered	Category B
10 Aaronville Way	Altered	Category B
12 Aaronville Way	Altered	Category B
28 Accent Drive	Altered	Category A
28 Accent Drive	Altered	Category A
28 Accent Drive	Altered	Category A
28 Accent Drive	Altered	Category A
28 Accent Drive	Altered	Category A
36 Accent Drive	Altered	Category A
12 Aclare Place	Altered	Category A
14 Aclare Place	Altered	Category A
15 Aclare Place	Altered	Category A
16 Aclare Place	Altered	Category A
17 Aclare Place	Altered	Category A
17 Aclare Place	Altered	Category A
19 Aclare Place	Altered	Category A
21 Aclare Place	Altered	Category A
23 Aclare Place	Altered	Category C
25 Aclare Place	Altered	Category C
2 Adrigole Place	Altered	Category A
3 Ardkeen Place	Altered	Category A
5 Ardkeen Place	Altered	Category A
6 Ardkeen Place	Altered	Category A
7 Ardkeen Place	Altered	Category A
8 Ardkeen Place	Altered	Category A

TRACKED CHANGES

9 Ardkeen Place	Altered	Category A
10 Ardkeen Place	Altered	Category A
11 Ardkeen Place	Altered	Category A
12 Ardkeen Place	Altered	Category A
13 Ardkeen Place	Altered	Category A
14 Ardkeen Place	Altered	Category B
15 Ardkeen Place	Altered	Category A
16 Ardkeen Place	Altered	Category B
17 Ardkeen Place	Altered	Category A
18 Ardkeen Place	Altered	Category B
19 Ardkeen Place	Altered	Category A
20 Ardkeen Place	Altered	Category B
22 Ardkeen Place	Altered	Category B
24 Ardkeen Place	Altered	Category B
26 Ardkeen Place	Altered	Category B
28 Ardkeen Place	Altered	Category B
30 Ardkeen Place	Altered	Category A
6 Ballydonegan Rise	Altered	Category A
7 Balrath Road	Altered	Category A
8 Balrath Road	Altered	Category A
9 Balrath Road	Altered	Category A
10 Balrath Road	Altered	Category A
11 Balrath Road	Altered	Category A
12 Balrath Road	Altered	Category B
1 Banville Road	Altered	Category A
2 Banville Road	Altered	Category B
3 Banville Road	Altered	Category A
5 Banville Road	Altered	Category A
7 Banville Road	Altered	Category A
2 Belinda Avenue	Altered	Category B
5 Belinda Avenue	Altered	Category A
6 Belinda Avenue	Altered	Category A

TRACKED CHANGES

6 Belinda Avenue	Altered	Category A
7 Belinda Avenue	Altered	Category A
8 Belinda Avenue	Altered	Category A
9 Belinda Avenue	Altered	Category A
11 Belinda Avenue	Altered	Category A
5 Beragh Place	Altered	Category A
6 Beragh Place	Altered	Category A
7 Beragh Place	Altered	Category A
8 Beragh Place	Altered	Category A
9 Beragh Place	Altered	Category A
10 Beragh Place	Altered	Category A
11 Beragh Place	Altered	Category A
12 Beragh Place	Altered	Category A
2 Blowers Place	Altered	Category A
3 Blowers Place	Altered	Category A
4 Blowers Place	Altered	Category A
5 Blowers Place	Altered	Category A
6 Blowers Place	Altered	Category A
7 Blowers Place	Altered	Category A
8 Blowers Place	Altered	Category A
9 Blowers Place	Altered	Category A
10 Blowers Place	Altered	Category A
11 Blowers Place	Altered	Category A
13 Blowers Place	Altered	Category A
3 Boderg Way	Altered	Category A
4 Boderg Way	Altered	Category A
5 Boderg Way	Altered	Category A
6 Boderg Way	Altered	Category A
7 Boderg Way	Altered	Category A
8 Boderg Way	Altered	Category A
9 Boderg Way	Altered	Category A
10 Boderg Way	Altered	Category A

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

16 Chapletown Drive	Altered	Category A
17 Chapletown Drive	Altered	Category B
3 Clavoy Place	Altered	Category A
5 Clavoy Place	Altered	Category A
6 Clavoy Place	Altered	Category A
7 Clavoy Place	Altered	Category A
9 Clavoy Place	Altered	Category A
11 Clavoy Place	Altered	Category A
13 Clavoy Place	Altered	Category A
15 Clavoy Place	Altered	Category A
17 Clavoy Place	Altered	Category A
19 Clavoy Place	Altered	Category A
21 Clavoy Place	Altered	Category A
23 Clavoy Place	Altered	Category A
25 Clavoy Place	Altered	Category A
27 Clavoy Place	Altered	Category A
29 Clavoy Place	Altered	Category A
31 Clavoy Place	Altered	Category A
33 Clavoy Place	Altered	Category A
7 Coleraine Place	Altered	Category A
9 Coleraine Place	Altered	Category A
10 Coleraine Place	Altered	Category A
11 Coleraine Place	Altered	Category A
12 Coleraine Place	Altered	Category A
13 Coleraine Place	Altered	Category A
14 Coleraine Place	Altered	Category A
10A Coleraine Place	Altered	Category A
10 Corrofin Drive	Altered	Category A
12 Corrofin Drive	Altered	Category A
14 Corrofin Drive	Altered	Category A
16 Corrofin Drive	Altered	Category A
18 Corrofin Drive	Altered	Category A

TRACKED CHANGES

20 Corrofin Drive	Altered	Category A
22 Corrofin Drive	Altered	Category A
24 Corrofin Drive	Altered	Category A
26 Corrofin Drive	Altered	Category A
28 Corrofin Drive	Altered	Category A
30 Corrofin Drive	Altered	Category A
32 Corrofin Drive	Altered	Category A
34 Corrofin Drive	Altered	Category A
36 Corrofin Drive	Altered	Category A
31 Craigavon Drive	Altered	Category A
32 Craigavon Drive	Altered	Category A
33 Craigavon Drive	Altered	Category A
34 Craigavon Drive	Altered	Category A
35 Craigavon Drive	Altered	Category A
8 Cratloe Lane	Altered	Category B
8 Cratloe Lane	Altered	Category B
424 East Tamaki Road	Altered	Category A
426 East Tamaki Road	Altered	Category A
2 Franco Lane	Altered	Category B
4 Franco Lane	Altered	Category B
6 Franco Lane	Altered	Category B
8 Franco Lane	Altered	Category B
10 Franco Lane	Altered	Category B
12 Franco Lane	Altered	Category B
8A Franco Lane	Altered	Category B
9 Gordal Place	Altered	Category A
10 Gordal Place	Altered	Category A
12 Gordal Place	Altered	Category A
13 Gordal Place	Altered	Category A
13 Gordal Place	Altered	Category A
15 Gordal Place	Altered	Category A
16 Gordal Place	Altered	Category A

TRACKED CHANGES

18 Gordal Place	Altered	Category A
20 Gordal Place	Altered	Category A
8 Gransna Lane	Altered	Category A
10 Gransna Lane	Altered	Category A
12 Gransna Lane	Altered	Category B
14 Gransna Lane	Altered	Category A
16 Gransna Lane	Altered	Category B
18 Gransna Lane	Altered	Category B
20 Gransna Lane	Altered	Category B
22 Gransna Lane	Altered	Category A
24 Gransna Lane	Altered	Category B
40 Haven Drive	Altered	Category A
42 Haven Drive	Altered	Category A
44 Haven Drive	Altered	Category A
46 Haven Drive	Altered	Category A
48 Haven Drive	Altered	Category A
50 Haven Drive	Altered	Category A
52 Haven Drive	Altered	Category A
54 Haven Drive	Altered	Category A
4/29 Haven Drive	Altered	Category A
43-47 Haven Drive	Altered	Category A
8 Kalmore Place	Altered	Category A
9 Kalmore Place	Altered	Category A
10 Kalmore Place	Altered	Category A
11 Kalmore Place	Altered	Category A
12 Kalmore Place	Altered	Category A
13 Kalmore Place	Altered	Category A
14 Kalmore Place	Altered	Category A
15 Kalmore Place	Altered	Category A
16 Kalmore Place	Altered	Category A
2 Kanturk Close	Altered	Category A
3 Kanturk Close	Altered	Category B

TRACKED CHANGES

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

TRACKED CHANGES

13 Kilbaha Close	Altered	Category B
2A Kilbaha Close	Altered	Category A
2 Kippure Close	Altered	Category A
3 Kippure Close	Altered	Category A
4 Kippure Close	Altered	Category B
4 Kippure Close	Altered	Category A
5 Kippure Close	Altered	Category A
7 Kippure Close	Altered	Category B
4 Leixlep Lane	Altered	Category B
4 Leixlep Lane	Altered	Category B
4 Leixlep Lane	Altered	Category A
6 Leixlep Lane	Altered	Category B
8 Leixlep Lane	Altered	Category B
10 Leixlep Lane	Altered	Category B
12 Leixlep Lane	Altered	Category B
14 Leixlep Lane	Altered	Category B
16 Leixlep Lane	Altered	Category B
18 Leixlep Lane	Altered	Category B
20 Leixlep Lane	Altered	Category B
2 Leneford Drive	Altered	Category B
4 Leneford Drive	Altered	Category B
6 Leneford Drive	Altered	Category B
8 Leneford Drive	Altered	Category B
10 Leneford Drive	Altered	Category B
12 Leneford Drive	Altered	Category B
14 Leneford Drive	Altered	Category B
16 Leneford Drive	Altered	Category B
18 Leneford Drive	Altered	Category A
20 Leneford Drive	Altered	Category A
22 Leneford Drive	Altered	Category A
24 Leneford Drive	Altered	Category A
26 Leneford Drive	Altered	Category A

TRACKED CHANGES

28 Leneford Drive	Altered	Category A
30 Leneford Drive	Altered	Category A
32 Leneford Drive	Altered	Category A
2 Marlon Lane	Altered	Category B
4 Marlon Lane	Altered	Category B
6 Marlon Lane	Altered	Category B
8 Marlon Lane	Altered	Category B
4A Marlon Lane	Altered	Category B
8 Matarangi Road	Altered	Category A
9 Matarangi Road	Altered	Category A
10 Matarangi Road	Altered	Category A
11 Matarangi Road	Altered	Category A
12 Matarangi Road	Altered	Category A
13 Matarangi Road	Altered	Category A
14 Matarangi Road	Altered	Category A
15 Matarangi Road	Altered	Category A
16 Matarangi Road	Altered	Category A
17 Matarangi Road	Altered	Category A
18 Matarangi Road	Altered	Category A
19 Matarangi Road	Altered	Category A
20 Matarangi Road	Altered	Category A
21 Matarangi Road	Altered	Category A
23 Matarangi Road	Altered	Category A
25 Matarangi Road	Altered	Category A
27 Matarangi Road	Altered	Category A
29 Matarangi Road	Altered	Category A
30 Matarangi Road	Altered	Category C
8A Matarangi Road	Altered	Category A
35 Medvale Avenue	Altered	Category A
37 Medvale Avenue	Altered	Category A
39 Medvale Avenue	Altered	Category A
41 Medvale Avenue	Altered	Category A

TRACKED CHANGES

42 Michael Jones Drive	Altered	Category A
48 Michael Jones Drive	Altered	Category A
50 Michael Jones Drive	Altered	Category A
52 Michael Jones Drive	Altered	Category A
54 Michael Jones Drive	Altered	Category A
56 Michael Jones Drive	Altered	Category A
58 Michael Jones Drive	Altered	Category A
60 Michael Jones Drive	Altered	Category A
62 Michael Jones Drive	Altered	Category A
64 Michael Jones Drive	Altered	Category A
66 Michael Jones Drive	Altered	Category A
68 Michael Jones Drive	Altered	Category A
72 Michael Jones Drive	Altered	Category A
76 Michael Jones Drive	Altered	Category A
1 Mika Court	Altered	Category A
2 Mika Court	Altered	Category A
3 Mika Court	Altered	Category B
4 Mika Court	Altered	Category B
5 Mika Court	Altered	Category A
7 Mika Court	Altered	Category A
9 Mika Court	Altered	Category C
8 Monash Place	Altered	Category A
9 Monash Place	Altered	Category A
10 Monash Place	Altered	Category A
11 Monash Place	Altered	Category A
12 Monash Place	Altered	Category A
13 Monash Place	Altered	Category A
14 Monash Place	Altered	Category A
15 Monash Place	Altered	Category A
16 Monash Place	Altered	Category A
2 Moravale Lane	Altered	Category B
3 Moravale Lane	Altered	Category B

TRACKED CHANGES

4 Moravale Lane	Altered	Category A
5 Moravale Lane	Altered	Category B
6 Moravale Lane	Altered	Category B
7 Moravale Lane	Altered	Category B
8 Moravale Lane	Altered	Category B
10 Moravale Lane	Altered	Category B
12 Moravale Lane	Altered	Category B
3 Opito Way	Altered	Category A
5 Opito Way	Altered	Category A
1/1 Opito Way	Altered	Category A
4 Redcastle Drive	Altered	Category A
5 Redcastle Drive	Altered	Category A
6 Redcastle Drive	Altered	Category A
8 Redcastle Drive	Altered	Category A
10 Redcastle Drive	Altered	Category A
86 Redcastle Drive	Altered	Category A
87 Redcastle Drive	Altered	Category A
88 Redcastle Drive	Altered	Category A
89 Redcastle Drive	Altered	Category A
90 Redcastle Drive	Altered	Category A
92 Redcastle Drive	Altered	Category A
94 Redcastle Drive	Altered	Category A
96 Redcastle Drive	Altered	Category A
98 Redcastle Drive	Altered	Category A
100 Redcastle Drive	Altered	Category A
102 Redcastle Drive	Altered	Category A
104 Redcastle Drive	Altered	Category A
106 Redcastle Drive	Altered	Category A
108 Redcastle Drive	Altered	Category A
5A Redcastle Drive	Altered	Category A
81A Redcastle Drive	Altered	Category A
1 Reinheimer Place	Altered	Category A

TRACKED CHANGES

2 Reinheimer Place	Altered	Category A
3 Reinheimer Place	Altered	Category A
4 Reinheimer Place	Altered	Category A
5 Reinheimer Place	Altered	Category A
6 Reinheimer Place	Altered	Category A
7 Reinheimer Place	Altered	Category A
8 Reinheimer Place	Altered	Category B
9 Reinheimer Place	Altered	Category A
10 Reinheimer Place	Altered	Category B
11 Reinheimer Place	Altered	Category A
13 Reinheimer Place	Altered	Category A
3 Riechelmann Court	Altered	Category A
4 Riechelmann Court	Altered	Category A
5 Riechelmann Court	Altered	Category A
6 Riechelmann Court	Altered	Category A
7 Riechelmann Court	Altered	Category A
8 Riechelmann Court	Altered	Category A
9 Riechelmann Court	Altered	Category A
10 Riechelmann Court	Altered	Category B
11 Riechelmann Court	Altered	Category A
12 Riechelmann Court	Altered	Category A
13 Riechelmann Court	Altered	Category B
15 Robin Brooke Drive	Altered	Category A
17 Robin Brooke Drive	Altered	Category A
19 Robin Brooke Drive	Altered	Category A
20 Robin Brooke Drive	Altered	Category A
21 Robin Brooke Drive	Altered	Category A
22 Robin Brooke Drive	Altered	Category A
23 Robin Brooke Drive	Altered	Category A
24 Robin Brooke Drive	Altered	Category A
25 Robin Brooke Drive	Altered	Category A
27 Robin Brooke Drive	Altered	Category A

TRACKED CHANGES

29 Robin Brooke Drive	Altered	Category A
30 Robin Brooke Drive	Altered	Category A
32 Robin Brooke Drive	Altered	Category A
34 Robin Brooke Drive	Altered	Category A
35 Robin Brooke Drive	Altered	Category A
36 Robin Brooke Drive	Altered	Category A
37 Robin Brooke Drive	Altered	Category A
38 Robin Brooke Drive	Altered	Category A
39 Robin Brooke Drive	Altered	Category A
40 Robin Brooke Drive	Altered	Category A
41 Robin Brooke Drive	Altered	Category A
42 Robin Brooke Drive	Altered	Category A
43 Robin Brooke Drive	Altered	Category A
45 Robin Brooke Drive	Altered	Category A
47 Robin Brooke Drive	Altered	Category A
49 Robin Brooke Drive	Altered	Category A
51 Robin Brooke Drive	Altered	Category A
53 Robin Brooke Drive	Altered	Category A
55 Robin Brooke Drive	Altered	Category A
1 Sheddings Lane	Altered	Category B
3 Sheddings Lane	Altered	Category B
4 Sheddings Lane	Altered	Category B
5 Sheddings Lane	Altered	Category B
6 Sheddings Lane	Altered	Category B
7 Sheddings Lane	Altered	Category B
8 Sheddings Lane	Altered	Category B
9 Sheddings Lane	Altered	Category B
10 Sheddings Lane	Altered	Category B
11 Sheddings Lane	Altered	Category B
12 Sheddings Lane	Altered	Category B
14 Sheddings Lane	Altered	Category B
16 Sheddings Lane	Altered	Category B

