

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

Designation Number	1842
Requiring Authority	Auckland Transport
Location	Puhinui Station (in the vicinity of Plunket Avenue) to SH20/20B Interchange
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.

Purpose

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

Conditions

Abbreviations and Definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans and CNVMP Schedules	Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates. A material change to a management plan or CNVMP Schedule shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received; or (c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP

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

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

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

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

4.	Designation Review (a) The Requiring Authority shall within six (6) months of Completion of Construction or as soon as otherwise practicable: (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
5.	Lapse (a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.
6.	Te Ākitai Waiohū – Southwest Gateway Programme (a) 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.
7.	Network Utility Operators and Auckland Council Parks (Section 176 Approval) (a) Prior to the start of Construction Works, Network Utility Operators (including Auckland International Airport Limited) with existing infrastructure and Auckland Council in relation to parks located within the designation will not require written consent under section 176 of the RMA for the following activities: (i) operation, maintenance and repair works; (ii) minor renewal works to existing network utilities or parks necessary for the on-going provision or security of supply of network utility or parks operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities or parks in the same location with the same or similar effects as the existing utility or parks. (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.
8.	Property Management (a) The Requiring Authority shall undertake its best endeavours to ensure that properties acquired for the Project are appropriately managed in a manner that does not adversely affect the surrounding area.
Pre-construction conditions	
9.	Outline Plan (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA. (b) Mana Whenua shall be invited as partners to participate in the preparation of an Outline Plan (or Plans). (c) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project. (d) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include: (i) Construction Environmental Management Plan;

	(ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Urban and Landscape Design Management Plan; (v) Historic Heritage Management Plan; (vi) Tree Management Plan; (vii) Network Utilities Management Plan; and (viii) Development Response Management Plan.
10.	Management Plans (a) Any management plan shall: (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified Person(s); (iii) be developed in partnership with Mana Whenua. The Requiring Authority shall provide reasonable resourcing, technical and administrative support for Mana Whenua; (iv) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates; (v) summarise comments received from Mana Whenua and stakeholders as required by the relevant management plan condition, along with a summary of where comments have: A. been incorporated; and B. where not incorporated, the reasons why. (vi) be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; (vii) Once finalised, uploaded to the Project website or equivalent virtual information source. (b) Any management plan developed in accordance with Condition 10 may: (i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation; and (ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process. (c) if there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision. (d) Any material changes to the SCEMP(s) are to be submitted to the Council for information.
11.	Mana Whenua Kaitiaki Forum (a) At least twelve (12) months prior to the start of detailed design for a Stage of Work, the Requiring Authority shall invite Mana Whenua to establish a Mana Whenua Kaitiaki Forum. The objective of the Mana Whenua Kaitiaki Forum is to provide a forum for Mana Whenua to participate as partners in all phases of the Project. To achieve the objective, the Mana Whenua Kaitiaki Forum shall address (as a minimum) the following matters: (i) how Mana Whenua will provide input into the design of the Project. For example: A. how Mana Whenua values and narrative are incorporated through the form of the Project and associated structures; B. how the historic and cultural significance of the Puhinui Historic 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: 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 Kaitiaki Forum. The record of the Mana Whenua Kaitiaki Forum shall be provided to Mana Whenua and shall include (but not be limited to); A. details of how Mana Whenua have participated as partners in the Project; B. details of how the matters set out in (a) will be incorporated into the Project; C. how the objective of the Mana Whenua Kaitiaki Forum has been and will continue to be met; and D. details of how comments from Mana Whenua have been incorporated into the Project and where not incorporated, the reasons why. (b) Mana Whenua shall be invited to identify and (if possible) nominate traditional names along the Project corridor such as Bus Rapid Transit Stations and bridge structures. Noting there may be formal statutory processes outside the project required in any decision-making. (c) The Mana Whenua Kaitiaki Forum shall continue to meet for at least six months following the Completion of Construction or as agreed with Mana Whenua. Advice note For the avoidance of doubt, Mana Whenua may wish to use another forum as the Mana Whenua Kaitiaki Forum.
12.	Stakeholder Communication and Engagement Management Plan (SCEMP) (a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations prior to the Start of Construction. (b) The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with prior to and throughout Construction Works. To achieve the objective of the SCEMP:

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

	(iv) identification of opportunities to co-ordinate the forward work programme, where appropriate with infrastructure providers and development agencies; and (v) linkages and cross-references to communication and engagement methods set out in other conditions and management plans (e.g. the SCEMP) where relevant.
14.	Urban and Landscape Design Management Plan (ULDMP) (a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) The objective of the ULDMP(s) is to: (i) enable integration of the Project's permanent works into the surrounding landscape and urban context; (ii) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment; and (iii) acknowledge and recognise the whakapapa Mana Whenua have to the Project area. (c) Mana Whenua shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work to provide input on cultural landscape and design matters. This shall include (but not be limited to) how desired outcomes for the management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with the Historic Heritage Management Plan (Condition 26) may be reflected in the ULDMP. (d) Key stakeholders shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work. (e) The ULDMP shall be prepared in general accordance with: (i) Auckland Transport's Urban Roads and Streets Design Guide; (ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version; (iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and (v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version. (f) To achieve the objective, the ULDMP shall provide details of how the project: (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) promotes inclusive access (where appropriate); and (iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.

	(v) has responded to requests that could influence detailed design through the Land Use Integration Process (Condition 3); (vi) provides opportunities to incorporate Mana Whenua values and cultural narrative through the design. This shall include but not be limited to: A. how to protect and enhance connections to the Māori cultural landscape; B. how and where accurate historical signage can be provided along the corridor; C. how historical portage routes will be recognised; D. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided; E. how opportunities to utilise flora and fauna with a specific connection to the area are realised where possible by: a. preserving them in the design and maintenance of the Project; and b. restoring them in a manner that recognises their historical and cultural significance. For example, by clustering planting to represent a lost ngahere. F. how the historic and cultural significance of the Puhinui Historic Gateway is recognised; and G. how public access to coastal areas, waterways and open space is enhanced, where appropriate. (vii) provides for an integrated stormwater management approach which prioritises in the following order: A. opportunities for ki uta ki tai (a catchment scale approach); B. opportunities for net catchment benefit; C. green infrastructure and nature-based solutions; and D. opportunities for low maintenance design. (g) At the discretion of Mana Whenua, the matters listed in (f)(v) – (vi) shall either be incorporated into the ULDMP or prepared as a separate plan. (h) The ULDMP shall include: (i) a concept plan(s) – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (ii) developed design concepts, including principles for walking and cycling facilities and public transport; and (iii) landscape and urban design details – that cover the following: A. road design – elements such as: a. intersection form; b. carriageway gradient and associated earthworks c. contouring, cut and fill batters and/or retaining walls and their interface with adjacent land uses and existing roads (including slip lanes); d. benching; e. spoil disposal sites; f. median width and treatment; and g. roadside width and treatment; 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;
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	F. integration of passenger transport; G. pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; H. historic heritage places with reference to the HHMP (Condition 26); and I. re-instatement of construction and site compound areas, driveways, accessways and fences. (i) planting details and maintenance requirements: (i) planting design details including: A. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan (Condition 27). Where practicable, mature trees and native vegetation should be retained; B. street trees, shrubs and ground cover suitable for berms; C. treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones; D. planting of stormwater wetlands; E. identification of vegetation to be retained and any planting requirements under the Tree Management Plan (Condition 27); F. integration of any planting requirements required by conditions of any resource consents for the project; and G. re-instatement planting of construction and site compound areas as appropriate. (ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and (iii) detailed specifications relating to the following: A. weed control and clearance; B. pest animal management (to support plant establishment); C. ground preparation (top soiling and decompaction); D. mulching; and E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species. Advice note: This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of “road widening”. Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.
Specific Outline Plan requirements	
	Flood Hazard For the purpose of Condition 15: (a) ARI – means Average Recurrence Interval; (b) Existing authorised community, commercial and industrial floor – means the floor level of any community, commercial and industrial building which is authorised and exists at the time the Outline Plan is submitted; (c) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the Outline Plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage;

