

Designation Schedule – KiwiRail Holdings Ltd

Number	Purpose	Location
6300	Develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises ...	North Auckland Railway Line from Portage Road, Otahuhu to Ross Road, Topuni
6301	Develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises ...	Newmarket Branch Railway Line from Remuera Road, Newmarket to The Strand, Parnell
6302	Develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises ...	North Island Main Trunk Railway Line from Buckland to Britomart Station, Auckland Central
6303	Develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises ...	Avondale Southdown Railway Line from Soljak Place, Mount Albert to Bond Place, Onehunga
6304	Develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises ...	Onehunga Branch Railway Line from Onehunga Harbour Road, Onehunga to Station Road, Penrose and Neilson Street, Tepapa
6305	Develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises ...	Southdown Freight Terminal at Neilson Street (adjoins No. 345), Onehunga
6306	Develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises ...	Mission Bush Branch Railway Line from Mission Bush Road, Glenbrook to Paerata Road, Pukekohe
6307	Develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises ...	Manukau Rail Link from Lambie Drive (off-ramp), Manukau City Centre to Onslow Drive, Wiri
6308	The purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005.	24, 28, 32, 36, 44 and 103 Flanagan Road, 236, 250, 260 and 280 Great South Road, and Railway Network, Drury
6309	The purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005.	8, 16, 20, 22, 24, 28, 32, 36, 44 and 54 Flanagan Road, 28, 31, 35, 39, 41, 44, 45, and 67 Waihoehoe Road, Drury
6310	The purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005.	412 Sim Road, 51 Puhitahi Hill Road, and Paerata Road, Pukekohe
6311	The construction, operation and maintenance of railway premises and transport interchange facilities including but not limited to: Park-and-ride and kiss-and-ride; transport interchange and layovers; accessways, paths and plazas; and bicycle facilities.	412 Sim Road, 913 and 933 Paerata Road, Paerata Road, Pukekohe
6312	The purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005.	647 Burt Road, 110 Karaka Road, and Railway Network, Drury
6313	The purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005.	16 and 41 Jesmond Road, 110 and 160 Karaka Road, 647 Burt Road, and Road Network, Drury

6300 North Auckland Railway Line

Designation Number	6300
Requiring Authority	KiwiRail Holdings Ltd.
Location	North Auckland Railway Line from Bell Avenue, Otahuhu to Ross Road, Topuni
Rollover Designation	Yes
Legacy Reference	Designations H13-09 & B09-06, Auckland Council District Plan (Isthmus Section) 1999; Designation NZR1, Auckland Council District Plan (Waitakere Section) 2003; and Designation 501, Auckland Council District Plan (Rodney Section) 2011
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

The purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005.

Conditions

1. See Diagram B09-06 for strata diagram for land adjacent to Broadway, Newmarket.
2. No additions or alterations shall be made to the building scheduled in the District Plan (Map Reference E10-23 Remuera Railway Station and Signal Box) other than in accordance with an outline plan submitted and processed in terms of Section 176A of the Resource Management Act 1991. This provision shall also apply to the interior of the building and the site surrounds as dimensioned in the Plan.

The following conditions apply between points X: 1,750,777.116m Y: 5,914,020.693m and X: 1,737,958.656m and Y: 5,921,597.470m (NZTM2000):

3. Where an outline plan of works is submitted in accordance with s176A of the Resource Management Act 1991, prior to commencing the project or work, that plan shall be accompanied by:
 - a. A statement outlining the District Plan objectives and policies relevant to the works proposed; and
 - b. An assessment of the effects the works described in the outline plan will have on the environment.

Explanation:

While it is accepted that the project works will be (or should be) in accordance with the designated purpose, the Council will wish to address the relevant objectives and policies of the Plan and be assured that the works will not adversely affect the environment. The Council's principal opportunity to influence the works to assist the requiring authority to meet its environmental responsibilities is through the outline plan, and the assessment of compliance and effects will assist in determining whether to request changes.

4. Appropriate sedimentation and erosion control measures shall be employed for any new earthworks on the designated site.

Explanation:

The District Plan outlines erosion and sediment control measures for earthworks which are above a certain threshold, with that threshold varying according to the particular environment. Compliance with

these measures would generally satisfy condition 4. Note that major earthworks may require a consent from the Council.

The following condition applies between points X: 1,757,567.27m Y: 5,918,513.74m and X: 1,757,256.36m Y: 5,918,405.33m; and between X: 1,757,231.23m Y: 5,918,394.69m and X: 1,756,991.17m Y: 5,918,288.67m; and between X: 1,756,611.6m Y: 5,918,312.33m and X: 1,756,430.01m Y: 5,918,230.89m (NZTM2000) (shown as "land to be designated" on plans CRL-SYW-RME-000-DRG-0103 and 0104 Rev 1):

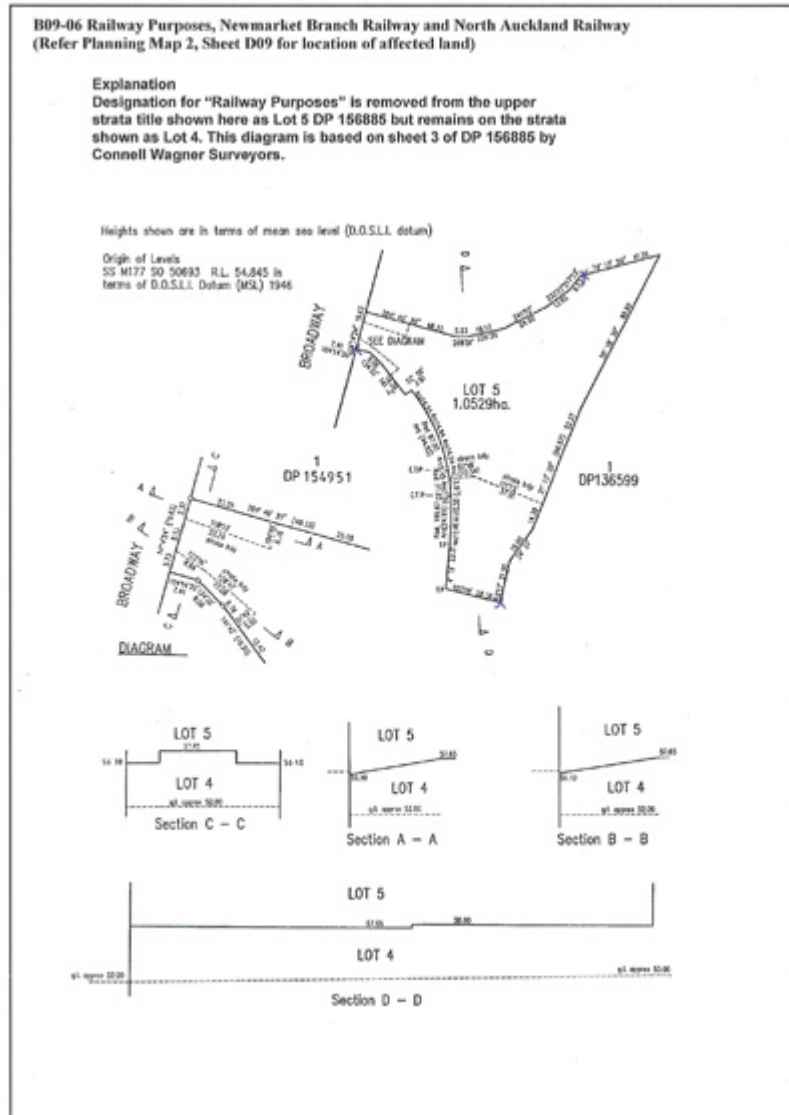
5. Where an outline plan of works is submitted in accordance with s 176A of the Resource Management Act 1991 in relation to the installation of new track, that plan shall confirm:
- a. that, except as provided for in (c), all track to be installed in these locations will be continuously welded rail;
 - b. that the track in these locations will be inspected by an EM80 inspection train (or similar) at least every six months, and, if results show track corrugation, that maintenance will be undertaken to remove the corrugations as soon as practicable; and
 - c. where a turnout or break in the rail is proposed in these locations, the measures that are to be undertaken (including the use of low vibration turnouts) to ensure that vibration will be no greater than the standard set out below, at the measurement point.
 - i. The standard is 0.14mm/s RMS between 8 and 80Hz, in accordance with ISO2631-2:2003, for 95% of any 20 consecutive freight train pass-bys.
 - ii. The measurement point is to be within 500mm above the ground at the foundation of any building containing residential unit(s) existing as at 1 December 2017, located within 25m of the turnout or break in the rail.

Explanation:

"As soon as practicable" in condition 5(b) means maintenance to remove the corrugations will occur at the earliest availability of resources (such as crews and specialised equipment) and access to the track to undertake maintenance works safely. Removal of corrugations is generally scheduled annually using specialised equipment. Localised repairs which are able to be completed using standard equipment will be undertaken at the earliest available opportunity.

Attachments

Diagram B09-06 - Strata Diagram for Land Adjacent to Broadway, Newmarket



6301 Newmarket Branch Railway Line

Designation Number	6301
Requiring Authority	KiwiRail Holdings Ltd
Location	Newmarket Branch Railway Line from Remuera Road, Newmarket to The Strand, Parnell
Rollover Designation	Yes
Legacy Reference	Designation B09-06, Auckland Council District Plan (Isthmus Section) 1999; and Designation 282, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

The purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005.

Conditions

The following conditions apply between points X: 1,758,321.043m Y:5,920,188.314m and X 1,758,597.328m Y: 5,920,477.525m (NZTM2000):

1. With the exception of the temporary station site, the designation (for existing and future corridors) is limited as to airspace at 6m above the rail tracks and the future corridor to the Britomart Transport Centre is limited to both airspace and substrata as shown in Diagram 282.