TRACKED CHANGES

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

TRACKED CHANGES

23 Speyside Crescent	Altered	Category B
24 Speyside Crescent	Altered	Category A
25 Speyside Crescent	Altered	Category B
27 Speyside Crescent	Altered	Category B
37 Speyside Crescent	Altered	Category A
3 Srah Place	Altered	Category A
5 Srah Place	Altered	Category A
7 Srah Place	Altered	Category A
9 Srah Place	Altered	Category A
11 Srah Place	Altered	Category A
12 Srah Place	Altered	Category A
13 Srah Place	Altered	Category A
14 Srah Place	Altered	Category A
15 Srah Place	Altered	Category B
16 Srah Place	Altered	Category A
18 Srah Place	Altered	Category A
20 Srah Place	Altered	Category B
22 Srah Place	Altered	Category B
24 Srah Place	Altered	Category B
26 Srah Place	Altered	Category B
6 Strundeen Close	Altered	Category A
8 Strundeen Close	Altered	Category A
9 Strundeen Close	Altered	Category A
10 Strundeen Close	Altered	Category A
11 Strundeen Close	Altered	Category A
12 Strundeen Close	Altered	Category A
13 Strundeen Close	Altered	Category A
15 Strundeen Close	Altered	Category A
17 Strundeen Close	Altered	Category B
203 Te Irirangi Drive	Altered	Category C
205 Te Irirangi Drive	Altered	Category B
207 Te Irirangi Drive	Altered	Category B

TRACKED CHANGES

209 Te Irirangi Drive	Altered	Category B
211 Te Irirangi Drive	Altered	Category B
213 Te Irirangi Drive	Altered	Category C
226 Te Irirangi Drive	Altered	Category A
228 Te Irirangi Drive	Altered	Category B
311 Te Irirangi Drive	Altered	Category A
311 Te Irirangi Drive	Altered	Category A
311 Te Irirangi Drive	Altered	Category A
487 Te Irirangi Drive	Altered	Category B
491 Te Irirangi Drive	Altered	Category C
1 Tonu'U Court	Altered	Category A
3 Tonu'U Court	Altered	Category A
5 Tonu'U Court	Altered	Category A
7 Tonu'U Court	Altered	Category B
8 Tonu'U Court	Altered	Category A
9 Tonu'U Court	Altered	Category A
10 Tonu'U Court	Altered	Category B
11 Tonu'U Court	Altered	Category A
12 Tonu'U Court	Altered	Category A
14 Tonu'U Court	Altered	Category A
16 Tonu'U Court	Altered	Category B
4 Treneary Lane	Altered	Category B
15 Treneary Lane	Altered	Category B
17 Treneary Lane	Altered	Category A
2 Vidiri Court	Altered	Category A
3 Vidiri Court	Altered	Category A
4 Vidiri Court	Altered	Category A
5 Vidiri Court	Altered	Category A
6 Vidiri Court	Altered	Category A
7 Vidiri Court	Altered	Category A
8 Vidiri Court	Altered	Category A
9 Vidiri Court	Altered	Category A

TRACKED CHANGES

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

TRACKED CHANGES

22 Wando Lane	Altered	Category A
24 Wando Lane	Altered	Category B
1 Wayne Francis Drive	Altered	Category A
3 Wayne Francis Drive	Altered	Category A
5 Wayne Francis Drive	Altered	Category A
3 Whetstone Road	Altered	Category A
4 Whetstone Road	Altered	Category A
5 Whetstone Road	Altered	Category A
6 Whetstone Road	Altered	Category A
7 Whetstone Road	Altered	Category A
8 Whetstone Road	Altered	Category A
9 Whetstone Road	Altered	Category A
10 Whetstone Road	Altered	Category B
7A Whetstone Road	Altered	Category A
9 William Woods Court	Altered	Category A
10 William Woods Court	Altered	Category A
11 William Woods Court	Altered	Category A
12 William Woods Court	Altered	Category A
13 William Woods Court	Altered	Category A
14 William Woods Court	Altered	Category A
15 William Woods Court	Altered	Category A
16 William Woods Court	Altered	Category B
17 William Woods Court	Altered	Category B
18 William Woods Court	Altered	Category B
19 William Woods Court	Altered	Category A
20 William Woods Court	Altered	Category A
21 William Woods Court	Altered	Category B

TRACKED CHANGES

NoR 2

Address	New or Altered Road	Noise Criteria Category
17 Amersham Way	Altered	Category A
2 Astral Place	Altered	Category A
2 Belinda Avenue	Altered	Category B
5 Belinda Avenue	Altered	Category A
6 Belinda Avenue	Altered	Category A
6 Belinda Avenue	Altered	Category A
7 Belinda Avenue	Altered	Category A
8 Belinda Avenue	Altered	Category A
9 Belinda Avenue	Altered	Category A
11 Belinda Avenue	Altered	Category A
1 Bledisloe Street	Altered	Category A
2 Bledisloe Street	Altered	Category B
5 Bledisloe Street	Altered	Category A
6 Bledisloe Street	Altered	Category A
7 Bledisloe Street	Altered	Category A
8 Bledisloe Street	Altered	Category A
10 Bledisloe Street	Altered	Category A
1A Bledisloe Street	Altered	Category A
5A Bledisloe Street	Altered	Category A
6A Bledisloe Street	Altered	Category A
7A Bledisloe Street	Altered	Category A
8A Bledisloe Street	Altered	Category A
1 Boundary Road	Altered	Category A
77 Boundary Road	Altered	Category A
81 Boundary Road	Altered	Category A
86 Boundary Road	Altered	Category A
88 Boundary Road	Altered	Category A
90 Boundary Road	Altered	Category A
92 Boundary Road	Altered	Category A
94 Boundary Road	Altered	Category A

TRACKED CHANGES

96 Boundary Road	Altered	Category A
98 Boundary Road	Altered	Category A
100 Boundary Road	Altered	Category A
102 Boundary Road	Altered	Category A
104 Boundary Road	Altered	Category A
104 Boundary Road	Altered	Category A
113 Boundary Road	Altered	Category A
127 Boundary Road	Altered	Category A
129 Boundary Road	Altered	Category A
133 Boundary Road	Altered	Category A
1/75 Boundary Road	Altered	Category A
3/75 Boundary Road	Altered	Category A
2/79 Boundary Road	Altered	Category A
3/79 Boundary Road	Altered	Category A
1/82 Boundary Road	Altered	Category A
2/82 Boundary Road	Altered	Category A
1/84 Boundary Road	Altered	Category A
2/84 Boundary Road	Altered	Category A
1/104C Boundary Road	Altered	Category B
1/115 Boundary Road	Altered	Category A
1/119 Boundary Road	Altered	Category A
104A Boundary Road	Altered	Category A
115A Boundary Road	Altered	Category A
115C Boundary Road	Altered	Category A
131A Boundary Road	Altered	Category B
2/104C Boundary Road	Altered	Category B
2/119 Boundary Road	Altered	Category A
3/119 Boundary Road	Altered	Category A
92A Boundary Road	Altered	Category A
94A Boundary Road	Altered	Category A
3 Brooks Way	Altered	Category A
4 Brooks Way	Altered	Category A

TRACKED CHANGES

5 Brooks Way	Altered	Category A
7 Brooks Way	Altered	Category A
8 Brooks Way	Altered	Category A
10 Brooks Way	Altered	Category A
11 Brooks Way	Altered	Category A
6A Brooks Way	Altered	Category A
6B Brooks Way	Altered	Category A
6C Brooks Way	Altered	Category A
3 Caldecote Place	Altered	Category A
5 Caldecote Place	Altered	Category A
6 Caldecote Place	Altered	Category A
7 Caldecote Place	Altered	Category A
8 Caldecote Place	Altered	Category A
129 Carruth Road	Altered	Category A
129 Carruth Road	Altered	Category A
131 Carruth Road	Altered	Category A
131 Carruth Road	Altered	Category A
133 Carruth Road	Altered	Category A
135 Carruth Road	Altered	Category A
135 Carruth Road	Altered	Category A
135 Carruth Road	Altered	Category A
137 Carruth Road	Altered	Category A
137 Carruth Road	Altered	Category A
137 Carruth Road	Altered	Category A
138 Carruth Road	Altered	Category A
140 Carruth Road	Altered	Category A
142 Carruth Road	Altered	Category A
146 Carruth Road	Altered	Category A
146 Carruth Road	Altered	Category A
148 Carruth Road	Altered	Category A
148 Carruth Road	Altered	Category A
150 Carruth Road	Altered	Category A

TRACKED CHANGES

152 Carruth Road	Altered	Category A
133A Carruth Road	Altered	Category A
79 Charntay Avenue	Altered	Category A
81 Charntay Avenue	Altered	Category A
83 Charntay Avenue	Altered	Category A
85 Charntay Avenue	Altered	Category A
87 Charntay Avenue	Altered	Category A
1/68 Charntay Avenue	Altered	Category A
2/68 Charntay Avenue	Altered	Category A
1/70 Charntay Avenue	Altered	Category A
2/70 Charntay Avenue	Altered	Category A
3/70 Charntay Avenue	Altered	Category A
1/74 Charntay Avenue	Altered	Category A
2/74 Charntay Avenue	Altered	Category B
3/74 Charntay Avenue	Altered	Category A
4 Constance Place	Altered	Category A
6 Constance Place	Altered	Category A
8 Constance Place	Altered	Category A
10 Constance Place	Altered	Category A
12 Constance Place	Altered	Category A
13 Constance Place	Altered	Category A
13 Constance Place	Altered	Category A
4A Constance Place	Altered	Category A
37 Darnell Crescent	Altered	Category A
54 Darnell Crescent	Altered	Category A
159 Dawson Road	Altered	Category A
161 Dawson Road	Altered	Category A
163 Dawson Road	Altered	Category A
163 Dawson Road	Altered	Category A
165 Dawson Road	Altered	Category A
165 Dawson Road	Altered	Category A
169 Dawson Road	Altered	Category A

TRACKED CHANGES

171 Dawson Road	Altered	Category A
173A Dawson Road	Altered	Category A
1 Dillon Crescent	Altered	Category A
3 Dillon Crescent	Altered	Category A
4 Dillon Crescent	Altered	Category A
53 Diorella Drive	Altered	Category A
55 Diorella Drive	Altered	Category A
57 Diorella Drive	Altered	Category A
59 Diorella Drive	Altered	Category A
66 Diorella Drive	Altered	Category A
68 Diorella Drive	Altered	Category C
1/64 Diorella Drive	Altered	Category A
2/64 Diorella Drive	Altered	Category A
3 Dissmeyer Drive	Altered	Category B
4 Dissmeyer Drive	Altered	Category A
5 Dissmeyer Drive	Altered	Category C
6 Dissmeyer Drive	Altered	Category A
7 Dissmeyer Drive	Altered	Category B
8 Dissmeyer Drive	Altered	Category A
9 Dissmeyer Drive	Altered	Category B
10 Dissmeyer Drive	Altered	Category A
11 Dissmeyer Drive	Altered	Category B
13 Dissmeyer Drive	Altered	Category A
14 Dissmeyer Drive	Altered	Category A
15 Dissmeyer Drive	Altered	Category A
16 Dissmeyer Drive	Altered	Category A
16 Dissmeyer Drive	Altered	Category A
17 Dissmeyer Drive	Altered	Category A
19 Dissmeyer Drive	Altered	Category A
20 Dissmeyer Drive	Altered	Category A
21 Dissmeyer Drive	Altered	Category A
23 Dissmeyer Drive	Altered	Category A

TRACKED CHANGES

24 Dissmeyer Drive	Altered	Category A
25 Dissmeyer Drive	Altered	Category A
26 Dissmeyer Drive	Altered	Category A
27 Dissmeyer Drive	Altered	Category A
28 Dissmeyer Drive	Altered	Category A
29 Dissmeyer Drive	Altered	Category A
31 Dissmeyer Drive	Altered	Category A
31 Dissmeyer Drive	Altered	Category B
33 Dissmeyer Drive	Altered	Category A
34 Dissmeyer Drive	Altered	Category A
35 Dissmeyer Drive	Altered	Category A
36 Dissmeyer Drive	Altered	Category A
37 Dissmeyer Drive	Altered	Category A
38 Dissmeyer Drive	Altered	Category A
39 Dissmeyer Drive	Altered	Category A
39 Dissmeyer Drive	Altered	Category B
41 Dissmeyer Drive	Altered	Category A
41 Dissmeyer Drive	Altered	Category B
43 Dissmeyer Drive	Altered	Category A
45 Dissmeyer Drive	Altered	Category A
47 Dissmeyer Drive	Altered	Category A
47 Dissmeyer Drive	Altered	Category B
49 Dissmeyer Drive	Altered	Category B
49 Dissmeyer Drive	Altered	Category A
51 Dissmeyer Drive	Altered	Category A
51 Dissmeyer Drive	Altered	Category A
53 Dissmeyer Drive	Altered	Category A
55 Dissmeyer Drive	Altered	Category A
57 Dissmeyer Drive	Altered	Category A
29 Fitzroy Street	Altered	Category A
31 Fitzroy Street	Altered	Category A
33 Fitzroy Street	Altered	Category A

TRACKED CHANGES

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

TRACKED CHANGES

33A Fitzroy Street	Altered	Category A
35A Fitzroy Street	Altered	Category A
37A Fitzroy Street	Altered	Category A
45A Fitzroy Street	Altered	Category A
45B Fitzroy Street	Altered	Category A
45C Fitzroy Street	Altered	Category A
65B Fitzroy Street	Altered	Category A
65C Fitzroy Street	Altered	Category A
67A Fitzroy Street	Altered	Category A
69A Fitzroy Street	Altered	Category A
71A Fitzroy Street	Altered	Category A
71B Fitzroy Street	Altered	Category A
73A Fitzroy Street	Altered	Category A
73B Fitzroy Street	Altered	Category A
75A Fitzroy Street	Altered	Category A
77A Fitzroy Street	Altered	Category A
87A Fitzroy Street	Altered	Category A
87B Fitzroy Street	Altered	Category A
89A Fitzroy Street	Altered	Category A
91A Fitzroy Street	Altered	Category A
91B Fitzroy Street	Altered	Category A
93A Fitzroy Street	Altered	Category A
93B Fitzroy Street	Altered	Category A
1 Grayson Avenue	Altered	Category A
621 Great South Road	Altered	Category B
631 Great South Road	Altered	Category B
640 Great South Road	Altered	Category A
640 Great South Road	Altered	Category A
640 Great South Road	Altered	Category A
53 Hollyford Drive	Altered	Category A
53 Hollyford Drive	Altered	Category A
55 Hollyford Drive	Altered	Category A

TRACKED CHANGES

55 Hollyford Drive	Altered	Category A
57 Hollyford Drive	Altered	Category A
57 Hollyford Drive	Altered	Category A
59 Hollyford Drive	Altered	Category A
64 Hollyford Drive	Altered	Category A
66 Hollyford Drive	Altered	Category A
66 Hollyford Drive	Altered	Category A
68 Hollyford Drive	Altered	Category A
70 Hollyford Drive	Altered	Category A
72A Hollyford Drive	Altered	Category B
72B Hollyford Drive	Altered	Category A
1 Ihaka Place	Altered	Category B
3 Ihaka Place	Altered	Category A
4 Ihaka Place	Altered	Category A
5 Ihaka Place	Altered	Category A
6 Ihaka Place	Altered	Category A
7 Ihaka Place	Altered	Category A
8 Ihaka Place	Altered	Category A
1/2 Ihaka Place	Altered	Category B
2/2 Ihaka Place	Altered	Category A
3/2 Ihaka Place	Altered	Category A
4/2 Ihaka Place	Altered	Category A
3 Jontue Place	Altered	Category A
5 Jontue Place	Altered	Category A
7 Jontue Place	Altered	Category B
7 Jontue Place	Altered	Category A
9 Jontue Place	Altered	Category A
10 Jontue Place	Altered	Category A
11 Jontue Place	Altered	Category A
11 Jontue Place	Altered	Category A
11 Jontue Place	Altered	Category A
12 Jontue Place	Altered	Category A

TRACKED CHANGES

13 Jontue Place	Altered	Category A
14 Jontue Place	Altered	Category A
15 Jontue Place	Altered	Category A
16 Jontue Place	Altered	Category A
5A Jontue Place	Altered	Category A
2 Lambie Drive	Altered	Category B
5 Lambie Drive	Altered	Category B
19 Lambie Drive	Altered	Category A
1/7 Lambie Drive	Altered	Category A
2/7 Lambie Drive	Altered	Category A
3/7 Lambie Drive	Altered	Category A
1 Leila Place	Altered	Category B
2 Leila Place	Altered	Category A
2 Leila Place	Altered	Category B
4 Leila Place	Altered	Category A
6 Leila Place	Altered	Category A
9 Leila Place	Altered	Category A
1/3 Leila Place	Altered	Category A
2/3 Leila Place	Altered	Category A
1/7 Leila Place	Altered	Category A
2/7 Leila Place	Altered	Category A
4 Leith Court	Altered	Category A
6 Leith Court	Altered	Category A
6 Leith Court	Altered	Category A
8 Leith Court	Altered	Category A
10 Leith Court	Altered	Category A
14 Leith Court	Altered	Category A
16 Leith Court	Altered	Category A
18 Leith Court	Altered	Category A
19 Leith Court	Altered	Category A
20 Leith Court	Altered	Category A
21 Leith Court	Altered	Category A