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

Construction conditions	
17.	Construction Environmental Management Plan (CEMP) (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include: (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas; (v) details of the proposed construction lighting; (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vii) methods for providing for the health and safety of the general public; (viii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (ix) procedures for incident management; (x) location and procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xii) procedures for responding to complaints about Construction Works; and (xiii) methods for amending and updating the CEMP as required.
18.	Complaints Register (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: (i) the date, time and nature of the complaint; (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. (b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.
19.	Cultural Monitoring Plan (a) A Cultural Monitoring Plan shall be prepared prior to the Start of Construction. (b) At least six (6) months prior to the start of detailed design, a Suitably Qualified Person(s) identified in partnership with Mana Whenua shall commence the preparation of the Cultural Monitoring Plan.

	(c) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works. To achieve the objective, the Cultural Monitoring Plan shall include: (i) requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua; (ii) requirements and protocols for cultural inductions for contractors and subcontractors; (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol (d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan. Advice note: Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.
20.	Construction Traffic Management Plan (CTMP) (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve the objective, the CTMP shall include: (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours (for example on roads serving educational facilities during pick up and drop off times) to manage vehicular and pedestrian traffic near educational facilities or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, pedestrians and cyclists; (vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative access arrangements when it will not be. Engagement with landowners whose access is directly affected shall be undertaken in accordance with Condition 12(b)(iii)D; (vii) details of how access for the loading and unloading of goods will be provided for;

	(viii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; (ix) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services); (x) details of minimum network performance parameters to be achieved during the construction phase, including any measures to monitor compliance with the performance parameters. These could include maximum increases in journey time and traffic volumes along key routes; and (xi) details of any Travel Demand Management (TDM) measures proposed to be implemented in the event of thresholds identified in (x) being exceeded.																																		
21.	Open Space Management Plan (OSMP) (a) An OSMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) The objective of the OSMP is to minimise as far as practicable adverse effects on the recreation amenity of parks and reserves resulting from construction. To achieve the objective, the OSMP shall include details of: (i) how the ongoing operation (including but not limited to events) of and access (including walking and cycling) to parks and reserves during construction will be maintained in accordance with the Construction Traffic Management Plan (Condition 20); (ii) opportunities to coordinate the construction of the Project, as far as practicable, with the forward work programme (including any events) for parks and reserves directly affected by the Project; (c) Auckland Council Parks and Community Facilities shall be invited to participate in the development of the OSMP at least six (6) months prior to the start of detailed design for a Stage of Work. (d) Any OSMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.																																		
22.	Construction Noise Standards (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: Table 22-1 Construction Noise Standards <table><tr><th>Day of week</th><th>Time period</th><th>L_{Aeq}(15min)</th><th>L_{AFmax}</th></tr><tr><td colspan="4">Occupied activity sensitive to noise</td></tr><tr><td rowspan="4">Weekday</td><td>0630h - 0730h</td><td>55 dB</td><td>75 dB</td></tr><tr><td>0730h - 1800h</td><td>70 dB</td><td>85 dB</td></tr><tr><td>1800h - 2000h</td><td>65 dB</td><td>80 dB</td></tr><tr><td>2000h - 0630h</td><td>45 dB</td><td>75 dB</td></tr><tr><td rowspan="4">Saturday</td><td>0630h - 0730h</td><td>55 dB</td><td>75 dB</td></tr><tr><td>0730h - 1800h</td><td>70 dB</td><td>85 dB</td></tr><tr><td>1800h - 2000h</td><td>45 dB</td><td>75 dB</td></tr><tr><td>2000h - 0630h</td><td>45 dB</td><td>75 dB</td></tr></table>	Day of week	Time period	L _{Aeq} (15min)	L _{AFmax}	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Saturday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB
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	0730h - 1800h	70 dB	85 dB																																
	1800h - 2000h	45 dB	75 dB																																
	2000h - 0630h	45 dB	75 dB																																