The following conditions apply between points X: 1,758,651.726m Y: 5,918,459.655m and X 1,758,321.043m Y: 5,920,188.314m (NZTM2000):

2. Where the Parnell Tunnel passes under the following properties, the designation applies to the subsoil space only:

- Allotment 57, Section 3 Suburbs of Auckland, Survey Office Plan 47222;
- Section 1, SO 62979;
- Lot 1, DP 150385;
- Part Lot 1, DP 138824; and
- Lot 2, DP 20720.

For these properties, the extent of the designation is limited to the subsoil space owned by the requiring authority and recorded on the certificates of title. The location of these properties and the strata nature of the designation is illustrated in Diagram B09-06(1).

3. Where the Parnell Tunnel passes under Domain Drive and Parnell Road the designation applies to subsoil space only. The location of these roads in relation to the tunnel and the strata nature of the designation is illustrated in Diagram B09-06(1).

4. No buildings and structures shall be located in the designation area on the Domain (see Diagram B09-06(2)) except for any enabling works required for the construction of the Parnell Railway Station and its associated structures (including platforms and pedestrian connections such as over bridges, underpasses, footpaths and gantry structures within the station vicinity).

5. Detailed designs and plans shall be prepared prior to commencement of works to mitigate the adverse visual and amenity effects of the soil nail retaining walls and batter slopes in the proposed alteration to the designation. The details shall include:
- a. Batter slope treatment and planting details; and
 - b. Soil nail retaining wall details including visual relief and treatment to minimise their visual impact and to integrate into the surrounding landform and vegetated characteristics of the Auckland Domain. The use of MacMatR or similar softening techniques should be investigated to minimise their visual impact.
6. Detailed landscape mitigation planting plans shall be prepared by a Registered Landscape Architect to mitigate the adverse visual and amenity effects of the Auckland Domain vegetation removal. The plans shall have input from an ecologist and interested iwi groups and be submitted for approval to the Parks, Sport and Recreation Manager. The landscape plans should seek to retain the largest and structurally sound trees which are to be indicated on the plans. The plans shall include:
- a. Detailed landscape planting plans with tree and plant species, sizes and spacing;
 - b. Landscape specifications; and
 - c. Implementation and maintenance programme.
7. Detailed plans and cross sections of the proposed pedestrian underpass, showing the exact location and visual perspectives of the proposed underpass and re-instatement of the existing underpass, shall be approved by the Parks, Sport and Recreation Manager prior to commencement of works, if the outline plan of works is waived. The pedestrian access path should be designed and aligned to minimise any adverse effects on the existing vegetation within the Domain land, including the Puriri tree in close proximity to the proposed underpass. A Crime Prevention Through Environmental Design (CPTED) assessment shall be undertaken of the pedestrian underpass to minimise threats to personal safety.