TRACKED CHANGES

22 Leith Court	Altered	Category A
1/12 Leith Court	Altered	Category A
2/12 Leith Court	Altered	Category A
16A Leith Court	Altered	Category A
4A Leith Court	Altered	Category A
58 Manukau Station Road	Altered	Category B
58 Manukau Station Road	Altered	Category B
35 Medvale Avenue	Altered	Category A
37 Medvale Avenue	Altered	Category A
39 Medvale Avenue	Altered	Category A
41 Medvale Avenue	Altered	Category A
1 Norman Spencer Drive	Altered	Category A
3 Norman Spencer Drive	Altered	Category A
5 Norman Spencer Drive	Altered	Category A
1/4 Norman Spencer Drive	Altered	Category A
2/4 Norman Spencer Drive	Altered	Category A
39 Nuneaton Drive	Altered	Category A
41 Nuneaton Drive	Altered	Category A
45 Nuneaton Drive	Altered	Category A
62 Othello Drive	Altered	Category A
63 Othello Drive	Altered	Category A
64 Othello Drive	Altered	Category A
65A Othello Drive	Altered	Category A
65B Othello Drive	Altered	Category A
67A Othello Drive	Altered	Category A
67B Othello Drive	Altered	Category A
1 Penion Drive	Altered	Category C
2 Penion Drive	Altered	Category A
4 Penion Drive	Altered	Category A
11 Penion Drive	Altered	Category A
15 Penion Drive	Altered	Category A
17 Penion Drive	Altered	Category A

TRACKED CHANGES

19 Penion Drive	Altered	Category A
25 Penion Drive	Altered	Category A
25 Penion Drive	Altered	Category A
27 Penion Drive	Altered	Category A
29 Penion Drive	Altered	Category A
31 Penion Drive	Altered	Category A
35 Penion Drive	Altered	Category A
37 Penion Drive	Altered	Category A
39 Penion Drive	Altered	Category A
41 Penion Drive	Altered	Category A
43 Penion Drive	Altered	Category A
1/33 Penion Drive	Altered	Category A
2/33 Penion Drive	Altered	Category A
1/21 Penion Drive	Altered	Category A
2/21 Penion Drive	Altered	Category A
1/6 Penion Drive	Altered	Category A
2/6 Penion Drive	Altered	Category A
1/7 Penion Drive	Altered	Category A
2/7 Penion Drive	Altered	Category A
1/8 Penion Drive	Altered	Category A
2/8 Penion Drive	Altered	Category A
1/9 Penion Drive	Altered	Category A
1/10 Penion Drive	Altered	Category A
2/10 Penion Drive	Altered	Category A
3/10 Penion Drive	Altered	Category A
1/23 Penion Drive	Altered	Category A
2/23 Penion Drive	Altered	Category A
19A Penion Drive	Altered	Category A
27A Penion Drive	Altered	Category A
39A Penion Drive	Altered	Category A
3A Penion Drive	Altered	Category A
3B Penion Drive	Altered	Category A

TRACKED CHANGES

5A Penion Drive	Altered	Category A
5B Penion Drive	Altered	Category A
9B Penion Drive	Altered	Category A
4 Plunket Avenue	Altered	Category B
7 Plunket Avenue	Altered	Category A
8 Plunket Avenue	Altered	Category A
9 Plunket Avenue	Altered	Category A
10 Plunket Avenue	Altered	Category A
12 Plunket Avenue	Altered	Category A
14 Plunket Avenue	Altered	Category A
11A Plunket Avenue	Altered	Category A
14A Plunket Avenue	Altered	Category A
6A Plunket Avenue	Altered	Category A
7A Plunket Avenue	Altered	Category A
8A Plunket Avenue	Altered	Category A
63 Puhinui Road	Altered	Category A
65 Puhinui Road	Altered	Category A
68 Puhinui Road	Altered	Category A
70 Puhinui Road	Altered	Category A
70 Puhinui Road	Altered	Category A
74 Puhinui Road	Altered	Category B
80 Puhinui Road	Altered	Category A
82 Puhinui Road	Altered	Category A
82 Puhinui Road	Altered	Category A
83 Puhinui Road	Altered	Category A
83 Puhinui Road	Altered	Category A
83 Puhinui Road	Altered	Category A
83 Puhinui Road	Altered	Category A
83 Puhinui Road	Altered	Category A
83 Puhinui Road	Altered	Category B
84 Puhinui Road	Altered	Category A
86 Puhinui Road	Altered	Category A

TRACKED CHANGES

88 Puhinui Road	Altered	Category A
92 Puhinui Road	Altered	Category A
94 Puhinui Road	Altered	Category B
96 Puhinui Road	Altered	Category A
96 Puhinui Road	Altered	Category A
98 Puhinui Road	Altered	Category A
100 Puhinui Road	Altered	Category A
100 Puhinui Road	Altered	Category A
109 Puhinui Road	Altered	Category B
110 Puhinui Road	Altered	Category A
111 Puhinui Road	Altered	Category A
112 Puhinui Road	Altered	Category B
113 Puhinui Road	Altered	Category B
114 Puhinui Road	Altered	Category A
115 Puhinui Road	Altered	Category B
116 Puhinui Road	Altered	Category A
116 Puhinui Road	Altered	Category A
116 Puhinui Road	Altered	Category A
116 Puhinui Road	Altered	Category A
116 Puhinui Road	Altered	Category A
116 Puhinui Road	Altered	Category A
116 Puhinui Road	Altered	Category A
120 Puhinui Road	Altered	Category B
120 Puhinui Road	Altered	Category A
121 Puhinui Road	Altered	Category B
123 Puhinui Road	Altered	Category B
126 Puhinui Road	Altered	Category A
133 Puhinui Road	Altered	Category A
135 Puhinui Road	Altered	Category A
137 Puhinui Road	Altered	Category B
139 Puhinui Road	Altered	Category B
141 Puhinui Road	Altered	Category B

TRACKED CHANGES

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

TRACKED CHANGES

148B Puhinui Road	Altered	Category A
2/101 Puhinui Road	Altered	Category B
2/102 Puhinui Road	Altered	Category B
2/102 Puhinui Road	Altered	Category A
2/103 Puhinui Road	Altered	Category A
2/104 Puhinui Road	Altered	Category A
2/111 Puhinui Road	Altered	Category A
2/118 Puhinui Road	Altered	Category A
3/101 Puhinui Road	Altered	Category A
3/118 Puhinui Road	Altered	Category A
3/150 Puhinui Road	Altered	Category A
3/150 Puhinui Road	Altered	Category A
63A Puhinui Road	Altered	Category A
66A Puhinui Road	Altered	Category A
66B Puhinui Road	Altered	Category A
66C Puhinui Road	Altered	Category A
75B Puhinui Road	Altered	Category A
77A Puhinui Road	Altered	Category B
77B Puhinui Road	Altered	Category A
85A Puhinui Road	Altered	Category B
86A Puhinui Road	Altered	Category A
87A Puhinui Road	Altered	Category A
88A Puhinui Road	Altered	Category A
93B Puhinui Road	Altered	Category B
93C Puhinui Road	Altered	Category A
94A Puhinui Road	Altered	Category A
17 Putney Way	Altered	Category A
3/10 Ranfurly Road	Altered	Category A
13 Rito Place	Altered	Category A
51 Robin Brooke Drive	Altered	Category A
53 Robin Brooke Drive	Altered	Category A
18 Ronwood Avenue	Altered	Category A

TRACKED CHANGES

16 Sambrooke Crescent	Altered	Category A
18 Sambrooke Crescent	Altered	Category A
20 Sambrooke Crescent	Altered	Category A
22 Sambrooke Crescent	Altered	Category A
24 Sambrooke Crescent	Altered	Category A
26 Sambrooke Crescent	Altered	Category A
1 Sandrine Avenue	Altered	Category C
3 Sandrine Avenue	Altered	Category A
3 Sandrine Avenue	Altered	Category A
4 Sandrine Avenue	Altered	Category A
6 Sandrine Avenue	Altered	Category A
8 Sandrine Avenue	Altered	Category A
10 Sandrine Avenue	Altered	Category A
2 Shalimar Place	Altered	Category B
3 Shalimar Place	Altered	Category A
4 Shalimar Place	Altered	Category A
5 Shalimar Place	Altered	Category A
6 Shalimar Place	Altered	Category A
7 Shalimar Place	Altered	Category A
8 Shalimar Place	Altered	Category A
9 Shalimar Place	Altered	Category A
10 Shalimar Place	Altered	Category A
1A Shalimar Place	Altered	Category C
1B Shalimar Place	Altered	Category A
35 Sidey Avenue	Altered	Category A
65 Sikkim Crescent	Altered	Category A
67 Sikkim Crescent	Altered	Category A
68 Sikkim Crescent	Altered	Category A
70 Sikkim Crescent	Altered	Category A
70 Sikkim Crescent	Altered	Category A
71 Sikkim Crescent	Altered	Category A
72 Sikkim Crescent	Altered	Category A

TRACKED CHANGES

73 Sikkim Crescent	Altered	Category A
74 Sikkim Crescent	Altered	Category A
75 Sikkim Crescent	Altered	Category A
76 Sikkim Crescent	Altered	Category A
78 Sikkim Crescent	Altered	Category A
80 Sikkim Crescent	Altered	Category A
82 Sikkim Crescent	Altered	Category A
84 Sikkim Crescent	Altered	Category A
86 Sikkim Crescent	Altered	Category A
88 Sikkim Crescent	Altered	Category A
88 Sikkim Crescent	Altered	Category A
14 Tavistock Street	Altered	Category A
15 Tavistock Street	Altered	Category A
16 Tavistock Street	Altered	Category A
17 Tavistock Road	Altered	Category A
47 Te Irirangi Drive	Altered	Category B
49 Te Irirangi Drive	Altered	Category B
51 Te Irirangi Drive	Altered	Category B
52 Te Irirangi Drive	Altered	Category A
53 Te Irirangi Drive	Altered	Category C
54 Te Irirangi Drive	Altered	Category A
58 Te Irirangi Drive	Altered	Category A
63 Te Irirangi Drive	Altered	Category C
73 Te Irirangi Drive	Altered	Category C
75 Te Irirangi Drive	Altered	Category C
77 Te Irirangi Drive	Altered	Category C
79 Te Irirangi Drive	Altered	Category B
83 Te Irirangi Drive	Altered	Category B
85 Te Irirangi Drive	Altered	Category B
87 Te Irirangi Drive	Altered	Category B
93 Te Irirangi Drive	Altered	Category B
143 Te Irirangi Drive	Altered	Category A

TRACKED CHANGES

163 Te Irirangi Drive	Altered	Category B
165 Te Irirangi Drive	Altered	Category B
167 Te Irirangi Drive	Altered	Category B
169 Te Irirangi Drive	Altered	Category B
171 Te Irirangi Drive	Altered	Category B
173 Te Irirangi Drive	Altered	Category B
175 Te Irirangi Drive	Altered	Category C
177 Te Irirangi Drive	Altered	Category C
179 Te Irirangi Drive	Altered	Category C
181 Te Irirangi Drive	Altered	Category C
183 Te Irirangi Drive	Altered	Category C
185 Te Irirangi Drive	Altered	Category B
187 Te Irirangi Drive	Altered	Category C
189 Te Irirangi Drive	Altered	Category C
191 Te Irirangi Drive	Altered	Category C
193 Te Irirangi Drive	Altered	Category C
195 Te Irirangi Drive	Altered	Category C
197 Te Irirangi Drive	Altered	Category C
198 Te Irirangi Drive	Altered	Category B
200 Te Irirangi Drive	Altered	Category B
202 Te Irirangi Drive	Altered	Category B
203 Te Irirangi Drive	Altered	Category C
204 Te Irirangi Drive	Altered	Category B
205 Te Irirangi Drive	Altered	Category B
206 Te Irirangi Drive	Altered	Category B
208 Te Irirangi Drive	Altered	Category B
212 Te Irirangi Drive	Altered	Category B
216 Te Irirangi Drive	Altered	Category B
222 Te Irirangi Drive	Altered	Category B
224 Te Irirangi Drive	Altered	Category A
226 Te Irirangi Drive	Altered	Category A
228 Te Irirangi Drive	Altered	Category B

TRACKED CHANGES

1/64 Te Irirangi Drive	Altered	Category A
2/64 Te Irirangi Drive	Altered	Category A
2/66 Te Irirangi Drive	Altered	Category A
2/68 Te Irirangi Drive	Altered	Category A
1/70 Te Irirangi Drive	Altered	Category A
2/70 Te Irirangi Drive	Altered	Category A
2/80 Te Irirangi Drive	Altered	Category A
2/86 Te Irirangi Drive	Altered	Category A
1/97 Te Irirangi Drive	Altered	Category C
1/101 Te Irirangi Drive	Altered	Category B
1/102 Te Irirangi Drive	Altered	Category A
1/104 Te Irirangi Drive	Altered	Category A
1/105 Te Irirangi Drive	Altered	Category B
1/116 Te Irirangi Drive	Altered	Category A
1/122 Te Irirangi Drive	Altered	Category A
1/128 Te Irirangi Drive	Altered	Category A
1/136 Te Irirangi Drive	Altered	Category A
1/138 Te Irirangi Drive	Altered	Category A
1/144 Te Irirangi Drive	Altered	Category A
1/145 Te Irirangi Drive	Altered	Category A
1/150 Te Irirangi Drive	Altered	Category A
1/156 Te Irirangi Drive	Altered	Category A
1/162 Te Irirangi Drive	Altered	Category A
1/168 Te Irirangi Drive	Altered	Category A
1/190 Te Irirangi Drive	Altered	Category C
1/192 Te Irirangi Drive	Altered	Category A
114A Te Irirangi Drive	Altered	Category A
114A Te Irirangi Drive	Altered	Category A
143A Te Irirangi Drive	Altered	Category A
190B Te Irirangi Drive	Altered	Category B
2/101 Te Irirangi Drive	Altered	Category A
2/104 Te Irirangi Drive	Altered	Category A

TRACKED CHANGES

2/105 Te Irirangi Drive	Altered	Category A
2/116 Te Irirangi Drive	Altered	Category A
2/122 Te Irirangi Drive	Altered	Category A
2/128 Te Irirangi Drive	Altered	Category A
2/136 Te Irirangi Drive	Altered	Category A
2/138 Te Irirangi Drive	Altered	Category A
2/144 Te Irirangi Drive	Altered	Category A
2/145 Te Irirangi Drive	Altered	Category A
2/147 Te Irirangi Drive	Altered	Category B
2/150 Te Irirangi Drive	Altered	Category A
2/151 Te Irirangi Drive	Altered	Category A
2/151 Te Irirangi Drive	Altered	Category A
2/155 Te Irirangi Drive	Altered	Category B
2/156 Te Irirangi Drive	Altered	Category A
2/162 Te Irirangi Drive	Altered	Category A
2/168 Te Irirangi Drive	Altered	Category A
2/192 Te Irirangi Drive	Altered	Category B
3/101 Te Irirangi Drive	Altered	Category B
3/105 Te Irirangi Drive	Altered	Category B
46A Te Irirangi Drive	Altered	Category A
50A Te Irirangi Drive	Altered	Category A
58B Te Irirangi Drive	Altered	Category A
76C Te Irirangi Drive	Altered	Category A
95A Te Irirangi Drive	Altered	Category A
95B Te Irirangi Drive	Altered	Category A
97B Te Irirangi Drive	Altered	Category A
97C Te Irirangi Drive	Altered	Category B
7 Titchmarsh Crescent	Altered	Category A
8 Titchmarsh Crescent	Altered	Category A
9 Titchmarsh Crescent	Altered	Category A
10 Titchmarsh Crescent	Altered	Category A
11 Titchmarsh Crescent	Altered	Category A

TRACKED CHANGES

12 Titchmarsh Crescent	Altered	Category A
13 Titchmarsh Crescent	Altered	Category A
14 Titchmarsh Crescent	Altered	Category A
16 Titchmarsh Crescent	Altered	Category A
18 Titchmarsh Crescent	Altered	Category A
20 Titchmarsh Crescent	Altered	Category A
21 Titchmarsh Crescent	Altered	Category A
22 Titchmarsh Crescent	Altered	Category A
23 Titchmarsh Crescent	Altered	Category A
24 Titchmarsh Crescent	Altered	Category A
25 Titchmarsh Crescent	Altered	Category A
26 Titchmarsh Crescent	Altered	Category A
27 Titchmarsh Crescent	Altered	Category A
29 Titchmarsh Crescent	Altered	Category A
31 Titchmarsh Crescent	Altered	Category A
33 Titchmarsh Crescent	Altered	Category A
35 Titchmarsh Crescent	Altered	Category A
37 Titchmarsh Crescent	Altered	Category A
39 Titchmarsh Crescent	Altered	Category A
41 Titchmarsh Crescent	Altered	Category A
43 Titchmarsh Crescent	Altered	Category A
11 Townley Place	Altered	Category A
1/13 Townley Place	Altered	Category A
2/13 Townley Place	Altered	Category A
1/14 Townley Place	Altered	Category A
2/14 Townley Place	Altered	Category A
2/4 Townley Place	Altered	Category A
1/6 Townley Place	Altered	Category A
2/6 Townley Place	Altered	Category A
1/8 Townley Place	Altered	Category A
2/8 Townley Place	Altered	Category A
1/10 Townley Place	Altered	Category A