	Sunday and Public Holidays	0630h - 0730h 0730h - 1800h 1800h - 2000h 2000h - 0630h	45 dB 55 dB 45 dB 45 dB	75 dB 85 dB 75 dB 75 dB																							
	Other occupied buildings																										
	All	0730h – 1800h 1800h – 0730h	70 dB 75 dB																								
	(b) Where compliance with the noise standards set out in Table 22-1 is not practicable, the methodology in Condition 25 shall apply.																										
23.	Construction Vibration Standards (a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable. Table 23-1 Construction vibration standards <table><tr><th>Receiver</th><th>Details</th><th>Category A*</th><th>Category B**</th></tr><tr><td colspan="4">Occupied activity sensitive to noise</td></tr><tr><td rowspan="2">Occupied activities sensitive to noise</td><td>Night-time 2000h - 0630h</td><td>0.3mm/s ppv</td><td>2mm/s ppv</td></tr><tr><td>Daytime 0630h - 2000h</td><td>2mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td>Other occupied buildings</td><td>Daytime 0630h - 2000h</td><td>2mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td>All other buildings</td><td>At all other times</td><td colspan="2">Tables 1 and 3 of DIN4150-3:1999</td></tr></table> * Category A criteria adopted from Rule E25.6.30.1 of the AUP ** Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime (b) Where compliance with the vibration standards set out in Table 23-1 is not practicable, the methodology in Condition 25 shall apply				Receiver	Details	Category A*	Category B**	Occupied activity sensitive to noise				Occupied activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	
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24.	Construction Noise and Vibration Management Plan (CNMVP) (a) A CNMVP shall be prepared prior to the Start of Construction for Stage of Work. (b) A CNMVP shall be implemented during the Stage of Work to which it relates. (c) The objective of the CNMVP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 22 and 23 to the extent practicable. To achieve the objective, the CNMVP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following: (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the Project; (iv) identification of receivers where noise and vibration standards apply; (v) a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far practicable;																										

	(vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints. (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise Condition 22 and/or vibration standards Condition 23 Category B will not be practicable; (xi) identification of trigger levels for undertaking building condition surveys, which shall be Category B day time levels; (xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that the CNVMP, Schedules and the best practicable option for management of effects are being implemented; and (xiv) requirements for review and update of the CNVMP.
25.	Schedule to a CNVMP (a) A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule, when: (i) construction noise is either predicted or measured to exceed the noise standards in Condition 22, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed: A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days. (ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 23. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. To achieve the objective, the Schedule shall include details such as: (i) construction activity location, start and finish dates; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards and predicted duration of the exceedance; (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;

	(vi) the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vii) location, times and types of monitoring. (c) The Schedule shall be submitted to the Manager for certification at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. (d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.
26.	Historic Heritage Management Plan (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work. (b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify: (i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures; (ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design; (iii) known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted; (iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory); (v) roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; (vii) the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version; (viii) methods to acknowledge cultural values identified through the Mana Whenua Kaitiaki Forum (Condition 11) and Urban Landscape and Design Management Plan (Condition 14) where archaeological sites

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

28.	Network Utility Management Plan (NUMP) (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. To achieve the objective, the NUMP shall include methods to: (i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; and (iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum. (c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) (including Auckland International Airport Limited) who have existing assets that are directly affected by the Project. (d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) (including Auckland International Airport Limited) during detailed design where practicable. (e) The NUMP shall describe how any comments from the Network Utility 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.
Operational conditions	
29.	Low Noise Road Surface (a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the Project.
30.	Future Resurfacing Work (a) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where: (i) the volume of traffic exceeds 10,000 vehicles per day; or (ii) the road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or (iii) it is in an industrial or commercial area where there is a high concentration of truck traffic; or (iv) it is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools. (b) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 29(a)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no

	longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.
	Traffic Noise For the purposes of Conditions 31 to 42: (a) Building-Modification Mitigation – has the same meaning as in NZS 6806; (c) Design year has the same meaning as in NZS 6806; (d) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed; (e) Habitable Space – has the same meaning as in NZS 6806; (f) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in Schedule 2 Identified PPFs Noise Criteria Categories; (g) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (h) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C); (i) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (j) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule 2: Identified PPFs Noise Criteria Categories; (k) 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 29; and (l) Structural Mitigation – has the same meaning as in NZS 6806.
31.	The Noise Criteria Categories identified in Schedule 2: Identified PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions 31 to 42 (all traffic noise conditions). The Noise Criteria Categories do not need to be complied with at a PPF where: (a) The PPF no longer exists; or (b) Agreement of the landowner has been obtained confirming that the Noise Criteria Category does not need to be met. Achievement of the Noise Criteria Categories for PPFs shall be by reference to a traffic forecast for a high growth scenario in a design year at least 10 years after the programmed opening of the Project.
32.	As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 2: Identified PPFs Noise Criteria Categories. For the avoidance of doubt, the low noise road surface implemented in accordance with Condition 29 may be (or be part of) the Selected Mitigation Option(s).
33.	Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 2: Identified PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
34.	If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.
35.	The Detailed Mitigation Options shall be implemented prior to Completion of Construction of the Project, with the exception of any low-noise road surfaces, which shall be implemented within twelve months of Completion of Construction.

36.	Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB _{L_{Aeq}(24h)} inside Habitable Spaces ('Category C Buildings').
37.	Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring Authority shall write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within three months of the date of the Requiring Authority's letter, the Requiring Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.
38.	For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 37 above if: (a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or (b) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or (c) The building owner did not agree to entry within three months of the date of the Requiring Authority's letter sent in accordance with Condition 37 above (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project. If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.
39.	Subject to Condition 38 above, within six months of the assessment undertaken in accordance with Condition 38, the Requiring Authority shall write to the owner of each Category C Building advising: (a) If Building-Modification Mitigation is required to achieve 40 dB _{L_{Aeq}(24h)} inside habitable spaces; and (b) The options available for Building-Modification Mitigation to the building, if required; and (c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
40.	Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation shall be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.
41.	Subject to Condition 39, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 40 if: (a) The Requiring Authority has completed Building Modification Mitigation to the building; or (b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or (c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 39 (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project.
42.	The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable.

Attachments

Schedule 1: General accordance plan and information

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

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

Concept plan:



Schedule 2: Identified PPFs noise criteria categories

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

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

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

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

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

191 Puhinui Road	Altered	Category A
195 Puhinui Road	Altered	Category A
195 Puhinui Road	Altered	Category A
197 Puhinui Road	Altered	Category A
197 Puhinui Road	Altered	Category A
197 Puhinui Road	Altered	Category A
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209 Puhinui Road	Altered	Category A
211 Puhinui Road	Altered	Category B
211 Puhinui Road	Altered	Category B
213 Puhinui Road	Altered	Category A
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219 Puhinui Road	Altered	Category A
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223 Puhinui Road	Altered	Category A
224 Puhinui Road	Altered	Category A
225 Puhinui Road	Altered	Category A
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226 Puhinui Road	Altered	Category A
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228 Puhinui Road	Altered	Category A
229 Puhinui Road	Altered	Category A
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233 Puhinui Road	Altered	Category A
235 Puhinui Road	Altered	Category A
237 Puhinui Road	Altered	Category A
239 Puhinui Road	Altered	Category A
241 Puhinui Road	Altered	Category A
243 Puhinui Road	Altered	Category A
245 Puhinui Road	Altered	Category A
249 Puhinui Road	Altered	Category A
253 Puhinui Road	Altered	Category A
255 Puhinui Road	Altered	Category A
257 Puhinui Road	Altered	Category A
259 Puhinui Road	Altered	Category A

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

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

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

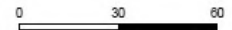
Schedule 3: Trees to be included in the Tree Management Plan





LEGEND

- Tree/Group of Trees
- ▬ Designation Boundary





LEGEND

- Tree/Group of Trees
- ▭ Designation Boundary

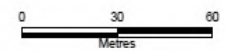






LEGEND

- Tree/Group of Trees
- ▭ Designation Boundary



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