Advice Note

1. The New Zealand Historic Places Trust Accidental Discovery Protocol be adopted by all contractors working on site.

Attachments

Diagram 282 - Auckland Railway Station and Railway Designation Heights

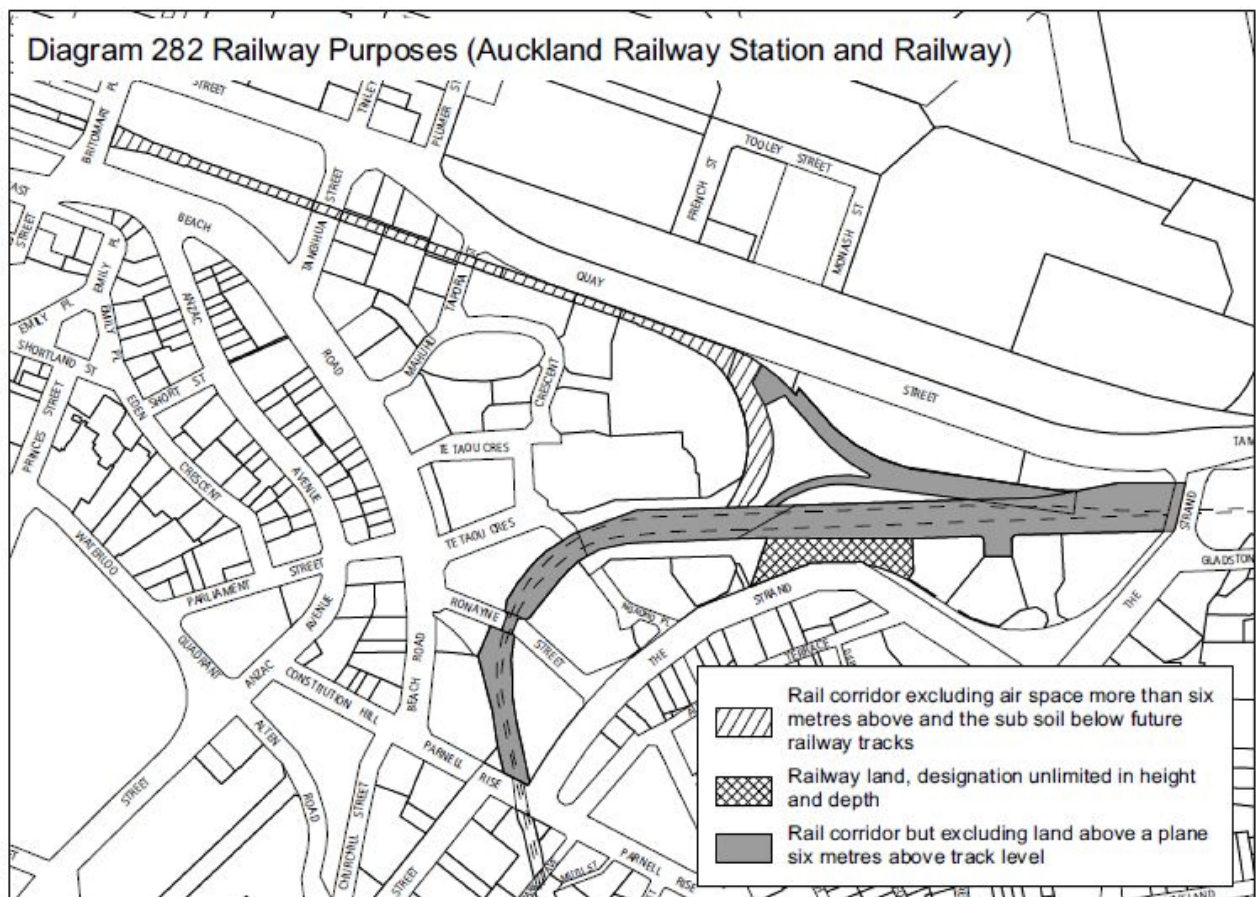


Diagram B09-06(1) - Strata Diagram for Parnell Tunnel

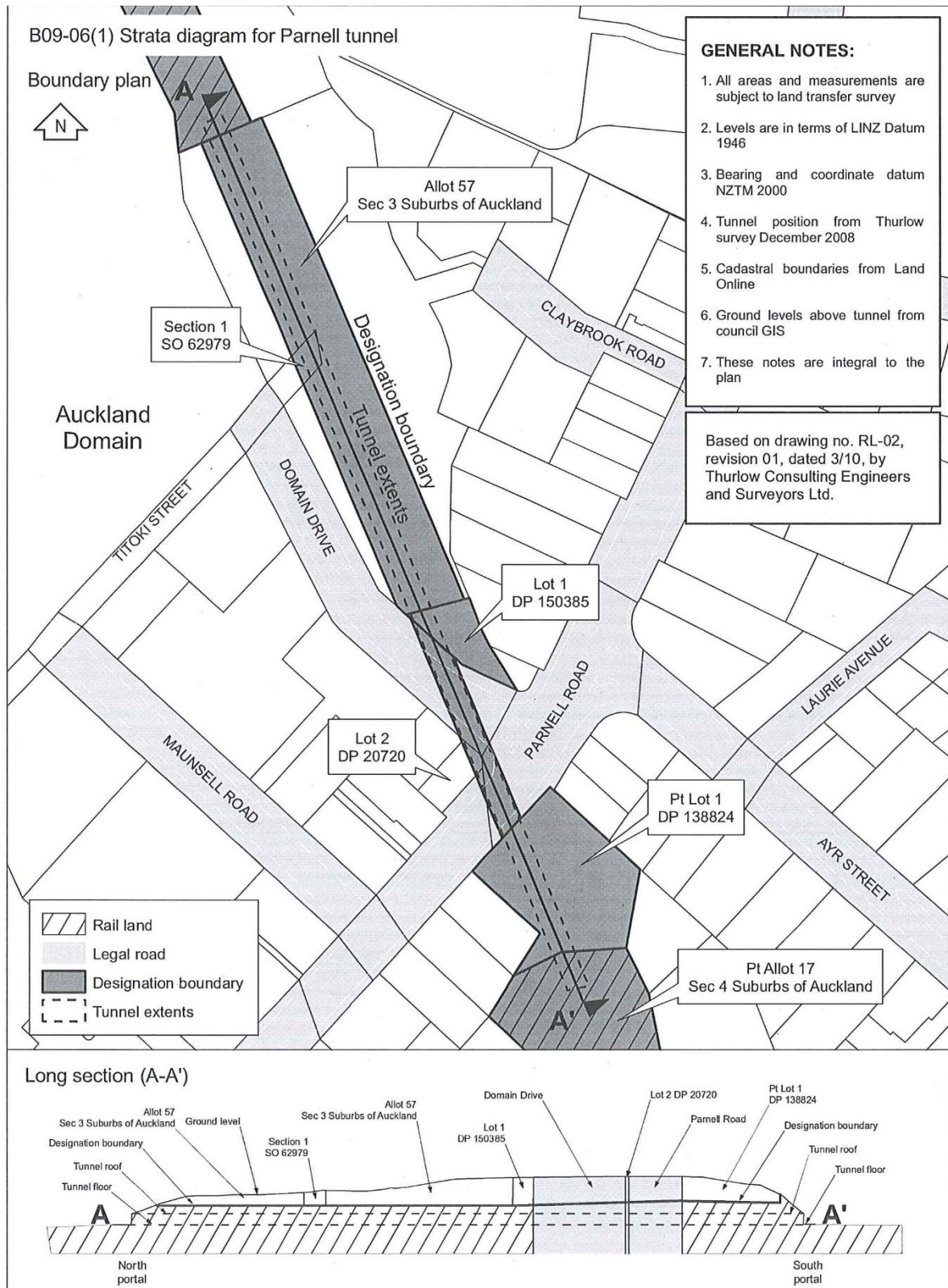


Diagram B09-06(2) - Railway Designation on Auckland Domain Subject to Conditions



6302 North Island Main Trunk Railway Line

Designation Number	6302
Requiring Authority	KiwiRail Holdings Ltd
Location	North Island Main Trunk Railway Line from Buckland to Britomart Station, Auckland Central
Rollover Designation	Yes
Legacy References	Designation 89, Auckland Council District Plan (Franklin Section) 2000; Designation 11, Auckland Council District Plan (Papakura Section) 1999; Designation 230, Auckland Council District Plan (Manukau Section) 2002; Designation B10-05, Auckland Council District Plan (Isthmus Section) 1999; Designation 282, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

The purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005.

Conditions

- The following conditions apply between points X: 1,763,282.256m Y: 5,909,226.484m and X: 1,758,983.051m Y: 5,920,480.938m (NZTM2000):**
Any activity on land within the defined Tamaki Drive Scenic Way (Map Reference B10-08) shall comply with the Auckland City Design Guidelines Tamaki Drive.
- The geological feature which is scheduled in the District Plan (Map Reference D12-04) shall not be excavated, physically investigated, damaged, or altered, other than in accordance with an outline plan submitted and processed in terms of Section 176A of the Resource Management Act 1991.
- Where the Purewa Tunnel passes under the following properties, the designation applies to subsoil space only:
 - Lot 416, DP 41185;
 - Lot 1, DP 74916;
 - Lot 2, DP 74916;
 - Part Lot 2, DP 40127;
 - Part Lot 1, DP 40127;
 - Part Lot 22, DP 18321; and
 - Part Lot 19, DP 18321.

For these properties, the extent of the designation is limited to the subsoil space owned by the requiring authority and recorded on the certificates of title. The location of these properties and the strata nature of the designation is illustrated in Diagram B10-05(1).

- Where the Purewa Tunnel passes under St Johns Road, the extent of the designation is limited to the subsoil space owned by the requiring authority and recorded on Survey Office Plan 22701. The location of this road in relation to the tunnel and the strata nature of the

designation is illustrated in Diagram B10-05(1).

The following conditions apply between points XL 1,758,983.051m Y: 5,920,480.938m and X: 1,757,893.28m Y: 5.920,853.469m (NZTM2000):

5. With exception of the temporary station site, the designation (for existing and future corridors) is limited as to airspace at 6m above the rail tracks and the future corridor to the Britomart Transport Centre is limited to both airspace and substrata as shown in the Diagram 282.
6. Development of the temporary station site shall comply with the underlying development controls.
7. Conditions 7 to 34 of this designation only apply in respect of works for the Wiri to Quay Park Project undertaken on land shown in yellow and red shading on the following land requirement plans:
 - drawing entitled "3rd Main – Papatoetoe Land Requirement Layout Plan (Sheet 1)", Reference DR-NIMT-CV-HS-00169 and dated 22 November 2021;
 - drawing entitled "3rd Main – Papatoetoe Land Requirement Layout Plan (Sheet 2)", Reference DR-NIMT-CV-HS-00170 and dated 16 December 2021;
 - drawing entitled "3rd Main – Papatoetoe Land Requirement Layout Plan (Sheet 3)", Reference DR-NIMT-CV-HS-00171 and dated 22 November 2021;
 - drawing entitled "3rd Main – Papatoetoe Land Requirement Layout Plan (Sheet 4)", Reference DR-NIMT-CV-HS-00172 and dated 22 November 2021;
 - drawing entitled "W2QP WO - Middlemore Designation Plan", Drawing No. DR3, Revision 0.2; and
 - drawing entitled "Wiri Junction Land Requirement Layout Plan (Sheet 2)", Reference DR-NIMT-CV-HS-00175 and dated 22 November 2021.

Advice Note: *The following terms relate to Conditions 7 to 34*

Term	Definition
Existing Building	Any building that physically existed and was being used as a dwelling or healthcare facility as at [the date this NoR is confirmed] .
Third Main	Third rail line to be constructed as part of the Wiri to Quay Park Project.
NIMT	North Island Main Trunk Line
Te Whatu Ora	Te Whatu Ora – Health New Zealand (or any successor body).

Outline Plan of Works

8. Pursuant to s176A of the Resource Management Act an outline plan of the work (OPW) to be constructed must be submitted by the Requiring Authority to the Council to allow the Council to request changes before construction is commenced.

Advice Notes:

- 1. The OPW should address methodologies for removal or alteration of trees as required for the proposed works and the mitigation proposed.*
 - 2. The OPW should address visual amenity matters including, but not limited to, mitigation of the proposed noise barrier wall at 12 Wyllie Road, including evidence of consultation with the owner of that property.*
9. The management plans required by conditions 11 and 16 shall not be submitted to the Council for certification prior to the submission of the OPW but may be submitted with an OPW.
 10. The Middlemore Design Plan required by condition 25 must be prepared prior to submitting the relevant OPW and the Middlemore Design Plan must be submitted to the Council with the relevant OPW.

Construction Traffic Management Plan

11. The Requiring Authority must prepare and submit a Construction Traffic Management Plan (CTMP) to Auckland Council for certification prior and obtain certification prior to the commencement of works for the Third Main. If the Requiring Authority has not received a response from Auckland Council within 20 working days after the date of submission of the CTMP it will be deemed certified.
12. The CTMP must be prepared by a suitably qualified and experienced person in consultation with Auckland Transport, and where it relates to works at Middlemore Station, also with Te Whatu Ora. The purpose of the CTMP is to ensure:
 - a. the management and minimisation of traffic congestion arising from construction vehicles;
 - b. the management of temporary reductions in on-site parking at 100 Hospital Road including temporary parking provision;
 - c. the management of internal vehicle and pedestrian movements at 100 Hospital Road;
 - d. the safe movement of vehicles to and from construction sites;
 - e. the safety of other road users, including public transport providers, pedestrians and cyclists; and
 - f. that sufficient on-site parking or other transport arrangements are provided for the project's construction workers.

Advice Note: *Auckland Council's certification role is limited to ensuring that the CTMP addresses all matters listed in Conditions 12 and 13.*

13. The CTMP must detail how the purpose of the CTMP is to be achieved and must include:
 - a. methods to manage the effects of temporary traffic management activities on traffic capacity, operations and movements during construction periods;

- b. measures to manage the safety of all transport users on construction routes during construction works;
- c. hours for construction activities, the estimated numbers, frequencies 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;
- d. site access points to be used by construction related traffic;
- e. methods to manage any road closures that will be required and the nature and duration of any traffic management measures such as the identification of detour routes or diversions and other methods for the safe management and maintenance of traffic flows, including general traffic, buses, pedestrians and cyclists on existing roads;
- f. methods to maintain pedestrian and/or vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements where access cannot be maintained;
- g. methods to communicate traffic management measures to affected road users, Te Whatu Ora and other relevant parties;
- h. details of a construction staff travel management plan to reduce the potential impact of staff vehicles on the road network; and
- i. for works at Middlemore Station:
 - i. measures to manage heavy vehicle movements at the Gray Avenue/Orakau Road intersection (if and when these are required) and to manage these movements to minimise peak staff arrival and departure times;
 - ii. measures to manage two-way hospital and construction traffic via the 64 Rosella Road access;
 - iii. measures to safely manage pedestrians travelling between the multi-storey carpark and at-grade parking areas on 100 Hospital Road west of Middlemore Station, and Middlemore Hospital's eastern campus, during construction;
 - iv. measures to minimise the temporary occupation of at-grade parking on 100 Hospital Road, including details of the number of spaces to be occupied and the duration of this occupation;
 - v. the identification of temporary parking provision for the Te Whatu Ora; and
 - vi. measures regarding the provision of safe pedestrian and vehicular access to and within 100 Hospital Road.

Construction Noise and Vibration

14. Construction noise must be measured and assessed in accordance with the provisions of New Zealand Standard NZS6803:1999 "Acoustics - Construction Noise" and comply with the noise standards in Table 1 at any occupied building as far as practicable. The Construction Noise and Vibration Management Plan (CNVMP) prepared in accordance with Condition 17 below sets out the procedure to be followed where the below standards cannot be met.

Table 1: Construction Noise Standards

Receiving Environment	Day (0700 – 2000 hrs)	Night (2000 – 0700 hrs)
Occupied activities sensitive to noise	75 dB LAeq (30 min)	60 dB LAeq (30 min) 75 dB LAFmax
All other occupied	75 dB LAeq (30 min)	80 dB LAeq (30 min)

buildings		
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15. Construction vibration must be measured and assessed in accordance with German Standard DIN 4150-3:1999 “Structural Vibration – Part 3: Effects of Vibration on Structures”, and comply with the vibration standards in Table 2 as far as practicable. The CNVMP prepared in accordance with Condition 17 below sets out the procedure to be followed where the below standards cannot be met.