TRACKED CHANGES

2/10 Townley Place	Altered	Category A
1/12 Townley Place	Altered	Category A
2/12 Townley Place	Altered	Category A
2 Ulay Place	Altered	Category A
3 Ulay Place	Altered	Category A
5 Ulay Place	Altered	Category A
7 Ulay Place	Altered	Category A
9 Ulay Place	Altered	Category A
11 Ulay Place	Altered	Category A
13 Ulay Place	Altered	Category A
4A Ulay Place	Altered	Category A
3 Whetstone Road	Altered	Category A
4 Whetstone Road	Altered	Category A
5 Whetstone Road	Altered	Category A
6 Whetstone Road	Altered	Category A
7 Whetstone Road	Altered	Category A
8 Whetstone Road	Altered	Category A
9 Whetstone Road	Altered	Category A
10 Whetstone Road	Altered	Category B
7A Whetstone Road	Altered	Category A
33 York Road	Altered	Category A
35 York Road	Altered	Category A
36 York Road	Altered	Category A
37 York Road	Altered	Category A
37 York Road	Altered	Category A
37 York Road	Altered	Category A
37 York Road	Altered	Category A
39 York Road	Altered	Category A
40 York Road	Altered	Category A
1/36 York Road	Altered	Category A
2/36 York Road	Altered	Category A
40A York Road	Altered	Category A

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

NoR 3

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

TRACKED CHANGES

29 Cambridge Terrace	Altered	Category A
30 Cambridge Terrace	Altered	Category A
32 Cambridge Terrace	Altered	Category A
33 Cambridge Terrace	Altered	Category A
34 Cambridge Terrace	Altered	Category A
1/30 Cambridge Terrace	Altered	Category A
1/31 Cambridge Terrace	Altered	Category A
2/34 Cambridge Terrace	Altered	Category A
2/19 Cambridge Terrace	Altered	Category A
17A Cambridge Terrace	Altered	Category A
23A Cambridge Terrace	Altered	Category A
25B Cambridge Terrace	Altered	Category A
27A Cambridge Terrace	Altered	Category A
31B Cambridge Terrace	Altered	Category A
32A Cambridge Terrace	Altered	Category A
33A Cambridge Terrace	Altered	Category A
9A Cambridge Terrace	Altered	Category A
4 Clendon Avenue	Altered	Category A
5 Clendon Avenue	Altered	Category A
7 Clendon Avenue	Altered	Category A
8 Clendon Avenue	Altered	Category A
9 Clendon Avenue	Altered	Category A
9 Clendon Avenue	Altered	Category A
11 Clendon Avenue	Altered	Category A
11A Clendon Avenue	Altered	Category A
8A Clendon Avenue	Altered	Category A
1 Fitzroy Street	Altered	Category A
7 Fitzroy Street	Altered	Category A
7 Fitzroy Street	Altered	Category A
7 Fitzroy Street	Altered	Category A
7 Fitzroy Street	Altered	Category A
7 Fitzroy Street	Altered	Category A

TRACKED CHANGES

7 Fitzroy Street	Altered	Category A
9 Fitzroy Street	Altered	Category A
9 Fitzroy Street	Altered	Category A
9 Fitzroy Street	Altered	Category A
9 Fitzroy Street	Altered	Category A
9 Fitzroy Street	Altered	Category A
13 Fitzroy Street	Altered	Category A
13 Fitzroy Street	Altered	Category A
15 Fitzroy Street	Altered	Category A
17 Fitzroy Street	Altered	Category A
19 Fitzroy Street	Altered	Category A
21 Fitzroy Street	Altered	Category A
23 Fitzroy Street	Altered	Category A
25 Fitzroy Street	Altered	Category A
27 Fitzroy Street	Altered	Category A
29 Fitzroy Street	Altered	Category A
31 Fitzroy Street	Altered	Category A
33 Fitzroy Street	Altered	Category A
35 Fitzroy Street	Altered	Category A
37 Fitzroy Street	Altered	Category A
2/19 Fitzroy Street	Altered	Category A
1/21 Fitzroy Street	Altered	Category A
15A Fitzroy Street	Altered	Category A
17A Fitzroy Street	Altered	Category A
1A Fitzroy Street	Altered	Category A
23A Fitzroy Street	Altered	Category A
29A Fitzroy Street	Altered	Category A
31A Fitzroy Street	Altered	Category A
33A Fitzroy Street	Altered	Category A
35A Fitzroy Street	Altered	Category A
37A Fitzroy Street	Altered	Category A
4 Freyberg Avenue	Altered	Category A

TRACKED CHANGES

6 Freyberg Avenue	Altered	Category A
8 Freyberg Avenue	Altered	Category A
10 Freyberg Avenue	Altered	Category A
12 Freyberg Avenue	Altered	Category A
14 Freyberg Avenue	Altered	Category A
18 Freyberg Avenue	Altered	Category A
20 Freyberg Avenue	Altered	Category A
22 Freyberg Avenue	Altered	Category A
24 Freyberg Avenue	Altered	Category A
26 Freyberg Avenue	Altered	Category A
26 Freyberg Avenue	Altered	Category A
28 Freyberg Avenue	Altered	Category A
30 Freyberg Avenue	Altered	Category A
32 Freyberg Avenue	Altered	Category A
10A Freyberg Avenue	Altered	Category A
12A Freyberg Avenue	Altered	Category A
14A Freyberg Avenue	Altered	Category A
16A Freyberg Avenue	Altered	Category A
16A Freyberg Avenue	Altered	Category A
20A Freyberg Avenue	Altered	Category A
22A Freyberg Avenue	Altered	Category A
32A Freyberg Avenue	Altered	Category A
6A Freyberg Avenue	Altered	Category A
81 Kenderdine Road	Altered	Category A
83 Kenderdine Road	Altered	Category A
85 Kenderdine Road	Altered	Category A
87 Kenderdine Road	Altered	Category A
89 Kenderdine Road	Altered	Category A
90 Kenderdine Road	Altered	Category A
90 Kenderdine Road	Altered	Category A
90 Kenderdine Road	Altered	Category A
90 Kenderdine Road	Altered	Category A

TRACKED CHANGES

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

TRACKED CHANGES

61 Milan Road	Altered	Category A
62 Milan Road	Altered	Category A
62 Milan Road	Altered	Category A
63 Milan Road	Altered	Category A
63 Milan Road	Altered	Category B
64 Milan Road	Altered	Category A
66 Milan Road	Altered	Category A
3/47 Milan Road	Altered	Category A
3/47 Milan Road	Altered	Category A
1/2 Milan Road	Altered	Category A
2A Milan Road	Altered	Category A
53A Milan Road	Altered	Category A
58A Milan Road	Altered	Category A
58A Milan Road	Altered	Category A
58A Milan Road	Altered	Category A
58A Milan Road	Altered	Category A
5A Milan Road	Altered	Category A
64A Milan Road	Altered	Category A
10 Noel Burnside Road	Altered	Category A
4 Plunket Avenue	Altered	Category B
7 Plunket Avenue	Altered	Category A
8 Plunket Avenue	Altered	Category A
9 Plunket Avenue	Altered	Category A
10 Plunket Avenue	Altered	Category A
11 Plunket Avenue	Altered	Category A
12 Plunket Avenue	Altered	Category A
14 Plunket Avenue	Altered	Category A
11A Plunket Avenue	Altered	Category A
6A Plunket Avenue	Altered	Category A
7A Plunket Avenue	Altered	Category A
8A Plunket Avenue	Altered	Category A
2 Puhinui Road	Altered	Category A

TRACKED CHANGES

2 Puhinui Road	Altered	Category A
133 Puhinui Road	Altered	Category A
135 Puhinui Road	Altered	Category A
137 Puhinui Road	Altered	Category B
139 Puhinui Road	Altered	Category B
141 Puhinui Road	Altered	Category B
143 Puhinui Road	Altered	Category A
145 Puhinui Road	Altered	Category A
147 Puhinui Road	Altered	Category A
151 Puhinui Road	Altered	Category A
159 Puhinui Road	Altered	Category A
159 Puhinui Road	Altered	Category A
165 Puhinui Road	Altered	Category A
169 Puhinui Road	Altered	Category A
175 Puhinui Road	Altered	Category B
177 Puhinui Road	Altered	Category A
179 Puhinui Road	Altered	Category A
179 Puhinui Road	Altered	Category A
180 Puhinui Road	Altered	Category A
181 Puhinui Road	Altered	Category A
183 Puhinui Road	Altered	Category A
185 Puhinui Road	Altered	Category A
191 Puhinui Road	Altered	Category A
195 Puhinui Road	Altered	Category A
195 Puhinui Road	Altered	Category A
197 Puhinui Road	Altered	Category A
197 Puhinui Road	Altered	Category A
197 Puhinui Road	Altered	Category A
205 Puhinui Road	Altered	Category A
207 Puhinui Road	Altered	Category A
209 Puhinui Road	Altered	Category A
211 Puhinui Road	Altered	Category B

TRACKED CHANGES

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

TRACKED CHANGES

259 Puhinui Road	Altered	Category A
261 Puhinui Road	Altered	Category A
263 Puhinui Road	Altered	Category A
267 Puhinui Road	Altered	Category A
269 Puhinui Road	Altered	Category B
271 Puhinui Road	Altered	Category B
272 Puhinui Road	Altered	Category A
272 Puhinui Road	Altered	Category A
273 Puhinui Road	Altered	Category B
274 Puhinui Road	Altered	Category A
275 Puhinui Road	Altered	Category B
277 Puhinui Road	Altered	Category B
281 Puhinui Road	Altered	Category B
283 Puhinui Road	Altered	Category A
283 Puhinui Road	Altered	Category B
308 Puhinui Road	Altered	Category B
314 Puhinui Road	Altered	Category C
1/187 Puhinui Road	Altered	Category B
1/251 Puhinui Road	Altered	Category B
1/279 Puhinui Road	Altered	Category B
135A Puhinui Road	Altered	Category A
139A Puhinui Road	Altered	Category A
141A Puhinui Road	Altered	Category A
143A Puhinui Road	Altered	Category A
147A Puhinui Road	Altered	Category A
148A Puhinui Road	Altered	Category B
148B Puhinui Road	Altered	Category A
175A Puhinui Road	Altered	Category A
176A Puhinui Road	Altered	Category A
177A Puhinui Road	Altered	Category B
181A Puhinui Road	Altered	Category B
185A Puhinui Road	Altered	Category A

TRACKED CHANGES

186A Puhinui Road	Altered	Category B
188A Puhinui Road	Altered	Category A
190A Puhinui Road	Altered	Category A
2/187 Puhinui Road	Altered	Category B
2/199 Puhinui Road	Altered	Category B
2/249 Puhinui Road	Altered	Category A
2/251 Puhinui Road	Altered	Category A
2/257 Puhinui Road	Altered	Category A
2/270 Puhinui Road	Altered	Category A
2/270 Puhinui Road	Altered	Category A
200A Puhinui Road	Altered	Category A
205A Puhinui Road	Altered	Category A
209A Puhinui Road	Altered	Category A
221A Puhinui Road	Altered	Category A
225A Puhinui Road	Altered	Category A
227A Puhinui Road	Altered	Category A
229A Puhinui Road	Altered	Category A
233A Puhinui Road	Altered	Category A
243A Puhinui Road	Altered	Category A
255A Puhinui Road	Altered	Category A
264A Puhinui Road	Altered	Category A
275A Puhinui Road	Altered	Category A
276A Puhinui Road	Altered	Category A
278A Puhinui Road	Altered	Category A
283A Puhinui Road	Altered	Category A
290B Puhinui Road	Altered	Category C
292B Puhinui Road	Altered	Category C
294A Puhinui Road	Altered	Category C
3/150 Puhinui Road	Altered	Category A
3/150 Puhinui Road	Altered	Category A
3/251 Puhinui Road	Altered	Category A
3/298 Puhinui Road	Altered	Category C

TRACKED CHANGES

300A Puhinui Road	Altered	Category B
312A Puhinui Road	Altered	Category A
314A Puhinui Road	Altered	Category A
4/298 Puhinui Road	Altered	Category A
5/298 Puhinui Road	Altered	Category A
7 Ranfurly Road	Altered	Category A
8 Ranfurly Road	Altered	Category A
12 Ranfurly Road	Altered	Category A
1/10 Ranfurly Road	Altered	Category A
2/10 Ranfurly Road	Altered	Category A
3/10 Ranfurly Road	Altered	Category A
12A Ranfurly Road	Altered	Category A
3 Raymond Road	Altered	Category A
4 Raymond Road	Altered	Category A
5 Raymond Road	Altered	Category A
6 Raymond Road	Altered	Category A
7 Raymond Road	Altered	Category A
8 Raymond Road	Altered	Category A
8 Raymond Road	Altered	Category A
8 Raymond Road	Altered	Category A
4A Raymond Road	Altered	Category A
5A Raymond Road	Altered	Category A
6A Raymond Road	Altered	Category A
7A Raymond Road	Altered	Category A
16 Sabi Place	Altered	Category A
17 Sabi Place	Altered	Category A
113 Wallace Road	Altered	Category A
118 Wallace Road	Altered	Category A
121 Wallace Road	Altered	Category A
135 Wallace Road	Altered	Category A
135 Wallace Road	Altered	Category A
1/116 Wallace Road	Altered	Category A

TRACKED CHANGES

1/116 Wallace Road	Altered	Category A
1/119 Wallace Road	Altered	Category A
1/129 Wallace Road	Altered	Category A
121A Wallace Road	Altered	Category A
121B Wallace Road	Altered	Category A
130A Wallace Road	Altered	Category A
130B Wallace Road	Altered	Category A
2/119 Wallace Road	Altered	Category A
2/129 Wallace Road	Altered	Category A
3/119 Wallace Road	Altered	Category A
3/129 Wallace Road	Altered	Category A
4/119 Wallace Road	Altered	Category A
6/127 Wallace Road	Altered	Category A
6/127 Wallace Road	Altered	Category A
6/127 Wallace Road	Altered	Category A
6/127 Wallace Road	Altered	Category A
6/127 Wallace Road	Altered	Category A
6/127 Wallace Road	Altered	Category A
144 Wyllie Road	Altered	Category A
145 Wyllie Road	Altered	Category A
146 Wyllie Road	Altered	Category A
148 Wyllie Road	Altered	Category A
149 Wyllie Road	Altered	Category A
150 Wyllie Road	Altered	Category A
151 Wyllie Road	Altered	Category A
152 Wyllie Road	Altered	Category A
154 Wyllie Road	Altered	Category B
1/147 Wyllie Road	Altered	Category A
146A Wyllie Road	Altered	Category A
148A Wyllie Road	Altered	Category A