Table 2: Construction Vibration Standards

Line	Type of Structure	Vibration limits (mm/s PPV)
1	Buildings used for commercial purposes, industrial buildings, and buildings of similar design	10
2	Dwellings and buildings of similar design and/or occupancy including hospitals	5

16. Prior to the commencement of construction works for the Third Main, the Requiring Authority must prepare and submit a CNVMP for certification and obtain certification by the Council. If the Requiring Authority has not received a response from the Council within 20 working days of the date of submission of the CNVMP it will be deemed certified.
17. The CNVMP must be prepared by a suitably qualified and experienced person. The purpose of the CNVMP is to:
- identify and adopt the Best Practicable Option to avoid, remedy or mitigate construction noise and vibration effects;
 - define the procedures to be followed when construction activities cannot meet the noise and vibration standards in Conditions 14 and 15, which shall include evidence of any feedback from consultation with affected parties;
 - inform the duration, frequency and timing of works to manage disruption; and
 - set out procedures to record engagement with affected receivers and timely management of complaints.
18. The CNVMP shall include:
- the relevant measures from NZS 6803:1999 "Acoustics - Construction Noise", Annex E2 "Noise management plans";
 - the relevant measures from DIN 4150-3:1999 “Structural vibration - Part 3 Effects of vibration on structures”, Appendix B “Measures for limiting the effects of vibration”;
 - a requirement and process to offer and if accepted, undertake, a pre-construction condition survey for any building where the construction vibration levels are predicted to exceed the cosmetic building damage limits in Condition 15 above; and
 - relating to works at Middlemore Station:
 - the following site-specific standards that must be used to trigger engagement with the Te Whatu Ora to enable the effective management of noise and vibration effects in Building 38 (including Home Healthcare and the renal unit):

- a. 1mm/s PPV measured on the foundation of the building (for vibration); and
- b. 75 dB LAeq measured 1m from the façade(s) of the occupied and noise sensitive spaces of the building (for noise); and
- ii. The methods used by the Requiring Authority to manage construction noise and vibration on activities at 100 Hospital Road.

Advice Note: *Auckland Council's certification role is limited to ensuring that the CNVMP addresses all matters listed in Conditions 17 and 18.*

19. Where engagement is triggered with the Te Whatu Ora in condition 18d)i., the Requiring Authority shall maintain records of the outcomes of the engagement and the responses of the Requiring Authority to any feedback received by Te Whatu Ora, including any additional temporary mitigation measures undertaken (e.g. rescheduling works, changing construction methodologies).

Operational Noise and Vibration

20. The Requiring Authority shall mitigate in accordance with condition 21 total operational rail noise emitted from all lines in the rail corridor where the predicted noise levels at the external façade of Existing Buildings within points 659+715 to 660+005 (works in vicinity of 12 Wyllie Road) and 662+117 to 662+519 (works in vicinity of 100 Hospital Road, Mangere East) of the NIMT:
- a. exceed the thresholds in Table 3; and
 - b. increase by at least 3 decibels above levels as at [the date this NoR is confirmed] as a result of the operation of the Third Main.

Table 3: Operational Rail Noise Mitigation thresholds

Day (0700 – 2200hrs)	Night (2200 – 0700hrs)
65 dB LAeq	60 dB LAeq
85 dB LAFmax	85 dB LAFmax

21. Prior to the operation of the Third Main, the Requiring Authority shall install noise barriers on the western side of the NIMT to mitigate rail noise received at Existing Buildings identified in condition 20. The noise barriers shall ensure the increase in rail noise level as a result of the operation of the Third Main is less than 3 decibels and shall be:
- a. at least 3.8 metres in height above rail track level within the rail corridor between points:
 - i. 659+715 and 659+926 of the NIMT (works in vicinity of 12 Wyllie Road); and
 - ii. 662+102 and 662+191 of the NIMT (works in vicinity of 100 Hospital Road, Mangere East); and
 - iii. 662+249 to 662+545 of the NIMT (works in vicinity of 100 Hospital Road, Mangere East); and
 - b. constructed with a surface mass of at least 10kg/m²; and
 - c. constructed without gaps (except for station access, where required); and
 - d. constructed in general accordance with the memorandum from Boffa Miskell (Oliver May) dated 30 November 2021.
22. Prior to the operation of the Third Main, the Requiring Authority shall install ballast mats under ballasted track (or alternative vibration mitigation material) to mitigate rail vibration at Existing Buildings between points 659+715 to 660+005 NIMT (works in vicinity of 12 Wyllie Road) and

662+117 to 662+519 NIMT (works in vicinity of 100 Hospital Road, Mangere East) to achieve NS 8176:2017 Class C (as far as practicable). The ballast mats (or alternative vibration mitigation material) shall be installed between points:

- a. 659+715 and 660+005 of the NIMT (works in vicinity of 12 Wyllie Road); and
 - b. 662+102 and 662+545 of the NIMT (works in vicinity of 100 Hospital Road, Mangere East).
23. Within three months of the commencement of freight operations on the Third Main, the Requiring Authority shall engage a suitably qualified and experienced person to:
- a. undertake representative noise monitoring to quantify the noise mitigation provided by the noise barrier(s) in condition 21; and
 - b. undertake representative vibration monitoring to quantify the vibration mitigation provided by condition 22; and
 - c. prepare a report confirming compliance with conditions 21 and 22, which shall be provided to the Council for certification and a copy shall be provided to Te Whatu Ora; and
 - d. If the report required in condition 23c) above indicates a non-compliance with conditions 21 and 22 remedial measures shall be undertaken to ensure compliance and this condition repeated for that work.

Middlemore Design Plan

24. Subject to condition 28, the works in the vicinity of the Middlemore Station shall be undertaken in general accordance with the Jacobs plan DR-NIMT-CV-HS-00701 entitled "Middlemore Station Works Plan" dated 26/11/21.
25. Prior to submitting an OPW for Middlemore Station, the Requiring Authority must prepare a Middlemore Design Plan.
26. The purpose of the Middlemore Design Plan is to demonstrate how safe, efficient and well integrated transport facilities to enable access to Middlemore train station will be provided, as well as how the transport effects of the Third Main on 100 Hospital Road and the surrounding road network will be avoided, remedied or mitigated. The Middlemore Design Plan shall include details of:
- a. parking and other road markings on Orakau Road;
 - b. the turning head facility to access Middlemore Station;
 - c. the pedestrian overbridge / lift to provide access to Middlemore Station and between Middlemore Hospital Campuses;
 - d. vehicular access to 100 Hospital Road;
 - e. the reinstatement of any at-grade parking areas at 100 Hospital Road affected by these works;
 - f. access to the northern carpark at 100 Hospital Road, including measures to prevent pedestrians from using the access at 64 Rosella Road as access to and from Middlemore Station;
 - g. noise barriers;
 - h. mitigation planting, including in relation to the loss of existing trees; and
 - i. pedestrian footpath access and crossing facilities at the end of Orakau Road to access Middlemore Station.
27. The Requiring Authority shall provide a draft of the Middlemore Design Plan to Auckland Transport and Te Whatu Ora at least two months prior to submitting the OPW for Middlemore Station and invite them to comment on the plan within 15 working days of receiving the draft plan. The Requiring Authority must consider any feedback received and amend the draft Middlemore Design Plan to incorporate that feedback. If aspects of the feedback are unable to be incorporated, the Requiring Authority shall provide reasons in writing to those parties as

to why that feedback was not included, prior to submitting the OPW. Such feedback shall also be provided to the Council as part of the OPW.

Advice Note: *Where the Middlemore Design Plan requires changes within the existing road reserve of Orakau Road or any potential extension of the existing road reserve to be vested with Auckland Council, Engineering Plan Approval will be required.*

28. Any relevant OPW and the construction of the Third Main and any related mitigation works shall be undertaken in accordance with the Middlemore Design Plan.

Access and parking at Middlemore Station

29. The Requiring Authority shall, in consultation with Te Whatu Ora, provide legal access to the northern car park at 100 Hospital Road as identified in the plan referenced in condition 24 for Te Whatu Ora staff via 64 Rosella Road (LOT 13 DP 19404 NA82C/132) and provide 10 carparking spaces on 64 Rosella Road for Te Whatu Ora staff use. The designation shall remain in place with access and carparks continuing to be provided until such time as:
- an alternative legal access to the northern car park and replacement carparking is provided by Te Whatu Ora or the Requiring Authority; or
 - Te Whatu Ora confirms in writing to the Requiring Authority that it no longer requires access to the northern carpark via 64 Rosella Road and the carparking spaces on 64 Rosella Road.
30. The Requiring Authority shall secure Te Whatu Ora's use of 64 Rosella Road for access and car parking in condition 29 by way of legal instrument.
31. The Requiring Authority shall ensure the design of safe access through 64 Rosella Road includes measures to restrict a public pedestrian connection to the Middlemore train station.

Watercare Utility Protection Plan

32. Prior to undertaking any works for the Wiri to Quay Park project within the land requirement area shown on the plans listed in condition 7, the Requiring Authority shall, in consultation with Watercare, prepare a Watercare Utility Protection Plan that:
- ensures Watercare's existing assets within the land requirement area are protected from any damage that may arise as a result of the works;
 - does not preclude Watercare's ability to construct and operate new infrastructure in the land requirement area in the future, where it is compatible with the works the Requiring Authority is undertaking;
 - establishes a process for consultation with Watercare on the proposed relocation of any existing Watercare assets that is required as a result of works undertaken by the Requiring Authority within the land requirement area;
 - makes the Requiring Authority wholly responsible for the cost of any relocation of Watercare assets that are required as a result of works undertaken by the Requiring Authority within the land requirement area; and
 - ensures Watercare maintains access to its assets within the land requirement area 24 hours a day, 7 days a week for maintenance, safety and operation, provided that:
 - Watercare holds a permit to enter the land requirement area; and
 - Watercare staff and / or contractors provide advance notice to Train Control before entering the land requirement area.

Review of Designation

33. As soon as practicable following completion of construction of the Third Main in the locations set out in condition 7, the Requiring Authority shall:
- a. review the designation extent between these locations;
 - b. identify areas of designated land that the Requiring Authority considers are no longer necessary; and
 - c. give notice to the Council and other parties required under section 182 of the RMA to remove those parts of the designation that it no longer requires under (b). For the avoidance of doubt, this will include those parts of the designation identified as "temporary" on the plans listed in condition 7 (except in the case of the designation over 64 Rosella Road which shall remain in place until such time that condition 29(a) or (b) is satisfied).
34. Notwithstanding condition 33, the Requiring Authority must apply to Council to remove the designation identified as temporary on the relevant plan in condition 7 at 12 and 14 Wyllie Road (being Lot 1 DP 152288 NA90C/848 and Part Lot 1 DP 136372 NA80B/675) within 3 months of construction being completed or the site no longer being required as a construction yard, whichever occurs earliest.

Attachments

Diagram B10-05 - Purewa Tunnel Strata

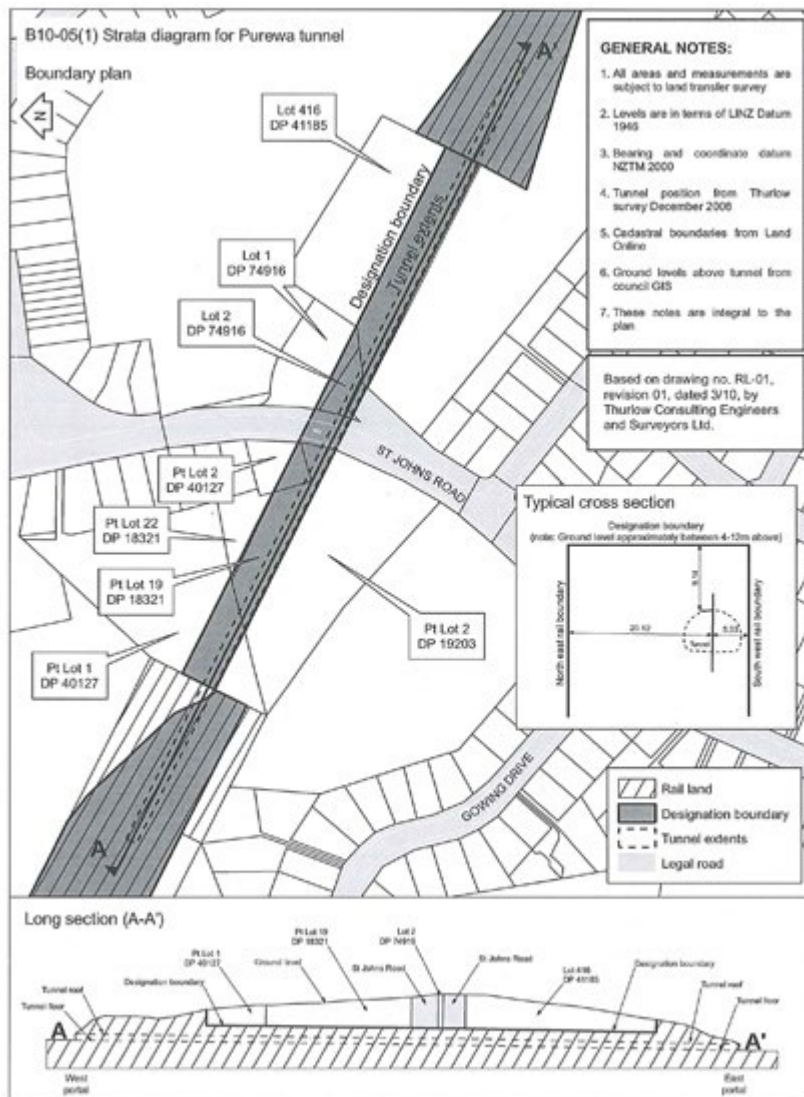
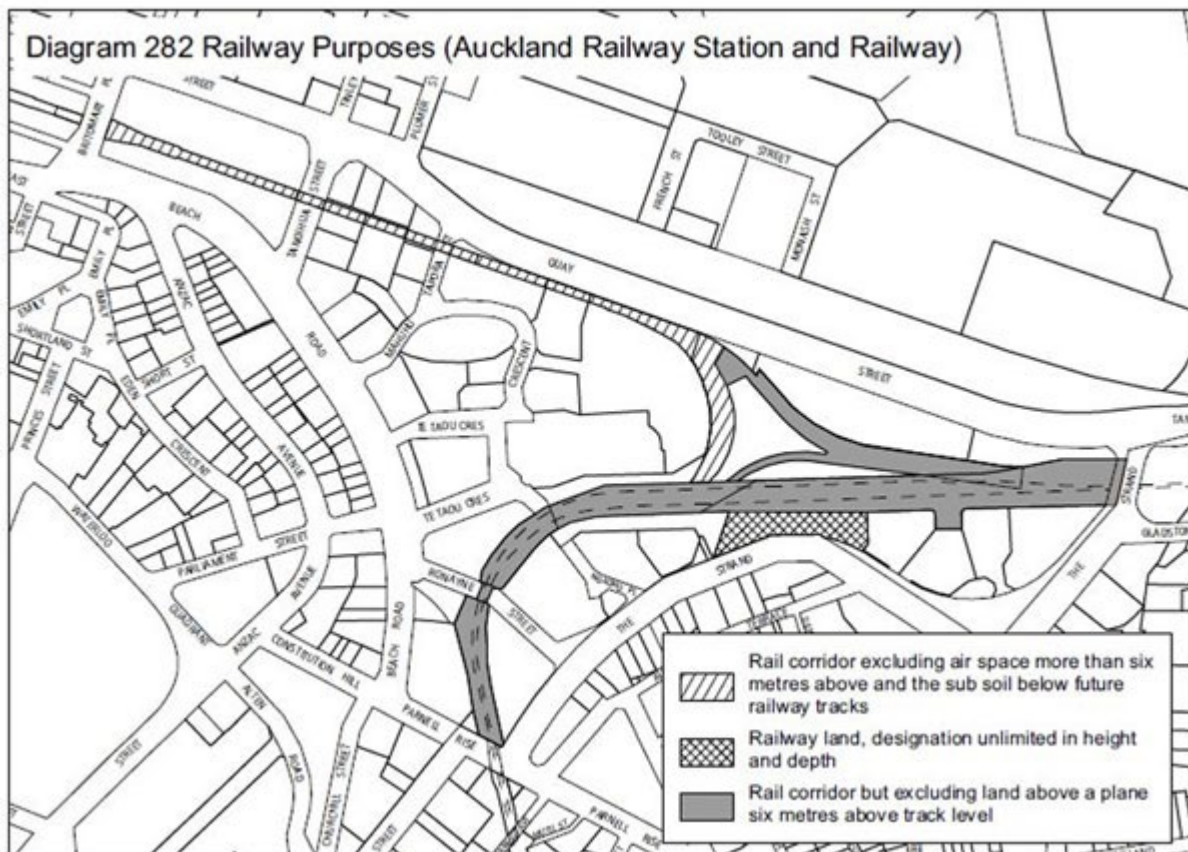
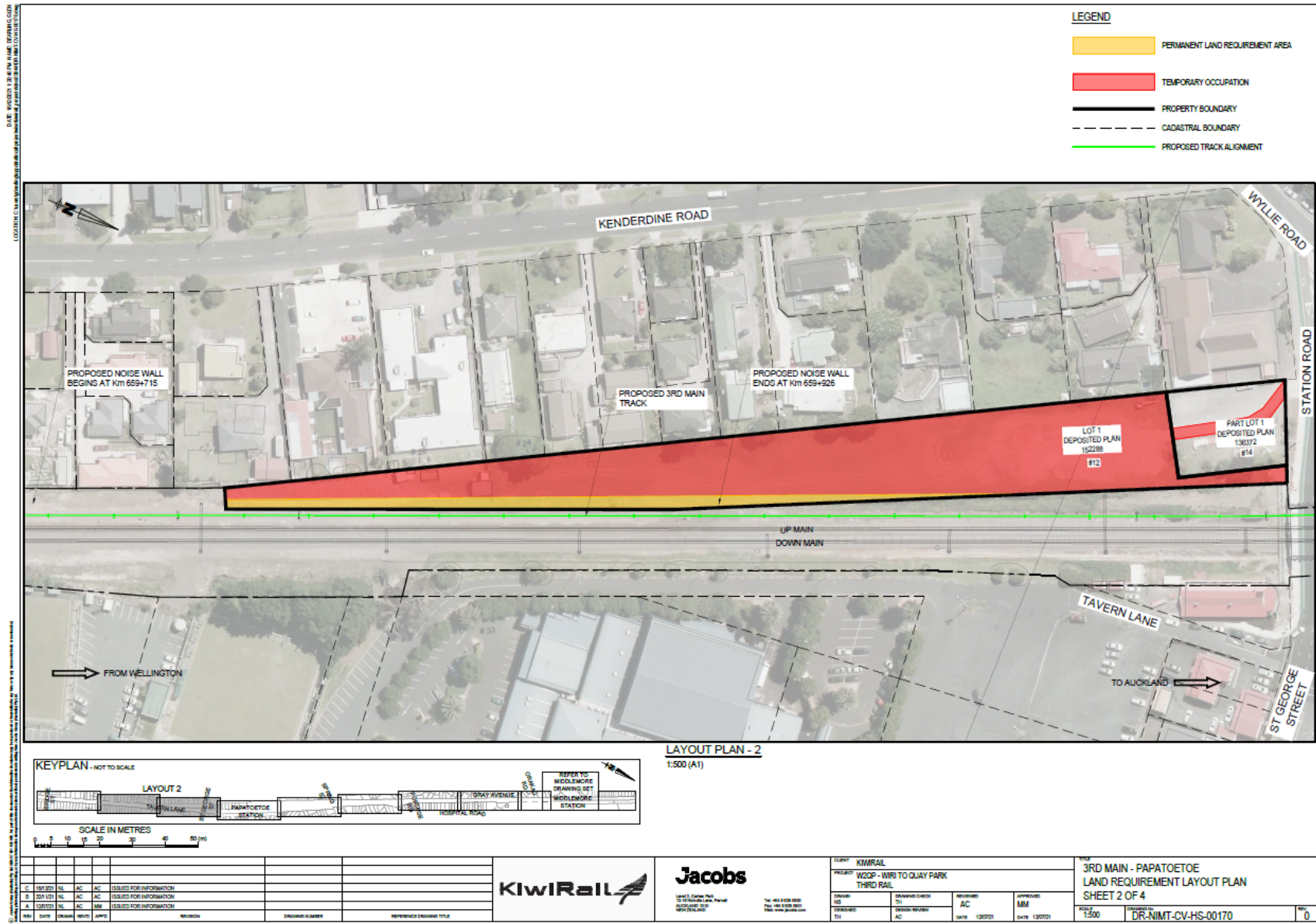
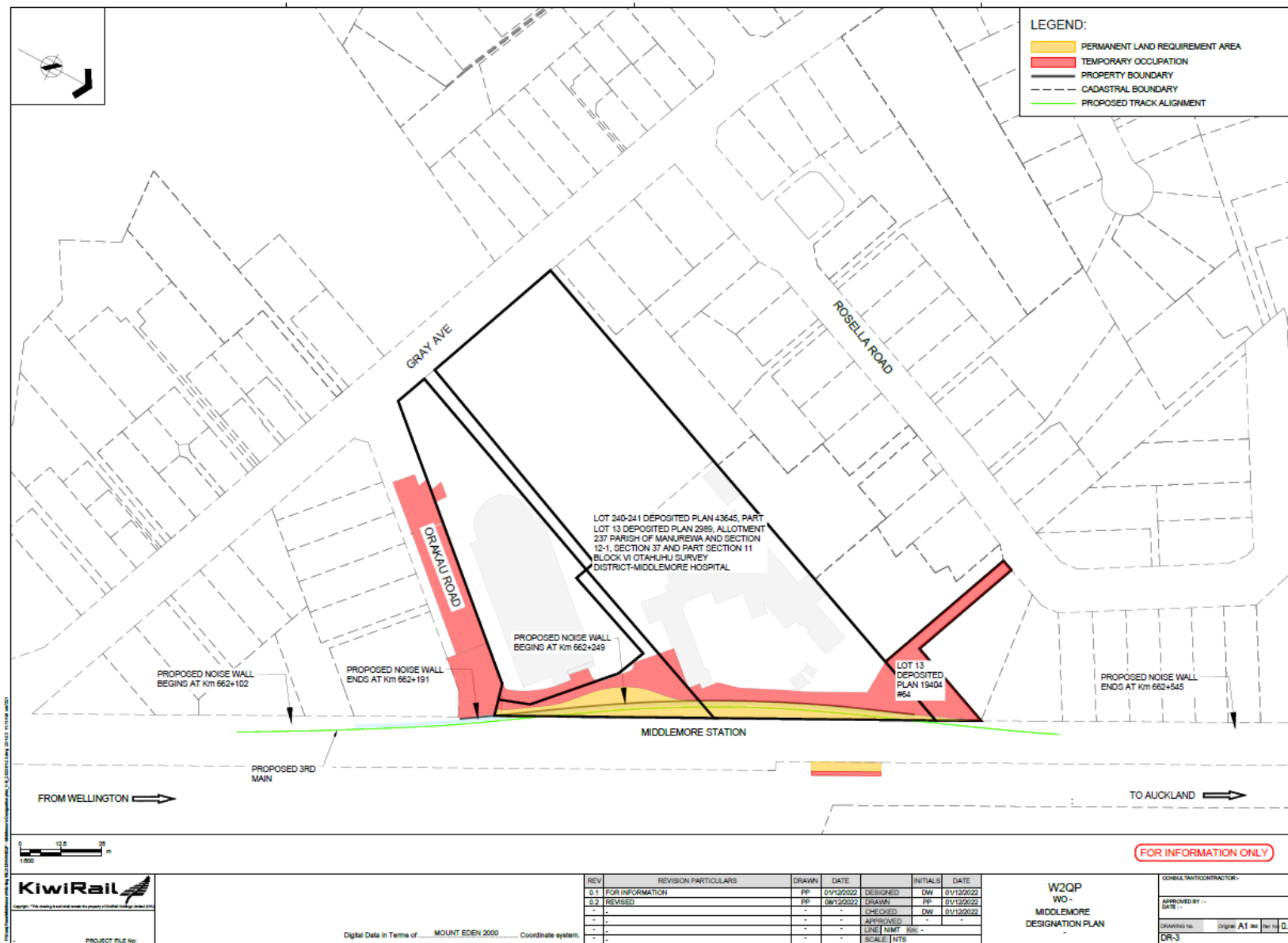