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NoR 4a

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

Schedule 3: Identified Biodiversity Areas

NoR 1

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



TRACKED CHANGES



NoR 4a

Pre-construction wetland bird survey area

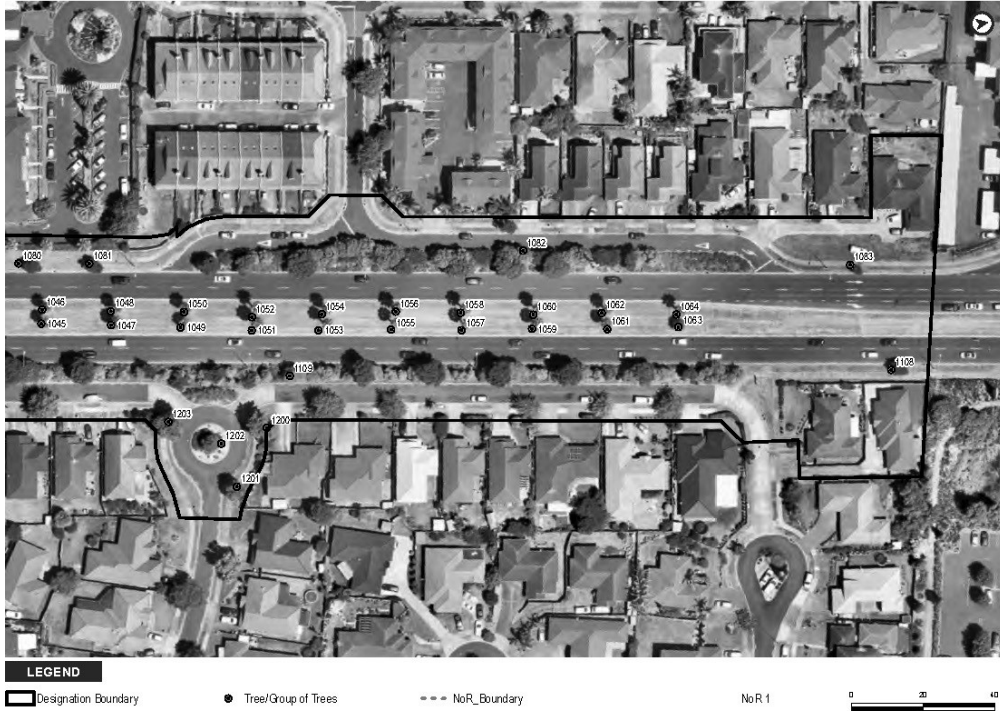


Pre-construction pipit survey area



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

NoR 1



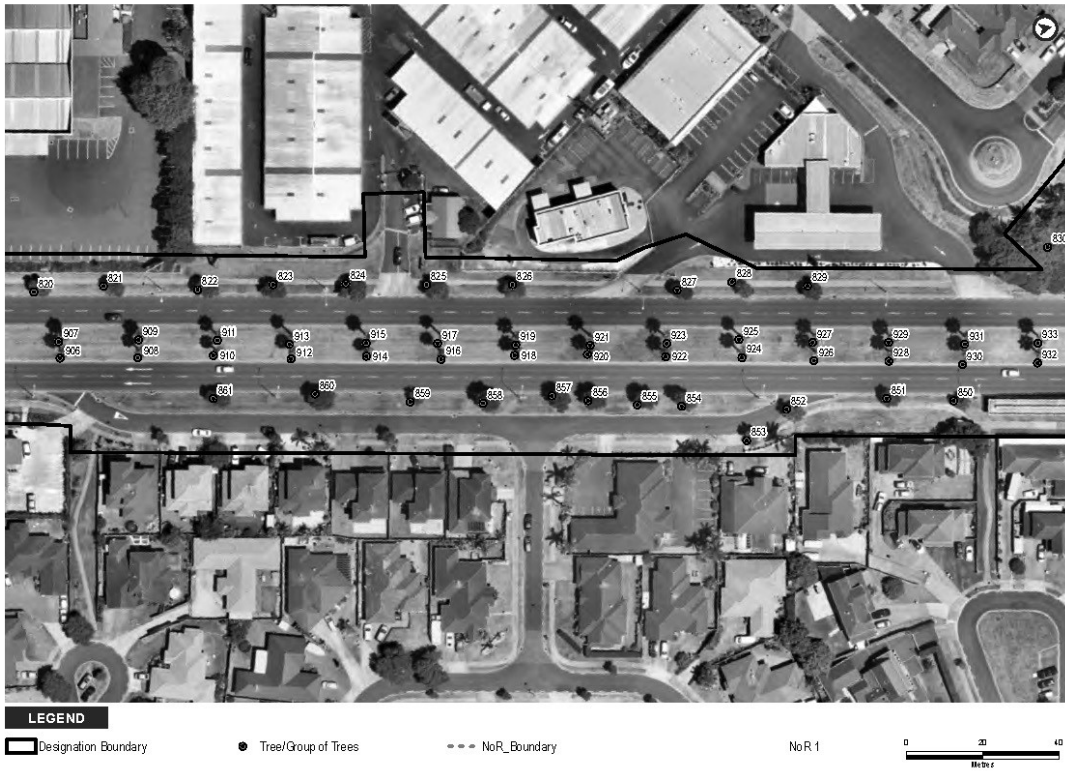
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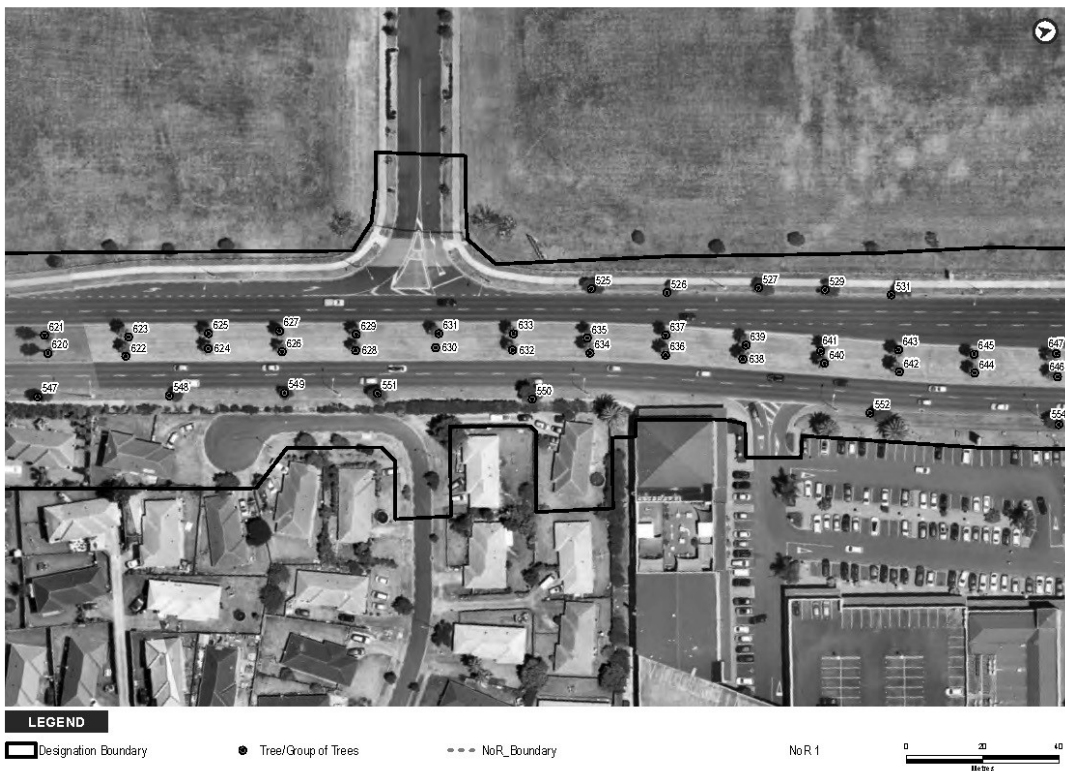
▬ Designation Boundary ● Tree/Group of Trees - - - NoR_Boundary No R 1 0 20 40 Meters



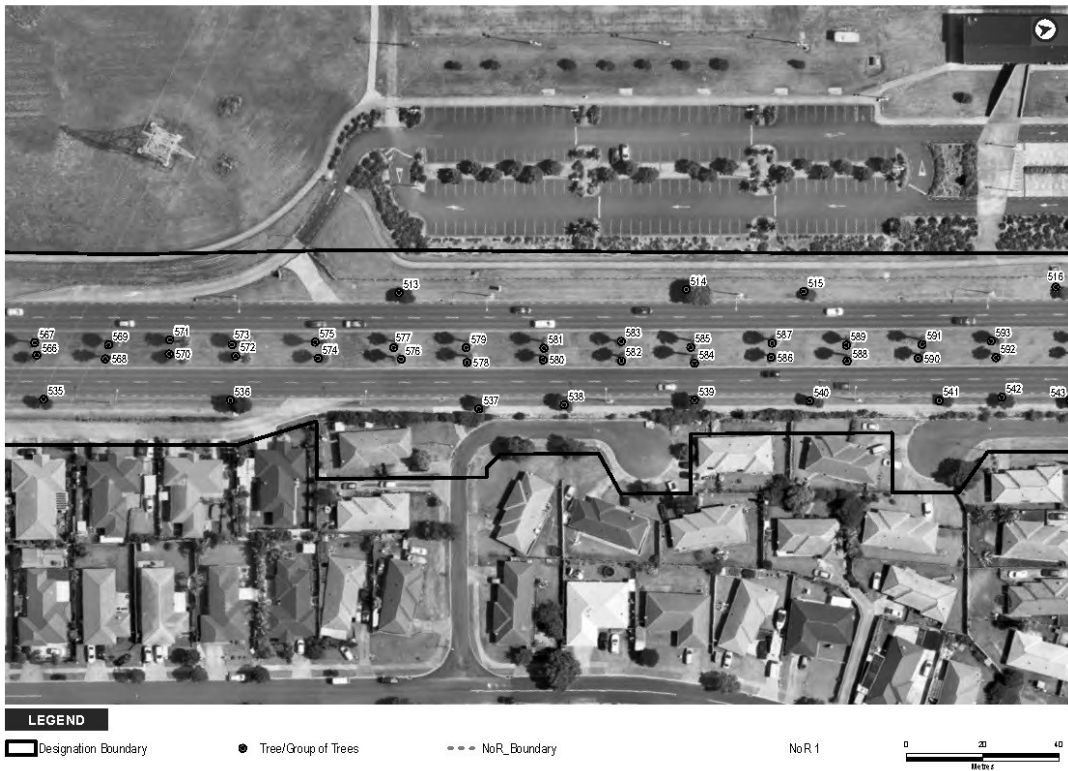
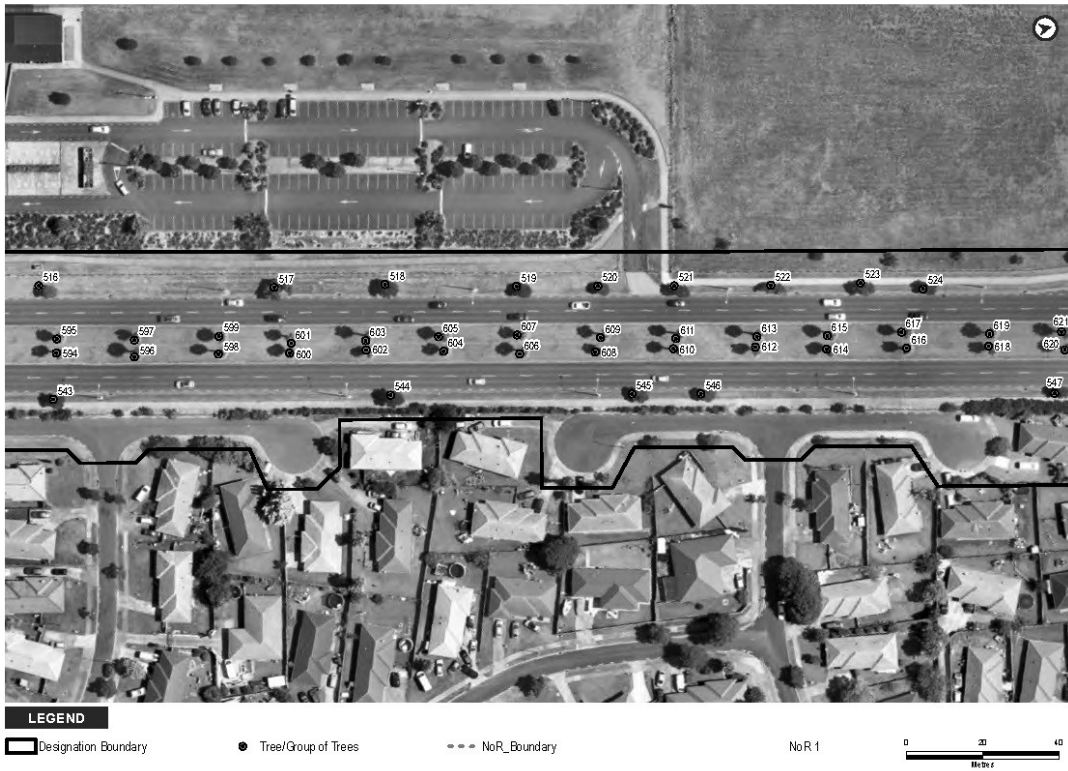
LEGEND

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

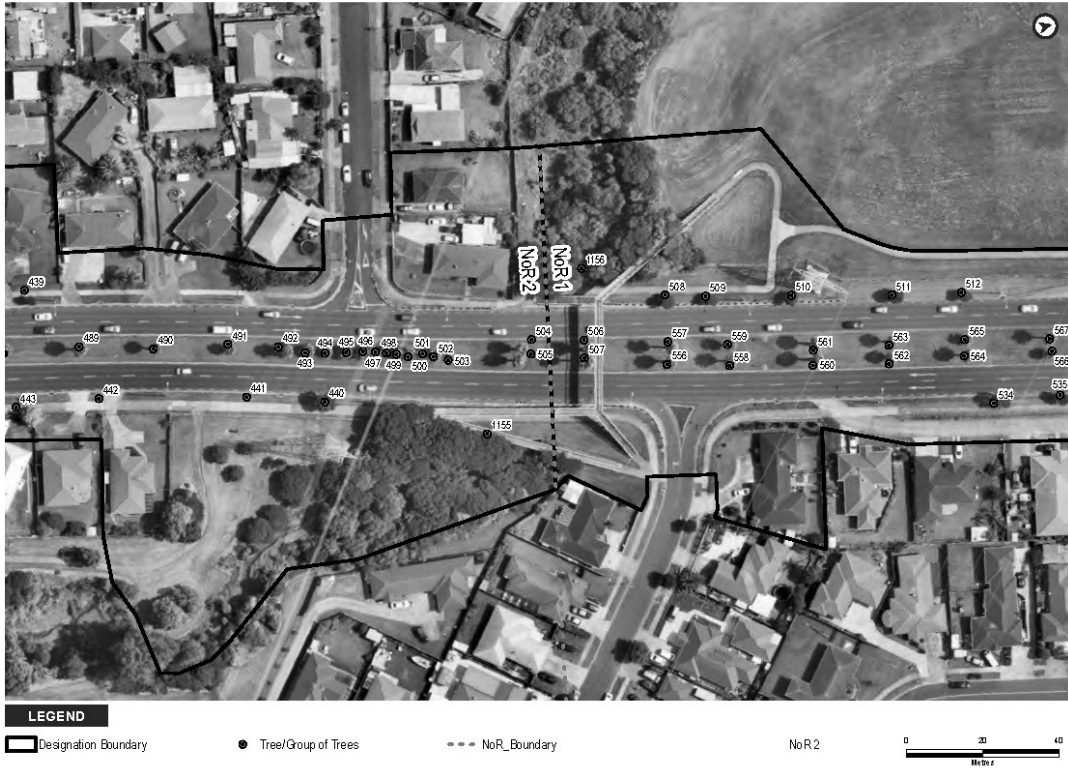
TRACKED CHANGES



TRACKED CHANGES



TRACKED CHANGES



TRACKED CHANGES

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

TRACKED CHANGES

460	Single tree	Road Reserve	Washingtonia Palm	Mature
461	Single tree	Road Reserve	Washingtonia Palm	Mature
462	Single tree	Road Reserve	Washingtonia Palm	Mature
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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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825	Single tree	Road Reserve	Pohutukawa	Mature
826	Single tree	Road Reserve	Pohutukawa	Mature
827	Single tree	Road Reserve	Pohutukawa	Mature
828	Single tree	Road Reserve	Pohutukawa	Mature
829	Single tree	Road Reserve	Pohutukawa	Mature
833	Single tree	Road Reserve	Pohutukawa	Mature
834	Single tree	Road Reserve	Pohutukawa	Mature
830	Group of Trees	Road Reserve	Mixed natives mainly kanuka, Norfolk Pine	
831	Single tree	Road Reserve	Norfolk Island Pine	Mature
832	Group of Trees	Road Reserve	Mixed natives, mainly lemonwood and Pohutukawa	
835	Single tree	Road Reserve	Pohutukawa	Mature
836	Single tree	Road Reserve	Pohutukawa	Mature
840	Single tree	Road Reserve	Pohutukawa	Mature
841	Single tree	Road Reserve	Pohutukawa	Mature
837	Group of Trees	Road Reserve	Mixed Natives, lemonwood, Ngaio, Pohutukawa	Mature
838	Single tree	Road Reserve	Palm	Mature
839	Group of Trees	Road Reserve	Mixed Natives, lemonwood, Ngaio, Pohutukawa	Mature

TRACKED CHANGES

842	Single tree	Road Reserve	Pohutukawa	Mature
843	Single tree	Road Reserve	Pohutukawa	Mature
845	Single tree	Road Reserve	Pohutukawa	Mature
846	Single tree	Road Reserve	Pohutukawa	Mature
844	Group of Trees	Road Reserve	Mixed Natives, lemonwood, Ngaio, Pohutukawa	Mature
847	Single tree	Road Reserve	Pohutukawa	Mature
848	Single tree	Road Reserve	Pohutukawa	Mature
850	Single tree	Road Reserve	Pohutukawa	Mature
851	Single tree	Road Reserve	Pohutukawa	Mature
849	Group of Trees	Road Reserve	Mixed Natives, lemonwood, Ngaio, Pohutukawa	Mature
852	Single tree	Road Reserve	Pohutukawa	Mature
853	Single tree	Road Reserve	Pohutukawa	Mature
854	Single tree	Road Reserve	Pohutukawa	Mature
855	Single tree	Road Reserve	Pohutukawa	Mature
856	Single tree	Road Reserve	Pohutukawa	Mature
857	Single tree	Road Reserve	Pohutukawa	Mature
858	Single tree	Road Reserve	Pohutukawa	Mature
859	Single tree	Road Reserve	Pohutukawa	Mature
860	Single tree	Road Reserve	Pohutukawa	Mature
861	Single tree	Road Reserve	Pohutukawa	Mature
862	Single tree	Road Reserve	Pohutukawa	Mature
864	Single tree	Road Reserve	Pohutukawa	Mature
865	Single tree	Road Reserve	Pohutukawa	Mature
866	Single tree	Road Reserve	Pohutukawa	Mature
867	Single tree	Road Reserve	Pohutukawa	Mature
868	Single tree	Road Reserve	Pohutukawa	Mature
869	Single tree	Road Reserve	Pohutukawa	Mature
870	Single tree	Road Reserve	Pohutukawa	Mature
1073	Single tree	Road Reserve	Pohutukawa	Mature
1074	Single tree	Road Reserve	Pohutukawa	Mature
871	Group of Trees	Road Reserve	Mixed Natives, Pohutukawa	Mature