Diagram 282 - Auckland Railway Station and Railway Designation Heights







6303 Avondale Southdown Railway Line

Designation Number	6303
Requiring Authority	KiwiRail Holdings Ltd
Location	Avondale to Southdown Railway Line from Soljak Place, Mount Albert to Neilson Street, Te Papapa
Rollover Designation	Designation G08-05, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	31 August 2029

Purpose

The purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005.

Conditions

1. That prior to implementation of the designation an assessment of environmental effects be undertaken to determine effects the works will have on the environment and the most appropriate means of mitigating these effects.
2. That a landscape plan be submitted for approval to the Council at the time of detailed design including fencing and planting which will be implemented at the boundary of the line with all land zoned residential and open space to minimise noise effects and provide screening.
3. Details submitted as part of the outline plan of works shall include detailed arrangements to ensure that vehicle access along New North Road, Richardson Road, May Road, Dominion Road, Hayr Road, Hillsborough Road, Queenstown Road, Pleasant Street, Symonds Street, Forbes Street, Normans Hill Road, Quadrant Road, Hill Street, Selwyn Street, Onehunga Mall, Galway Street, Spring Street, Victoria Street and Alfred Street will be maintained when construction is completed. This should include arrangements, such as grade separation, to ensure safety wherever the line crosses any public street.
4. The short term construction effects including noise, visual effects and dust be reduced through appropriate construction methods.

Attachments

No attachments.

6304 Onehunga Branch Railway Line

Designation Number	6304
Requiring Authority	KiwiRail Holdings Ltd
Location	Onehunga Brach Railway Line from Onehunga Harbour Road, Onehunga to Station Road, Penrose and Neilson Street (Southdown Freight Terminal), Tepapa
Rollover Designation	Yes
Legacy Reference	Designation G12-07, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

The purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005.

Conditions

No conditions.

Attachments

No attachments.

6305 Southdown Freight Terminal

Designation Number	6305
Requiring Authority	KiwiRail Holdings Ltd
Location	Southdown Freight Terminal at Neilson Street (adjoins number 345 Neilson Street) Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H11-11, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

The purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005.

Conditions

No conditions.

Attachments

No attachments.

6306 Mission Bush Branch Railway Line

Designation Number	6306
Requiring Authority	KiwiRail Holdings Ltd
Location	Mission Bush Branch Railway Line from Mission Bush Road, Glenbrook to Paerata Road, Pukekohe
Rollover Designation	Yes
Legacy Reference	Designation 90, Auckland Council District Plan (Franklin Section) 2000
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

The purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005.

Conditions

No conditions.

Attachments

No attachments.

6307 Manukau Rail Link

Designation Number	6307
Requiring Authority	KiwiRail Holdings Ltd
Location	Manukau Rail Link from Davies Avenue, Manukau City Centre to Onslow Avenue, Wiri
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

The purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005.

Conditions

No conditions.

Attachments

No attachments.

6308 Drury Railway Station

Designation Number	6308
Requiring Authority	KiwiRail Holdings Ltd
Location	24, 28, 32, 36, 44 and 103 Flanagan Road, 236, 250, 260 and 280 Great South Road, and Railway Network, Drury
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

The purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005.

Conditions

Definitions

The tables below defines the acronyms and terms used in the conditions.

Term	Definition
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Certification	<p>Certification shall be achieved by confirmation from the Council that the plan has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan shall be deemed certified:</p> <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) Fifteen (15) working days from the submission of the material change to the management plan where no written confirmation of certification has been received.
Completion of Construction	When construction 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.
Enabling Works	<p>Includes, but is not limited to, the following and similar activities:</p> <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• ecological surveys

	<ul style="list-style-type: none"> • vegetation removal ancillary to Enabling Works • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Project	<p>For NOR DR-S means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1.</p> <p>For NOR DS-IA means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1.</p> <p>Reference to "Project" in the conditions means each or either of the Projects as the case may be.</p>
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the Construction Works.
Stage of Work	Any physical works that require the development of an Outline Plan.
Stage One works	Means the physical works to construct the Project in its Stage One configuration, which includes but is not limited to station platforms, transport interchange facilities, and accessways.
Stakeholder	<p>Means the following:</p> <ul style="list-style-type: none"> • Kiwi Property Holdings No. 2 Limited; • Oyster Capital Limited; • Fulton Hogan Land Development Limited; • Watercare Services Limited; • Counties Power; • Minister of Housing; and <p>The owners and occupiers of:</p> <ul style="list-style-type: none"> • The land on which the Project is to be undertaken; and • The Surrounding Land (as defined below).
stakeholder	Means a relevant affected party to be consulted on a construction specific management plan.
Surrounding Land	Means the properties listed and identified in Schedule 2.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Suitably Qualified and Experienced Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence.
Urban Design Evaluation and Framework	Means the ' <i>Drury Central and Paerata Stations Urban Design Evaluation and Framework (UDEF)</i> ', version 1.0, dated September 2021, prepared by Te Tupu Ngātahi Supporting Growth.
Any reference to number of days	Has the same meaning as Working Days under section 2 of the Resource Management Act 1991.

Acronyms

Acronym	Description
AUP:OP	Auckland Unitary Plan: Operative in Part
BPO	Best Practicable Option
CEMP	Construction and Environmental Management Plan
CMP	Cultural Monitoring Plan

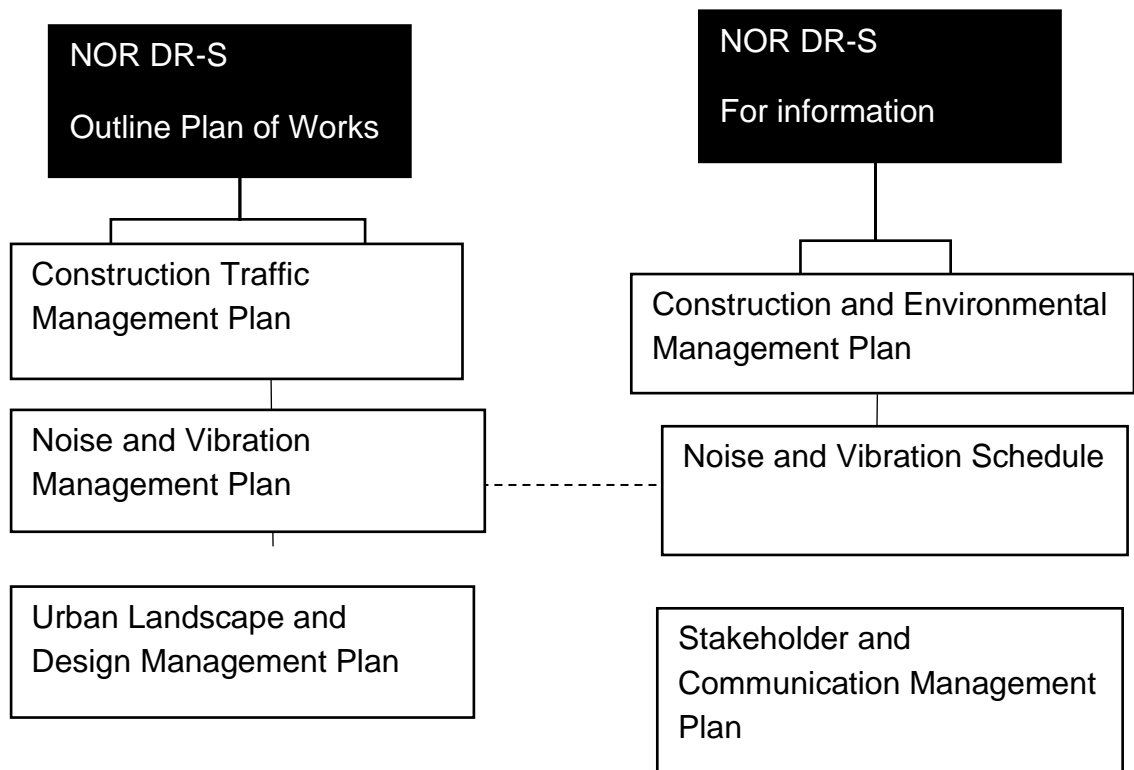
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic Management Plan
MEF	Mana Whenua Engagement Forum
NOR	Notice of Requirement
NOR DR-S	Notice of Requirement - Drury Railway Station
NOR DS-IA	Notice of Requirement – Drury Station Interchange and Accessway
RMA	Resource Management Act 1991 and its subsequent amendments
ULDMP	Urban Landscape and Design Management Plan
SCMP	Stakeholder and Communication Management Plan
SID	Safety in Design
SQEP	Suitably Qualified and Experienced Person

Drury Railway Station

Ref	Notice of Requirement Purpose
NOR DR-S:	The purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005.

Summary of Plans identified in Conditions

Management plans and documentation required by these conditions for NOR DR-S may be prepared as a joint document with NOR DS-IA.



Drury Railway Station: NoR conditions

Ref	Condition
General Conditions	
1	Activity in general accordance with plans and information Except as modified by the conditions below, and subject to final design and Outline Plan(s), works shall be undertaken in general accordance with the Project Description and Concept Plan in Schedule 1.
2	Designation Review As soon as practicable following Completion of Construction the Requiring Authority shall: <ul style="list-style-type: none"> (a) review the extent of the designation to identify any areas of designated land that it no longer requires for the long-term development, operation, maintenance or mitigation of effects of the Project; and (b) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
3	Designation Lapse In accordance with clause 37(7) of Schedule 6 to the COVID-19 Recovery (Fast-track Consenting) Act 2020, this designation will lapse if not given effect to within two years from the date on which it is included in the Auckland Unitary Plan. Advice Note – For the avoidance of doubt the designation will be given effect to at the implementation of Stage 1.
Outline Plan of Works	
4	<ul style="list-style-type: none"> (a) An Outline Plan for the Project shall be prepared and submitted to the Council in accordance with these conditions. (b) An Outline Plan shall include any relevant management plan for the particular design, construction, or operational matters being addressed in the Outline Plan. (c) An Outline Plan shall be prepared in consultation with Stakeholders, where the works involve any of the matters identified in condition 12(a). (d) Where an Outline Plan is required to be prepared under condition 4(c), the following consultation process is required to be followed: <ul style="list-style-type: none"> (i) Four months prior to any Construction Works being undertaken, a Draft Outline Plan prepared by the Requiring Authority shall be submitted to the Stakeholders for comment; (ii) The Stakeholders will have three weeks from the date of receipt of the Draft Outline Plan to send comments on the Draft Outline Plan to the Requiring Authority; and (iii) The Requiring Authority shall consider the comments to the Draft Outline Plan, record whether it accepts the comments or not, and if not provide reasons why when it submits the Outline Plan to Council.

Ref	Condition
5	<p data-bbox="277 271 528 300">Management Plans</p> <p data-bbox="277 315 703 344">(a) Any management plan shall be:</p> <ul style="list-style-type: none"> <li data-bbox="363 369 1374 443">(i) prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 6-17); <li data-bbox="363 448 1230 477">(ii) prepared by a Suitably Qualified and Experienced Person(s); and <li data-bbox="363 481 1358 555">(iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CEMPs and CNVMP Schedules. <p data-bbox="277 577 1374 645">(b) Any management plan shall summarise comments received from Mana Whenua and other Stakeholders, along with a summary of where comments have:</p> <ul style="list-style-type: none"> <li data-bbox="363 669 735 698">(i) Been incorporated; and <li data-bbox="363 723 954 752">(ii) Where not incorporated, the reasons why; <p data-bbox="277 777 1206 806">(c) Any management plan developed in accordance with Condition 5 may:</p> <ul style="list-style-type: none"> <li data-bbox="363 831 1193 860">(i) Be prepared and submitted as a joint document for both Projects. <li data-bbox="363 884 1390 994">(ii) 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. <li data-bbox="363 999 1369 1108">(iii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects and submitted to the Council for information without further process. <li data-bbox="363 1113 1394 1299">(iv) If there is a material change required to a management plan which has been submitted with an Outline Plan in accordance with Condition 5, 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 data-bbox="277 1323 1385 1431">(d) Any material changes to the SCMPs or CEMPs are to be submitted to the Council for information as soon as practicable following identification for the need for any material changes.</p> <p data-bbox="277 1435 1350 1503">(e) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 6-17.</p>

Ref	Condition
Construction and Environmental Management Plan (CEMP)	
6	<p>(a) A CEMP shall be prepared prior to the Start of Construction.</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 this 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) drawings of the proposed site layouts (including construction yards, temporary buildings and construction vehicle parking), (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) procedures for incident management; (viii) methods to ensure prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances; (ix) procedures for responding to complaints about Construction Works; (x) details of any environmental awareness training procedures for staff as relevant; (xi) methods for amending and updating the CEMP as required; (xii) identification of cultural monitoring activities as set out in the Cultural Monitoring Plan; (xiii) description of how the Construction Works will be undertaken in conjunction or coordination with, and will not preclude, any construction or other works to the extent known by the Requiring Authority (including watermain connections(s) to the Watercare Flanagan Road pump station) to implement the development of the surrounding existing and planned urban environment; and (xiv) any other measures to achieve the objective set out in Condition 6(b). <p>(c) Any CEMP shall be submitted to the Manager for information at least ten working days before the Start of Construction for the relevant Stage of Work.</p>