TRACKED CHANGES

871a	Group of Trees	Road Reserve	Mixed Natives, Pohutukawa	Mature
872	Single tree	Road Reserve	Washingtonia Palm	Mature
873	Single tree	Road Reserve	Washingtonia Palm	Mature
874	Single tree	Road Reserve	Washingtonia Palm	Mature
875	Single tree	Road Reserve	Washingtonia Palm	Mature
876	Single tree	Road Reserve	Washingtonia Palm	Mature
877	Single tree	Road Reserve	Washingtonia Palm	Mature
878	Single tree	Road Reserve	Washingtonia Palm	Mature
879	Single tree	Road Reserve	Washingtonia Palm	Mature
880	Single tree	Road Reserve	Washingtonia Palm	Mature
881	Single tree	Road Reserve	Washingtonia Palm	Mature
882	Single tree	Road Reserve	Washingtonia Palm	Mature
883	Single tree	Road Reserve	Washingtonia Palm	Mature
884	Single tree	Road Reserve	Washingtonia Palm	Mature
885	Single tree	Road Reserve	Washingtonia Palm	Mature
886	Single tree	Road Reserve	Washingtonia Palm	Mature
887	Single tree	Road Reserve	Washingtonia Palm	Mature
888	Single tree	Road Reserve	Washingtonia Palm	Mature
889	Single tree	Road Reserve	Washingtonia Palm	Mature
890	Single tree	Road Reserve	Washingtonia Palm	Mature
891	Single tree	Road Reserve	Washingtonia Palm	Mature
892	Single tree	Road Reserve	Washingtonia Palm	Mature
893	Single tree	Road Reserve	Washingtonia Palm	Mature
894	Single tree	Road Reserve	Washingtonia Palm	Mature
895	Single tree	Road Reserve	Washingtonia Palm	Mature
896	Single tree	Road Reserve	Washingtonia Palm	Mature
897	Single tree	Road Reserve	Washingtonia Palm	Mature
898	Single tree	Road Reserve	Washingtonia Palm	Mature
899	Single tree	Road Reserve	Washingtonia Palm	Mature
900	Single tree	Road Reserve	Washingtonia Palm	Mature
901	Single tree	Road Reserve	Washingtonia Palm	Mature
902	Single tree	Road Reserve	Washingtonia Palm	Mature
903	Single tree	Road Reserve	Washingtonia Palm	Mature
904	Single tree	Road Reserve	Washingtonia Palm	Mature
905	Single tree	Road Reserve	Washingtonia Palm	Mature

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

976	Single tree	Road Reserve	Washingtonia Palm	Mature
977	Single tree	Road Reserve	Washingtonia Palm	Mature
978	Single tree	Road Reserve	Washingtonia Palm	Mature
979	Single tree	Road Reserve	Washingtonia Palm	Mature
980	Single tree	Road Reserve	Washingtonia Palm	Mature
981	Single tree	Road Reserve	Washingtonia Palm	Mature
982	Single tree	Road Reserve	Washingtonia Palm	Mature
983	Single tree	Road Reserve	Washingtonia Palm	Mature
984	Single tree	Road Reserve	Washingtonia Palm	Mature
985	Single tree	Road Reserve	Washingtonia Palm	Mature
986	Single tree	Road Reserve	Washingtonia Palm	Mature
987	Single tree	Road Reserve	Washingtonia Palm	Mature
988	Single tree	Road Reserve	Washingtonia Palm	Mature
989	Single tree	Road Reserve	Washingtonia Palm	Mature
990	Single tree	Road Reserve	Washingtonia Palm	Mature
991	Single tree	Road Reserve	Washingtonia Palm	Mature
992	Single tree	Road Reserve	Washingtonia Palm	Mature
993	Single tree	Road Reserve	Washingtonia Palm	Mature
994	Single tree	Road Reserve	Washingtonia Palm	Mature
995	Single tree	Road Reserve	Washingtonia Palm	Mature
996	Single tree	Road Reserve	Washingtonia Palm	Mature
997	Single tree	Road Reserve	Washingtonia Palm	Mature
998	Single tree	Road Reserve	Washingtonia Palm	Mature
999	Single tree	Road Reserve	Washingtonia Palm	Mature
1000	Single tree	Road Reserve	Washingtonia Palm	Mature
1001	Single tree	Road Reserve	Washingtonia Palm	Mature
1002	Single tree	Road Reserve	Washingtonia Palm	Mature
1003	Single tree	Road Reserve	Washingtonia Palm	Mature
1004	Single tree	Road Reserve	Washingtonia Palm	Mature
1005	Single tree	Road Reserve	Washingtonia Palm	Mature
1006	Single tree	Road Reserve	Washingtonia Palm	Mature
1007	Single tree	Road Reserve	Washingtonia Palm	Mature
1008	Single tree	Road Reserve	Washingtonia Palm	Mature
1009	Single tree	Road Reserve	Washingtonia Palm	Mature
1010	Single tree	Road Reserve	Washingtonia Palm	Mature

TRACKED CHANGES

1011	Single tree	Road Reserve	Washingtonia Palm	Mature
1012	Single tree	Road Reserve	Washingtonia Palm	Mature
1013	Single tree	Road Reserve	Washingtonia Palm	Mature
1014	Single tree	Road Reserve	Washingtonia Palm	Mature
1015	Single tree	Road Reserve	Washingtonia Palm	Mature
1016	Single tree	Road Reserve	Washingtonia Palm	Mature
1017	Single tree	Road Reserve	Washingtonia Palm	Mature
1018	Single tree	Road Reserve	Washingtonia Palm	Mature
1019	Single tree	Road Reserve	Washingtonia Palm	Mature
1020	Single tree	Road Reserve	Washingtonia Palm	Mature
1021	Single tree	Road Reserve	Washingtonia Palm	Mature
1022	Single tree	Road Reserve	Washingtonia Palm	Mature
1023	Single tree	Road Reserve	Washingtonia Palm	Mature
1024	Single tree	Road Reserve	Washingtonia Palm	Mature
1025	Single tree	Road Reserve	Washingtonia Palm	Mature
1026	Single tree	Road Reserve	Washingtonia Palm	Mature
1027	Single tree	Road Reserve	Washingtonia Palm	Mature
1028	Single tree	Road Reserve	Washingtonia Palm	Mature
1029	Single tree	Road Reserve	Washingtonia Palm	Mature
1030	Single tree	Road Reserve	Washingtonia Palm	Mature
1031	Single tree	Road Reserve	Washingtonia Palm	Mature
1032	Single tree	Road Reserve	Washingtonia Palm	Mature
1033	Single tree	Road Reserve	Washingtonia Palm	Mature
1034	Single tree	Road Reserve	Washingtonia Palm	Mature
1035	Single tree	Road Reserve	Washingtonia Palm	Mature
1036	Single tree	Road Reserve	Washingtonia Palm	Mature
1037	Single tree	Road Reserve	Washingtonia Palm	Mature
1038	Single tree	Road Reserve	Washingtonia Palm	Mature
1039	Single tree	Road Reserve	Washingtonia Palm	Mature
1040	Single tree	Road Reserve	Washingtonia Palm	Mature
1041	Single tree	Road Reserve	Washingtonia Palm	Mature
1042	Single tree	Road Reserve	Washingtonia Palm	Mature
1043	Single tree	Road Reserve	Washingtonia Palm	Mature
1044	Single tree	Road Reserve	Washingtonia Palm	Mature
1045	Single tree	Road Reserve	Washingtonia Palm	Mature

TRACKED CHANGES

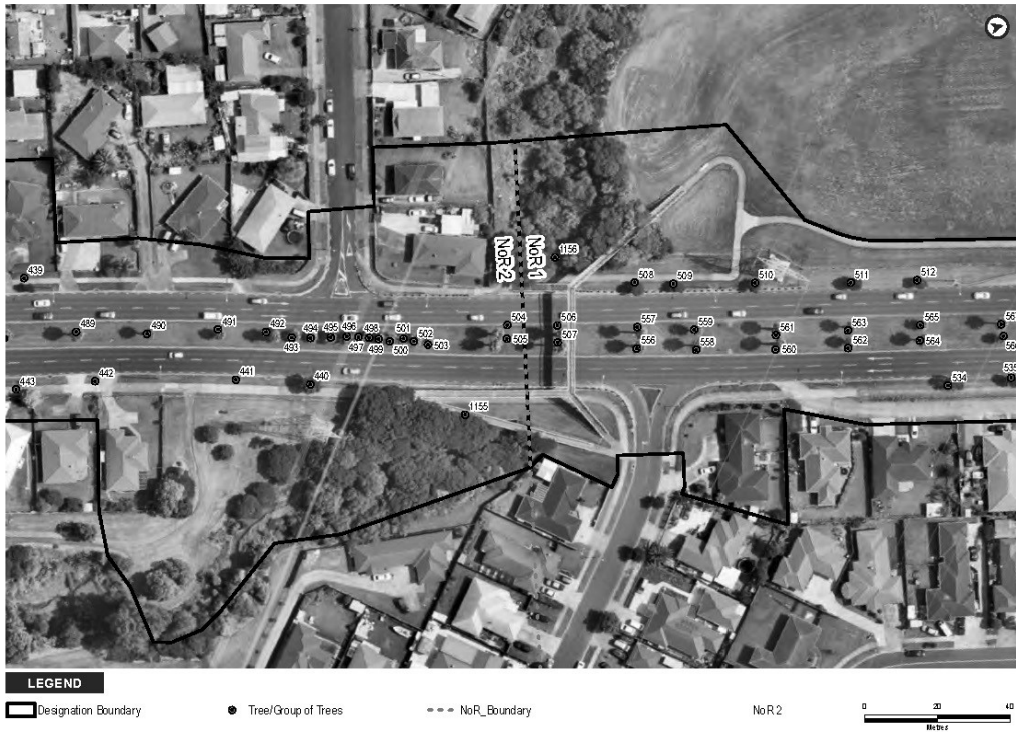
1046	Single tree	Road Reserve	Washingtonia Palm	Mature
1047	Single tree	Road Reserve	Washingtonia Palm	Mature
1048	Single tree	Road Reserve	Washingtonia Palm	Mature
1049	Single tree	Road Reserve	Washingtonia Palm	Mature
1050	Single tree	Road Reserve	Washingtonia Palm	Mature
1051	Single tree	Road Reserve	Washingtonia Palm	Mature
1052	Single tree	Road Reserve	Washingtonia Palm	Mature
1053	Single tree	Road Reserve	Washingtonia Palm	Mature
1054	Single tree	Road Reserve	Washingtonia Palm	Mature
1055	Single tree	Road Reserve	Washingtonia Palm	Mature
1056	Single tree	Road Reserve	Washingtonia Palm	Mature
1057	Single tree	Road Reserve	Washingtonia Palm	Mature
1058	Single tree	Road Reserve	Washingtonia Palm	Mature
1059	Single tree	Road Reserve	Washingtonia Palm	Mature
1060	Single tree	Road Reserve	Washingtonia Palm	Mature
1061	Single tree	Road Reserve	Washingtonia Palm	Mature
1062	Single tree	Road Reserve	Washingtonia Palm	Mature
1063	Single tree	Road Reserve	Washingtonia Palm	Mature
1064	Single tree	Road Reserve	Washingtonia Palm	Mature
1072	Group of Trees	Road Reserve	Ngaio, Pohutukawa	Sem-mature
1076	Single tree	Road Reserve	Pohutukawa	Mature
1077	Single tree	Road Reserve	Pohutukawa	Mature
1075	Group of Trees	Road Reserve	Mixed Natives, lemonwood, Ngaio, Pohutukawa	Mature
1078	Single tree	Road Reserve	Pohutukawa	Mature
1079	Single tree	Road Reserve	Pohutukawa	Mature
1080	Single tree	Road Reserve	Pohutukawa	Mature
1081	Single tree	Road Reserve	Pohutukawa	Mature
1083	Single tree	Road Reserve	Pohutukawa	Mature
1082	Group of Trees	Road Reserve	Pohutukawa, Broadleaf, Tarata	
1108	Single tree	Road Reserve	Pohutukawa	Mature
1112	Single tree	Road Reserve	Pohutukawa	Mature
1113	Single tree	Road Reserve	Pohutukawa	Mature

TRACKED CHANGES

1109	Group of Trees	Road Reserve	Mixed Natives, Pohutukawa, Lemonwood	Mature
1110	Single tree	Road Reserve	Pin Oak	Semi - Mature
1111	Single tree	Road Reserve	Pin Oak	Semi - Mature
1115	Single tree	Road Reserve	Pohutukawa	Mature
1116	Single tree	Road Reserve	Pohutukawa	Mature
1114	Group of Trees	Road Reserve	Mixed Natives, Lemonwood, Ake Ake	Mature
1117	Single tree	Road Reserve	Pohutukawa	Mature
1118	Single tree	Road Reserve	Pohutukawa	Mature
1119	Single tree	Road Reserve	Pohutukawa	Mature
1120	Single tree	Road Reserve	Pohutukawa	Mature
711	Single tree	Road Reserve	Pohutukawa	Semi - Mature
456	Single tree	Road Reserve	Pohutukawa	Semi - Mature
1121	Group of Trees	Road Reserve	Ngaio	Mature
1155b	Griselinea hedge	Road Reserve	Griselinea hedge	Mature
1157	Group of Trees	Open Space	Manuka, Tarata, Mahoe, Kowhai	Mature
1158	Group of Trees	Open Space	Manuka, Tarata, Mahoe, Kowhai	Mature
1159	Group of Trees	Open Space/ riparian	Mixed Native, Manuka	Mature
1160	Group of Trees	Open Space/ riparian	Mixed Native, Manuka	Mature
1161	Group of Trees	Open Space	Mixed Native, Kanuka	Mature
1166	Single tree	Road Reserve	Liquid Amber	Semi - Mature
1167	Group of Trees	Open Space	Ngaio	Mature
1177	Single tree	Road Reserve	Liquid Amber	Semi - Mature
1178	Single tree	Road Reserve	Liquid Amber	Semi - Mature
1189	Single tree	Road Reserve	Pin Oak	Semi - Mature

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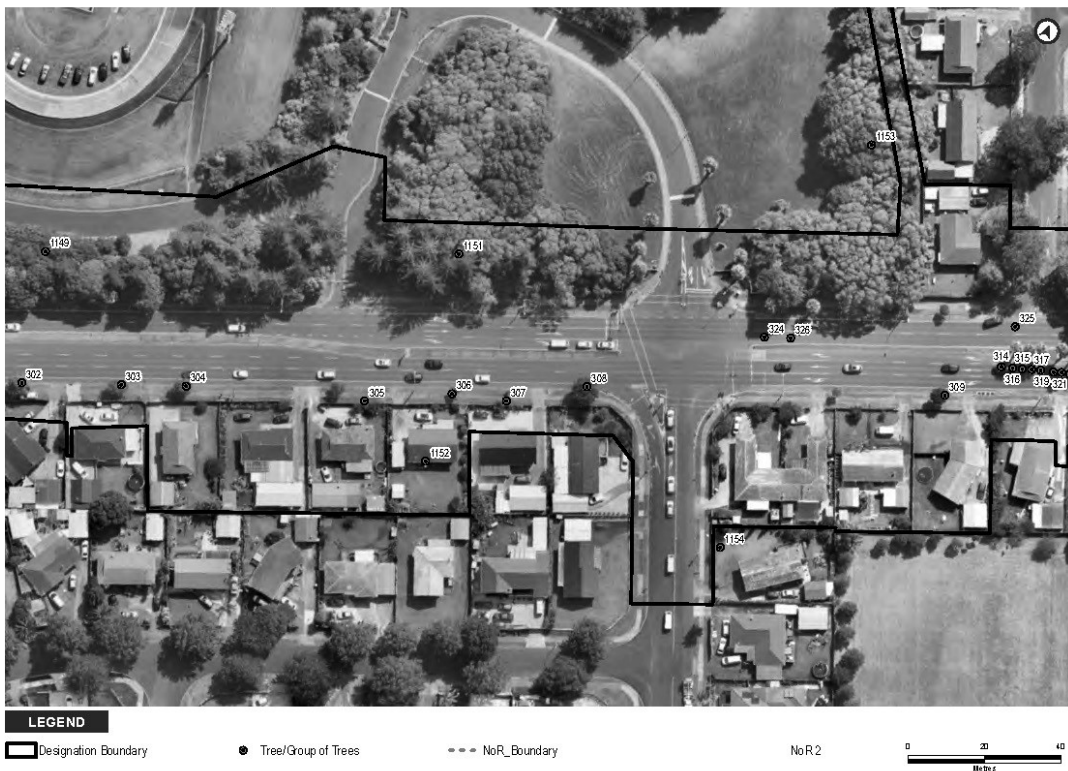
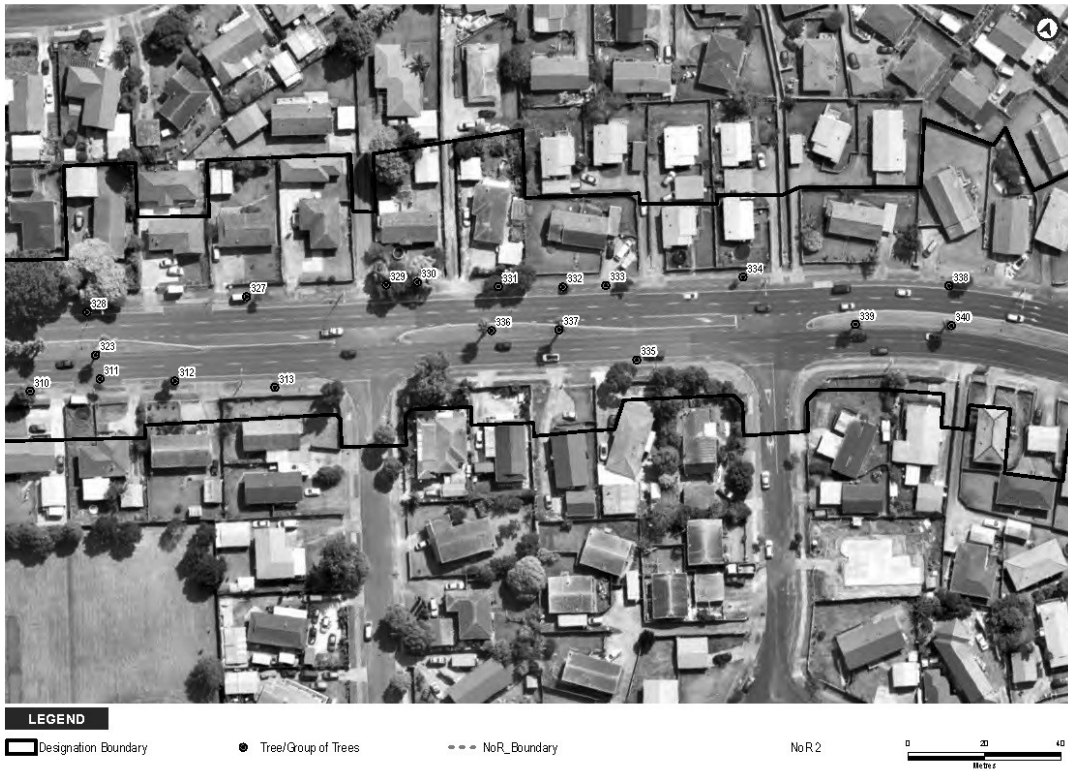
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Tree No.	Vegetation Type	Protection	Species	Age
31	Single tree	Road Reserve	Magnolia	Mature
33	Single tree	Road Reserve	Pohutukawa	Semi - Mature
34	Single tree	Road Reserve	Pohutukawa	Semi - Mature
35	Single tree	Road Reserve	Bottlebrush	Semi - Mature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

TRACKED CHANGES

66	Single tree	Road Reserve	Pohutukawa	Semi - Mature
67	Single tree	Road Reserve	Titoki	Semi - Mature
68	Single tree	Road Reserve	Pohutukawa	Semi - Mature
69	Single tree	Road Reserve	Bottlebrush	Semi - Mature
70	Single tree	Road Reserve	Titoki	Semi - Mature
71	Single tree	Road Reserve	Pohutukawa	Semi - Mature
72	Single tree	Road Reserve	Titoki	Semi - Mature
73	Single tree	Road Reserve	Pohutukawa	Semi - Mature
74	Single tree	Road Reserve	Pohutukawa	Semi - Mature
75	Single tree	Road Reserve	Pohutukawa	Mature
76	Single tree	Road Reserve	Pohutukawa	Mature
77	Single tree	Road Reserve	Liquid Amber	Mature
78	Single tree	Road Reserve	Liquid Amber	Mature
79	Single tree	Road Reserve	Pohutukawa	Semi - Mature
80	Single tree	Road Reserve	Pohutukawa	Semi - Mature
81	Single tree	Road Reserve	Pohutukawa	Semi - Mature
82	Single tree	Road Reserve	Pohutukawa	Semi - Mature
83	Single tree	Road Reserve	Pohutukawa	Semi - Mature
84	Single tree	Road Reserve	Pohutukawa	Semi - Mature
85	Single tree	Road Reserve	Pohutukawa	Semi - Mature
86	Single tree	Road Reserve	Pohutukawa	Semi - Mature
87	Single tree	Road Reserve	Pohutukawa	Semi - Mature
88	Single tree	Road Reserve	Camphor Laurel	Mature
89	Single tree	Road Reserve	Privet	Mature
90	Single tree	Road Reserve	Magnolia	Semi - Mature
91	Single tree	Road Reserve	Pohutukawa	Semi - Mature
92	Single tree	Road Reserve	Pohutukawa	Semi - Mature
93	Single tree	Road Reserve	Pohutukawa	Semi - Mature
94	Single tree	Road Reserve	Pohutukawa	Semi - Mature
95	Single tree	Road Reserve	Norfolk Island Pine	Mature
96	Single tree	Road Reserve	Norfolk Island Pine	Mature
97	Single tree	Road Reserve	Norfolk Island Pine	Mature
98	Single tree	Road Reserve	Norfolk Island Pine	Mature
99	Single tree	Road Reserve	Norfolk Island Pine	Mature
100	Single tree	Road Reserve	Norfolk Island Pine	Mature

TRACKED CHANGES

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

TRACKED CHANGES

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

TRACKED CHANGES

171	Single tree	Road Reserve	Pohutukawa	Semi - Mature
172	Single tree	Road Reserve	Pohutukawa	Semi - Mature
173	Single tree	Road Reserve	Pohutukawa	Semi - Mature
174	Single tree	Road Reserve	Titoki	Semi - Mature
175	Single tree	Road Reserve	Pohutukawa	Young
176	Single tree	Road Reserve	Pohutukawa	Young
177	Single tree	Road Reserve	Pohutukawa	Young
178	Single tree	Road Reserve	Pohutukawa	Young
179	Single tree	Road Reserve	Pohutukawa	Young
180	Single tree	Road Reserve	Pohutukawa	Young
181	Single tree	Road Reserve	Pohutukawa	Young
182	Single tree	Road Reserve	Pohutukawa	Young
183	Single tree	Road Reserve	Pohutukawa	Young
184	Single tree	Road Reserve	Pohutukawa	Young
185	Single tree	Road Reserve	Pohutukawa	Young
186	Single tree	Road Reserve	Pohutukawa	Young
187	Single tree	Road Reserve	Pohutukawa	Young
188	Single tree	Road Reserve	Pohutukawa	Young
189	Single tree	Road Reserve	Pohutukawa	Young
190	Single tree	Road Reserve	Pohutukawa	Young
191	Single tree	Road Reserve	Pohutukawa	Young
192	Single tree	Road Reserve	Pohutukawa	Young
193	Single tree	Road Reserve	Pohutukawa	Young
194	Single tree	Road Reserve	Pohutukawa	Young
195	Single tree	Road Reserve	Pohutukawa	Young
196	Single tree	Road Reserve	Pohutukawa	Young
197	Single tree	Road Reserve	Pohutukawa	Young
198	Single tree	Road Reserve	Pohutukawa	Young
199	Single tree	Road Reserve	Pohutukawa	Young
200	Single tree	Road Reserve	Pohutukawa	Young
201	Single tree	Road Reserve	Pohutukawa	Young
202	Single tree	Road Reserve	Pohutukawa	Semi - Mature
203	Single tree	Road Reserve	Pohutukawa	Semi - Mature
204	Single tree	Road Reserve	Pohutukawa	Semi - Mature
205	Single tree	Road Reserve	Pohutukawa	Semi - Mature

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206	Single tree	Road Reserve	Pohutukawa	Semi - Mature
207	Single tree	Road Reserve	Titoki	Young
208	Single tree	Road Reserve	Kauri	Semi - Mature
209	Single tree	Road Reserve	Pohutukawa	Semi - Mature
210	Single tree	Road Reserve	Pohutukawa	Semi - Mature
211	Single tree	Road Reserve	Puriri	Semi - Mature
212	Single tree	Road Reserve	Pohutukawa	Semi - Mature
213	Single tree	Road Reserve	Pohutukawa	Semi - Mature
214	Single tree	Road Reserve	Pohutukawa	Semi - Mature
215	Single tree	Road Reserve	Pohutukawa	Semi - Mature
216	Single tree	Road Reserve	Pohutukawa	Semi - Mature
217	Single tree	Road Reserve	Ash	Mature
218	Single tree	Road Reserve	Ash	Mature
219	Single tree	Road Reserve	Ash	Mature
220	Single tree	Road Reserve	Ash	Mature
221	Single tree	Road Reserve	Pohutukawa	Mature
222	Single tree	Road Reserve	Pohutukawa	Mature
223	Single tree	Road Reserve	Pohutukawa	Mature
224	Single tree	Road Reserve	Pohutukawa	Mature
225	Single tree	Road Reserve	Pohutukawa	Mature
226	Single tree	Road Reserve	Pohutukawa	Mature
227	Single tree	Road Reserve	Pohutukawa	Mature
228	Single tree	Road Reserve	Pin Oak	Mature
229	Single tree	Road Reserve	Pin Oak	Mature
230	Single tree	Road Reserve	Fern Pine	Mature
231	Single tree	Road Reserve	Magnolia	Semi - Mature
232	Single tree	Road Reserve	Magnolia	Semi - Mature
233	Single tree	Road Reserve	Water Gum	Mature
234	Single tree	Road Reserve	Magnolia	Semi - Mature
235	Single tree	Road Reserve	Magnolia	Semi - Mature
236	Single tree	Road Reserve	Magnolia	Semi - Mature
237	Single tree	Road Reserve	Puriri	Semi - Mature
238	Single tree	Road Reserve	Puriri	Semi - Mature
239	Single tree	Road Reserve	Puriri	Mature
240	Single tree	Road Reserve	Puriri	Mature

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241	Single tree	Road Reserve	Puriri	Semi - Mature
242	Single tree	Road Reserve	Puriri	Semi - Mature
243	Single tree	Road Reserve	Puriri	Semi - Mature
244	Single tree	Road Reserve	Puriri	Semi - Mature
245	Single tree	Road Reserve	Puriri	Semi - Mature
246	Single tree	Road Reserve	Norfolk Island Pine	Mature
247	Single tree	Road Reserve	Magnolia	Semi - Mature
248	Single tree	Road Reserve	Magnolia	Semi - Mature
249	Single tree	Road Reserve	Magnolia	Semi - Mature
250	Single tree	Road Reserve	Magnolia	Semi - Mature
251	Single tree	Road Reserve	Magnolia	Semi - Mature
252	Single tree	Road Reserve	Magnolia	Semi - Mature
253	Single tree	Road Reserve	Magnolia	Semi - Mature
254	Single tree	Road Reserve	Tulip Tree	Mature
255	Single tree	Road Reserve	Washingtonia Palm	Mature
256	Single tree	Road Reserve	Washingtonia Palm	Semi - Mature
257	Single tree	Road Reserve	Magnolia	Semi - Mature
258	Single tree	Road Reserve	Magnolia	Semi - Mature
259	Single tree	Road Reserve	Magnolia	Semi - Mature
260	Single tree	Road Reserve	Magnolia	Semi - Mature
261	Single tree	Road Reserve	Magnolia	Semi - Mature
262	Single tree	Road Reserve	Norfolk Island Pine	Mature
263	Single tree	Road Reserve	Norfolk Island Pine	Mature
264	Single tree	Road Reserve	Norfolk Island Pine	Mature
265	Single tree	Road Reserve	Norfolk Island Pine	Mature
266	Single tree	Road Reserve	Gum	Mature
267	Single tree	Road Reserve	Gum	Mature
268	Single tree	Road Reserve	Gum	Mature
269	Single tree	Road Reserve	Magnolia	Semi - Mature
270	Single tree	Road Reserve	Gum	Mature
271	Single tree	Road Reserve	Gum	Mature
272	Single tree	Road Reserve	Norfolk Island Pine	Mature
273	Single tree	Road Reserve	Puriri	Semi - Mature
274	Single tree	Road Reserve	Titoki	Semi - Mature
275	Single tree	Road Reserve	Norfolk Island Pine	Mature

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276	Single tree	Road Reserve	Titoki	Semi - Mature
277	Single tree	Road Reserve	Puriri	Semi - Mature
278	Single tree	Road Reserve	Puriri	Semi - Mature
279	Single tree	Road Reserve	Magnolia	Semi - Mature
280	Single tree	Road Reserve	Magnolia	Semi - Mature
281	Single tree	Road Reserve	Magnolia	Semi - Mature
282	Single tree	Road Reserve	Magnolia	Semi - Mature
283	Single tree	Road Reserve	Magnolia	Semi - Mature
284	Single tree	Road Reserve	Magnolia	Semi - Mature
285	Single tree	Road Reserve	Magnolia	Semi - Mature
286	Single tree	Road Reserve	Magnolia	Semi - Mature
287	Single tree	Road Reserve	Magnolia	Semi - Mature
288	Single tree	Road Reserve	Magnolia	Semi - Mature
289	Single tree	Road Reserve	Magnolia	Semi - Mature
290	Single tree	Road Reserve	Magnolia	Semi - Mature
291	Single tree	Road Reserve	Magnolia	Semi - Mature
292	Single tree	Road Reserve	Magnolia	Semi - Mature
293	Single tree	Road Reserve	Magnolia	Semi - Mature
294	Single tree	Road Reserve	Magnolia	Semi - Mature
295	Single tree	Road Reserve	Washingtonia Palm	Mature
296	Single tree	Road Reserve	Washingtonia Palm	Mature
297	Single tree	Road Reserve	Washingtonia Palm	Mature
298	Single tree	Road Reserve	Washingtonia Palm	Mature
299	Single tree	Road Reserve	Washingtonia Palm	Mature
300	Single tree	Road Reserve	Washingtonia Palm	Mature
301	Single tree	Road Reserve	Washingtonia Palm	Mature
302	Single tree	Road Reserve	Puriri	Semi - Mature
303	Single tree	Road Reserve	Puriri	Semi - Mature
304	Single tree	Road Reserve	Puriri	Semi - Mature
305	Single tree	Road Reserve	Puriri	Semi - Mature
306	Single tree	Road Reserve	Puriri	Semi - Mature
307	Single tree	Road Reserve	Puriri	Semi - Mature
308	Single tree	Road Reserve	Puriri	Semi - Mature
309	Single tree	Road Reserve	Puriri	Semi - Mature
310	Single tree	Road Reserve	Pohutukawa	Semi - Mature

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311	Single tree	Road Reserve	Titoki	Semi - Mature
312	Single tree	Road Reserve	Pohutukawa	Semi - Mature
313	Single tree	Road Reserve	Pohutukawa	Semi - Mature
314	Single tree	Road Reserve	Washingtonia Pam	Mature
315	Single tree	Road Reserve	Washingtonia Pam	Mature
316	Single tree	Road Reserve	Washingtonia Pam	Mature
317	Single tree	Road Reserve	Washingtonia Pam	Mature
318	Single tree	Road Reserve	Washingtonia Pam	Mature
319	Single tree	Road Reserve	Washingtonia Pam	Mature
320	Single tree	Road Reserve	Washingtonia Pam	Mature
321	Single tree	Road Reserve	Washingtonia Pam	Mature
322	Single tree	Road Reserve	Washingtonia Pam	Mature
323	Single tree	Road Reserve	Washingtonia Pam	Mature
324	Single tree	Road Reserve	Washingtonia Pam	Mature
325	Single tree	Road Reserve	Washingtonia Pam	Semi - Mature
326	Single tree	Road Reserve	Washingtonia Pam	Mature
327	Single tree	Road Reserve	Titoki	Semi - Mature
328	Single tree	Road Reserve	Titoki	Semi - Mature
329	Single tree	Road Reserve	Pohutukawa	Semi - Mature
330	Single tree	Road Reserve	Magnolia	Semi - Mature
331	Single tree	Road Reserve	Pohutukawa	Semi - Mature
332	Single tree	Road Reserve	Pohutukawa	Semi - Mature
333	Single tree	Road Reserve	Pohutukawa	Semi - Mature
334	Single tree	Road Reserve	Pohutukawa	Semi - Mature
335	Single tree	Road Reserve	Pohutukawa	Semi - Mature
336	Single tree	Road Reserve	Pohutukawa	Semi - Mature
337	Single tree	Road Reserve	Pohutukawa	Semi - Mature
338	Single tree	Road Reserve	Pohutukawa	Semi - Mature
339	Single tree	Road Reserve	Washingtonia Palm	Mature
340	Single tree	Road Reserve	Washingtonia Palm	Mature
341	Single tree	Road Reserve	Washingtonia Palm	Mature
342	Single tree	Road Reserve	Washingtonia Palm	Mature
343	Single tree	Road Reserve	Washingtonia Palm	Mature
344	Single tree	Road Reserve	Washingtonia Palm	Mature
345	Single tree	Road Reserve	Washingtonia Palm	Mature

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

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

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

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

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NoR 3



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

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

Abbreviations and definitions

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

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Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
Mana Whenua	<p>Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be engaged in the Airport to Botany Bus Rapid Transit Project:</p> <ul style="list-style-type: none"> • Te Ākitai Waiohū • Ngāi Tai ki Tamaki • Ngāti Te Ata Waiohū • Ngāti Whanaunga • Ngāti Tamaoho • Ngāti Paoa Trust Board • Te Ahiwaru • Ngāti Tamaterā • Ngāti Maru <p>Note: other iwi not identified above may have an interest in the Project and should be consulted.</p>
MWPF	Mana Whenua Partnership Forum
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NUMP	Network Utilities Management Plan
NOR	Notice of Requirement
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
Pre-Project development	Existing site condition prior to the Project (including existing buildings and roadways).
Post-Project development	Site condition after the Project has been completed (including existing and new buildings and roadways).
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works.
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Waka Kotahi NZ Transport Agency
RMA	Resource Management Act 1991
SCEMP	Stakeholder Communication and Engagement Management Plan

Stage of Work	Any physical works that require the development of an Outline Plan.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Suitably Qualified and Experienced Person	A person (or persons) person who can provide sufficient evidence to demonstrate their suitability and competence.
ULDMP	Urban and Landscape Design Management Plan

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

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

<p>9.</p>	<p>Mana Whenua Partnership</p> <p>(a) At least twelve (12) months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall invite Mana Whenua to establish a Mana Whenua Partnership Forum (MWPF). The objective of the MWPF is to provide a forum for Mana Whenua to participate as partners in all phases of the Project. To achieve the objective, the MWPF shall address (as a minimum) the following matters:</p> <ul style="list-style-type: none"> (i) how Mana Whenua will provide input into the design of the Project. For example: <ul style="list-style-type: none"> A. how Mana Whenua values and narrative are incorporated through the form of the Project and associated structures; B. how the historic and cultural significance of the Puhinui Historic Gateway will be recognised; and C. how pou, art, sculptures, mahi toi or other any other features located on land within or adjoining the Project will be provided in a manner that represents the Māori history of the area and promotes a distinctiveness or sense of place. (ii) how Mana Whenua will be engaged in the preparation of management plans and future consenting processes; (iii) how mātauranga Māori and tikanga Māori will be recognised in all phases of the Project; (iv) where opportunities for Mana Whenua to participate in engagement with local communities, business associations, social institutions and community groups will be provided; (v) where opportunities for Mana Whenua to support the physical, mental, social and economic wellbeing for iwi and the local community will be provided through the Project. This could include: <ul style="list-style-type: none"> A. planting supplied through Mana Whenua and community based nurseries; B. local schools being involved in planting; and C. scholarships, cadetships and job creation. (vi) the Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua including organising meetings at a local venue and the taking and dissemination of meeting minutes; (vii) the frequency of meetings shall be agreed between the Requiring Authority and Mana Whenua; and (viii) prior to the Start of Construction, the Requiring Authority shall produce a record of the Mana Whenua Partnership Forum. The record of the MWPF shall be provided to Mana Whenua and shall include (but not be limited to): <ul style="list-style-type: none"> A. details of how Mana Whenua have participated as partners in the Project; B. details of how the matters set out in (a) will be incorporated into the Project; C. how the objective of the MWPF has been and will continue to be met; and D. details of how comments from Mana Whenua have been incorporated into the Project and where not incorporated, the reasons why. <p>(b) Mana Whenua shall be invited to identify and (if possible) nominate traditional names along the Project corridor such as bridge structures. Noting there may be formal statutory processes outside the project required in any decision-making.</p> <p>(c) The MWPF shall continue to meet for at least six months following the Completion of Construction or as agreed with Mana Whenua.</p>
<p>10.</p>	<p>Stakeholder Communication and Engagement Management Plan (SCEMP)</p> <p>(a) A SCEMP shall be prepared <u>in consultation with stakeholders, community groups and organisations</u> 18 months prior to the Start of Construction for a Stage of Work. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with prior to and throughout the Construction Works. To achieve the objective, the SCEMP shall include:</p> <ul style="list-style-type: none"> (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) details of opportunities to strengthen the relationship between Mana Whenua, key stakeholders and the wider community;

	<ul style="list-style-type: none"> (iv) a list of stakeholders, organisations (such as community groups, <u>organisations facilities</u>) and businesses who will be engaged with; (v) identification of the properties whose owners will be engaged with; (vi) methods and timing to engage with landowners whose access is directly affected; (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant. <p>(b) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</p>
<p>11.</p>	<p>Urban and Landscape Design Management Plan (ULDMP)</p> <ul style="list-style-type: none"> (a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) at least six (6) months prior to the start of detailed design for a Stage of Work to provide input on cultural landscape and design matters. This shall include (but not be limited to) how desired outcomes for the management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with the Historic Heritage Management Plan (Condition 21) and the Ecological Management Plan (Condition 23) may be reflected in the ULDMP. (c) The objective of the ULDMP(s) is to: <ul style="list-style-type: none"> (i) enable integration of the Project's permanent works into the surrounding landscape and urban context; and (ii) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment. (iii) acknowledge and recognise the whakapapa Mana Whenua have to the Project area. (d) The ULDMP shall be prepared in general accordance with: <ul style="list-style-type: none"> (i) Auckland Transport's Urban Roads and Streets Design Guide; (ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version; and (iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version. (e) To achieve the objective, the ULDMP(s) shall provide details of how the project: <ul style="list-style-type: none"> (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. density of built form), natural environment, landscape character and open space zones; (ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) promotes inclusive access (where appropriate); and (iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. (v) provides opportunities to incorporate Mana Whenua values and cultural narrative through the design. This shall include but not be limited to: <ul style="list-style-type: none"> A. how to protect and enhance connections to the Māori cultural landscape; B. how and where accurate historical signage can be provided along the corridor; C. how historical portage routes will be recognised; D. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided; E. how opportunities to utilise flora and fauna with a specific connection to the area are realised where possible by: <ul style="list-style-type: none"> a. preserving them in the design and maintenance of the Project; and b. restoring them in a manner that recognises their historical and cultural significance. For example by clustering planting to represent a lost ngahere.

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

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

13.	<p>Construction Environmental Management Plan (CEMP)</p> <ul style="list-style-type: none"> (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include: <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (viii) procedures for incident management; (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses; (x) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xi) procedures for responding to complaints about Construction Works; and (xii) methods for amending and updating the CEMP as required.
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14.	<p>Complaints Register</p> <ul style="list-style-type: none"> (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: <ul style="list-style-type: none"> (i) the date, time and nature of the complaint; (ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate; (iv) the outcome of the investigation into the complaint; (v) any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. (b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.
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<p>15.</p>	<p>Cultural Monitoring Plan</p> <p>(a) A Cultural Monitoring Plan shall be prepared prior to the Start of Construction.</p> <p>(b) At least six (6) months prior to the start of detailed design, a Suitably Qualified and Experienced Person(s) identified in partnership with Mana Whenua shall commence the preparation of the Cultural Monitoring Plan.</p> <p>(c) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works.</p> <p>(d) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> (i) requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua; (ii) requirements and protocols for cultural inductions for contractors and subcontractors; (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; (v) details of the preferred Accidental Discovery Protocol; and (vi) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol <p>(e) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p>Advice Note: Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>								
<p>16.</p>	<p>Construction Traffic Management Plan (CTMP)</p> <p>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:</p> <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads; (vi) methods to maintain vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be; (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services). 								
<p>17.</p>	<p>Construction Noise Standards</p> <p>(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:</p> <p>Table 17.1: Construction noise standards</p> <table border="1" data-bbox="320 1832 1409 1951"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L_{Aeq}(15min)</th> <th>L_{AFmax}</th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> </tbody> </table>	Day of week	Time period	L _{Aeq} (15min)	L _{AFmax}	Occupied activity sensitive to noise			
Day of week	Time period	L _{Aeq} (15min)	L _{AFmax}						
Occupied activity sensitive to noise									

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

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

18.

Construction Vibration Standards

(a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.

Table 18.1 Construction vibration criteria

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

*Category A criteria adopted from Rule E25.6.30.1 of the AUP

**Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime

(b) Where compliance with the vibration standards set out in Table 18.1 is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 19(c)((x)), then the methodology in Condition 20 shall apply.

19.

Construction Noise and Vibration Management Plan (CNVMP)

- (a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.
- (b) A CNVMP shall be implemented during the Stage of Work to which it relates.
- (c) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 17 and 18 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 Acoustics – Construction Noise and the

	<p>Waka Kotahi State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the Project; (iv) identification of receivers where noise and vibration standards apply; (v) a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable; (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints; (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) identification of areas where compliance with the noise (Condition 17) and/or vibration standards (Condition 18 Category A or Category B) will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites. (xi) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise (Condition 17) and/or vibration standards (Condition 18 Category B) will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls Condition 19 (c)(x); (xii) identification of trigger levels for undertaking building condition surveys, which shall be below Category B day time levels; (xiii) procedures for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xiv) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that CNVMP, Schedules and the best practicable option for management of effects are being implemented; and (xv) requirements for review and update of the CNVMP.
<p>20.</p>	<p>Schedule to a CNVMP</p> <ul style="list-style-type: none"> (a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified and Experienced Person, in consultation with the owners and occupiers of sites subject to the Schedule, when: <ul style="list-style-type: none"> (i) construction noise is either predicted or measured to exceed the noise standards in Condition 17; (ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 18. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as: <ul style="list-style-type: none"> (i) construction activity location, start and finish dates; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 17 and 18 and predicted duration of the exceedance; (iv) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (v) a summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vi) location, times and types of monitoring. (c) The Schedule shall be submitted to the Manager for information at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. If any comments are received from the Manager, these shall be considered by the Requiring Authority prior to implementation of the Schedule. (d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above.

	<p>The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.</p>
<p>21.</p>	<p>Historic Heritage Management Plan (HHMP)</p> <p>(a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify:</p> <ul style="list-style-type: none"> (i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures; (ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design; (iii) known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted; (iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded; (v) roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; (vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version; (viii) methods to acknowledge cultural values identified through the Mana Whenua Partnership Forum (Condition 9) and Urban and Landscape Design Management Plan (Condition 11) where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (ix) methods for avoiding, remedying or mitigation adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to: <ul style="list-style-type: none"> A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access. (x) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and (xi) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries and the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified and Experienced Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 15. <p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.</p> <p>Accidental Discoveries</p> <p>Advice Note:</p> <p><i>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version.</i></p>
<p>22.</p>	<p>Pre-Construction Ecological Survey</p> <p>(a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified and Experienced Person. The purpose of the survey is to inform the detailed design of ecological management by:</p>

	<ul style="list-style-type: none"> (i) confirming whether the species of value within the Identified Biodiversity Areas recorded in Schedule 2 are still present; and (ii) confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines (or any subsequent updated version). <p>(b) Mana Whenua shall be invited as partners to observe how the ecological survey in (a) will be undertaken.</p> <p>(c) If the ecological survey in (a) above confirms the presence of ecological species of value in accordance with Condition 22(a)(i) and the effects are likely in accordance with Condition 22(a)(ii), then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 23 for these areas (Confirmed Biodiversity Areas).</p>
<p>23.</p>	<p>Ecological Management Plan (EMP)</p> <p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 22) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise impacts of the Project on the ecological values of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:</p> <ul style="list-style-type: none"> (i) if an EMP is required in accordance with Condition 22(b) for the presence of long-tailed bats: <ul style="list-style-type: none"> A. measures to minimise disturbance from construction activities within the vicinity of any active roosts that are discovered until such roosts are confirmed to be vacant of bats; B. how the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable; C. details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tailed bats; D. details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous, or exotic trees or artificial alternatives) will be provided and maintained; and E. where mitigation isn't practicable, details of any offsetting proposed. (ii) If an EMP is required in accordance with Condition 22(b) for the presence of Threatened or At-Risk birds (excluding Wetland Birds): <ul style="list-style-type: none"> A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; B. where Pipit are identified as being present, how the timing of any Construction Works shall be undertaken outside of the Pipit bird breeding season (August to February) where practicable; C. where works are required within the Confirmed Biodiversity Area during the bird breeding season (including Pipits), methods to minimise adverse effects on Threatened or At-Risk birds; and D. details of grass maintenance if Pipit are present. (iii) If an EMP is required in accordance with Condition 22(b) for the presence of Threatened or At-Risk wetland birds: <ul style="list-style-type: none"> A. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; B. where works are required within the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk wetland birds C. undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified Wetlands (including establishment of construction areas adjacent to Wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;

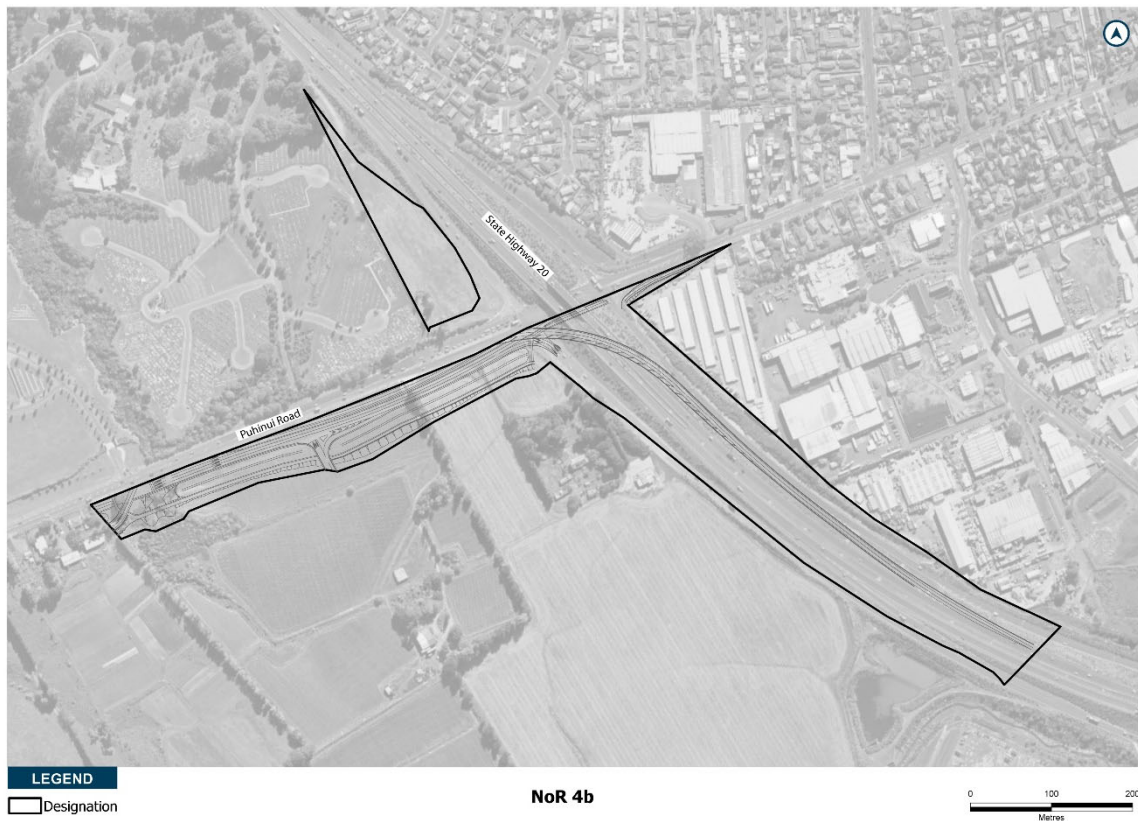
	<p>D. what protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50m of any construction area (including laydown areas). Measures could include:</p> <ul style="list-style-type: none"> a. a 20m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage; b. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified and Experienced Person. Construction works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified and Experienced Person; and c. minimising the disturbance from the works if construction works are required within 50m of a nest, as advised by a Suitably Qualified and Experienced Person. <p>E. adopting a 10m setback where practicable, between the edge of wetlands and construction areas (along the edge of the stockpile/laydown area); and</p> <p>F. minimising light spill from construction areas into wetlands.</p> <p>(b) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.</p> <p>(c) Where appropriate, and in partnership with Mana Whenua, flora and fauna values identified in the ULDMP are reflected and included within this EMP.</p> <p>Advice Note:</p> <p><i>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</i></p> <ul style="list-style-type: none"> (i) <i>Stream and/or wetland restoration plans;</i> (ii) <i>Vegetation restoration plans; and</i> (iii) <i>Fauna management plans (e.g. avifauna, herpetofauna, bats).</i>
<p>24.</p>	<p>Network Utility Management Plan (NUMP)</p> <ul style="list-style-type: none"> (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to: <ul style="list-style-type: none"> (i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) Manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; (iii) Demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum. (c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s), (including Auckland International Airport Limited) who have existing assets that are directly affected by the Project. (d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable. (e) The NUMP shall describe how any comments from the Network Utility Operator (including Auckland International Airport Limited) in relation to its assets have been addressed. (f) Any comments received from the Network Utility Operator (including Auckland International Airport Limited) shall be considered when finalising the NUMP. (g) Any amendments to the NUMP related to the assets of a Network Utility Operator (including Auckland International Airport Limited) shall be prepared in consultation with that asset owner.

Schedule 1: General accordance plan and information

The proposed work is an upgrade of the existing State Highway 20B (SH20B) from the SH20/20B Interchange to Manukau Memorial Gardens. This is for the construction, operation and maintenance of the State Highway including a Bus Rapid Transit (BRT) corridor, walking and cycling facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- a) An upgrade of the SH20B corridor between the SH20/20B interchange and the intersection of Manukau Memorial Gardens to provide westbound lanes, walking and cycling facilities and a ramp from SH20B onto SH20 for southbound traffic while enabling the provision of a BRT corridor;
- b) Associated works including but not limited to intersections, bridges, embankments, retaining walls, culverts, stormwater management systems; and
- c) Construction activities, including vegetation removal, construction areas and the re-grading of driveways.

Concept Plan:



Schedule 2: Pre-construction pipit survey area