Ref	Condition
Construction Traffic Management Plan (CTMP)	
7	<p>(a) A CTMP shall be prepared prior to the Start of Construction.</p> <p>(b) A CTMP shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction.</p> <p>(c) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic and transport 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, with consideration of cumulative construction effects from other projects occurring in the area (as relevant); (ii) measures to manage the safety of all transport users. This may include, but shall not be limited to: <ul style="list-style-type: none"> a. identification of detour routes b. temporary speed limits; and c. other methods to safely manage and maintain traffic flows, pedestrians and cyclists, on existing roads (e.g. Great South Road); (iii) methods to maintain functional and operational vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be maintained; (iv) methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services (including along Great South Road); (v) 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; (vi) identification of 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; (vii) identification of any appropriate traffic management measures; (viii) methods that will be undertaken to communicate traffic management measures to affected road users, pedestrians and cyclists (e.g. residents/public/stakeholders/emergency services); (ix) any other measures to achieve the objective set out in Condition 8(b). <p>Advice Note - The consent holder will be responsible for ensuring all necessary permits, such as Corridor Access Requests (CAR) permits are obtained from Auckland Transport. See Auckland Transport's website www.aucklandtransport.govt.nz for more information.</p>
Construction Noise and Vibration	
8	<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 at any occupied residential building set out in the following table as far as practicable:</p>

Ref	Condition																																																														
	<table><tr><th colspan="4">Table 1: Construction noise standards</th></tr><tr><th>Day of week</th><th>Time period</th><th>L_{Aeq}(15min)</th><th>L_{AF}max</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>45 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>	Table 1: Construction noise standards				Day of week	Time period	L _{Aeq} (15min)	L _{AF} max	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	45 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Sunday and Public 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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Ref	Condition																			
9	<p>Construction Vibration Standards</p> <p>(a) Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 '<i>Structural Vibration – Part 3: Effects of Vibration on Structures</i>' 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 2 Construction vibration criteria</p> <table><tr><th>Receiver</th><th>Details</th><th>Category A</th><th>Category B</th></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> <p>(b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] 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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All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999																		

Ref	Condition
10	<p data-bbox="277 264 1396 297">Construction Noise and Vibration Management Plan (CNVMP)</p> <p data-bbox="277 297 1396 342">(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p data-bbox="277 342 1396 533">(b) 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, or otherwise minimise any exceedances of, the construction noise and vibration standards set out in Conditions 8 and 9 as far as practicable.</p> <p data-bbox="277 533 1396 645">(c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '<i>Acoustics – Construction Noise</i>' (NZS6803:1999) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> <li data-bbox="363 667 1396 712">(i) Description of the works and anticipated equipment/processes; <li data-bbox="363 712 1396 790">(ii) Hours of operation, including times and days when construction activities will occur; <li data-bbox="363 790 1396 835">(iii) The construction noise and vibration standards for the Project; <li data-bbox="363 835 1396 880">(iv) Identification of receivers where noise and vibration standards apply; <li data-bbox="363 880 1396 958">(v) Management and mitigation options, and identification of the Best Practicable Option; <li data-bbox="363 958 1396 1037">(vi) Methods and frequency for monitoring and reporting on construction noise and vibration; <li data-bbox="363 1037 1396 1081">(vii) Procedure for responding to monitored exceedances <li data-bbox="363 1081 1396 1216">(viii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints. <li data-bbox="363 1216 1396 1261">(ix) Contact details of the Project Liaison Person or site supervisor; <li data-bbox="363 1261 1396 1373">(x) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; <li data-bbox="363 1373 1396 1451">(xi) Procedures for monitoring construction noise and vibration and reporting to the Council. <li data-bbox="363 1451 1396 1597">(xii) Identification of areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 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. <li data-bbox="363 1597 1396 1798">(xiii) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 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; <li data-bbox="363 1798 1396 1843">(xiv) Procedures for review and update of the CNVMP; and <li data-bbox="363 1843 1396 1886">(xv) Any other measures to achieve Condition 10(b).

Ref	Condition
11	<p>Schedule to a CNVMP</p> <p>(a) A Site-Specific Construction Noise and/or Vibration Management Schedule (Schedule) shall be prepared 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 8, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> a. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or b. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days. (ii) Construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 9. <p>(b) The objective of the Schedule is to set out the Best Practicable Option for the management of noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:</p> <ul style="list-style-type: none"> (i) activity location, start and finish dates; (ii) The nearest neighbours to the activity; (iii) a location plan; (iv) predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Clause (a); (v) The proposed Best Practicable Option mitigation for the activity/location; (vi) The proposed communications with neighbours; and (vii) Location, times and types of monitoring.
Urban Landscape and Design Management Plan (ULDMP)	
12	<p>(a) An Urban Landscape and Design Management Plan (ULDMP) shall be prepared and submitted with the relevant Outline Plan for:</p> <ul style="list-style-type: none"> (i) The design of the Stage One works; and (ii) The design of subsequent stages where they involve works materially affecting movement in and around the station and/or the interface of the station with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority). <p>(b) The objective of the ULDMP is to set out how the Project will manage or mitigate potential adverse visual effects and contribute to a quality urban environment.</p> <p>(c) To achieve this objective, the ULDMP shall include an overall concept plan that shows the layout of the Project and in particular urban landscape and design elements relating to access, connectivity, and interface with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority), with particular regard to:</p> <ul style="list-style-type: none"> (i) How the works in the Outline Plan will be integrated into the surrounding existing and planned-urban environment, with particular regard to:

Ref	Condition
	<ul style="list-style-type: none"> a. Provision for safe active mode facilities within the station and transport interchange area and safe multi-modal access between the station and the surrounding existing and planned urban environment; b. Ensuring that the new Flanagan Road alignment is constructed and operational prior to the existing alignment of this road being closed; c. The specific elements listed and alphabetically referenced at the approximate locations shown in Schedule 3 (as relevant to the specific designation); d. Active mode facilities on Waihoehoe Road between the park-and-ride access intersection and Great South Road, including over the Waihoehoe Road rail bridge and at the Great South Road intersection; and e. The Urban Design Evaluation and Framework. <p>(ii) How the Project works will be coordinated and integrated with the planned development of Surrounding Land to the extent practicable, with particular regard to:</p> <ul style="list-style-type: none"> a. The extent to which the Requiring Authority, the owners of Surrounding Land and infrastructure providers can coordinate the provision of new or upgraded infrastructure; b. The location and design of connecting roads between the Project and the surrounding existing and planned urban environment; c. The timing of works planned on Surrounding Land; and d. Any other relevant access, servicing, engineering, or other matters. <p>(iii) how the project will enable a safe and inclusive environment. This may be achieved by use of;</p> <ul style="list-style-type: none"> a. Crime Prevention through Environmental Design principles (CPTED); and b. Safety in Design principles (SID). <p>(iv) how the project will provide for walking and cycling connectivity;</p> <p>(v) architectural treatment of major structures (e.g. bridges and retaining walls) with reference to the Urban Design Evaluation and Framework,</p> <p>(vi) accessway design, including roadside and median treatments (e.g. furniture and lighting);</p> <p>(vii) methods to enhance station legibility such as, arrival treatments, signage, wayfinding and interchange between transport modes;</p> <p>(viii) As relevant to the Stage of Work, details of;</p> <ul style="list-style-type: none"> a. the reinstatement of construction and site compound areas, treatment of cut-and-fill slopes and interface of stormwater devices; and b. how the Project's permanent works will be integrated into the built environment and the landscape context; <p>(ix) landscape treatments and planting with reference to the Urban Design</p>

Ref	Condition
	<p>Evaluation and Framework, such as:</p> <ul style="list-style-type: none"> a. the intended plant species, planting locations and plant sizes at the time of planting and on maturity; b. the planting methodology and programme; and c. a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants. <p>(d) Mana-Whenua shall be invited through the Mana Whenua Engagement Forum (MEF) to participate in the development of the ULDMP to provide input into the relevant cultural landscape and design matters and how desired outcomes may be reflected in the ULDMP.</p>

Ref	Condition
Mana Whenua Engagement Forum (MEF)	
13	<p>(a) Within three months of confirmation of the designation the Requiring Authority must establish a kaitiaki Mana Whenua Engagement Forum (MEF) (or similar) to provide for an on-going role in the design and construction of the Project and is to maintain this forum for the duration of the Construction Works.</p> <p>(b) The objective of the MEF is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection in the Project design and construction phases and to develop agreed measures and mechanisms to avoid, remedy or mitigate adverse effects on Mana Whenua values including opportunities for expression of cultural values through design and input into relevant management plans.</p> <p>(c) The frequency at which the MEF meets and the format or nature of the meetings shall be agreed between the Requiring Authority and the MEF.</p> <p>(d) The role of the MEF is to facilitate consultation and enable Mana Whenua to provide input into (but not limited to):</p> <ul style="list-style-type: none"> (i) roles and responsibilities of Mana Whenua, including in relation to design and development of the Project; (ii) preparation of management plans; (iii) cultural monitoring activities to be undertaken; (iv) developing and participating in archaeological investigations and processes; (v) identifying opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the project area; (vi) Mana Whenua outcomes and wellbeing aspirations; and (vii) incorporating cultural narratives into the design of the Project. <p>(e) The Requiring Authority must extend an invitation for membership on the MEF to (but not limited to) representatives of:</p> <ul style="list-style-type: none"> (i) Ngāi Tai ki Tāmaki Tribal Trust; (ii) Ngāti Maru Runanga; (iii) Ngāti Tamaoho Trust; (iv) Ngaati Te Ata Waiohū; (v) Ngaati Whanaunga Inc Soc; (vi) Te Ākitai Waiohū; (vii) Te Ahiwaru Waiohū; <p>Advice Note – If the Requiring Authority holds an existing forum for engagement with Mana Whenua that forum may continue. Should the existing forum for engagement cease, an alternative forum for engagement will need to be established.</p>

Ref	Condition
Stakeholder and Communication Management Plan (SCMP)	
14	<p>(a) A SCMP shall be prepared prior to the Start of Construction.</p> <p>(b) The objective of the SCMP is to set out how the public and stakeholders will be communicated with throughout the Construction Works.</p> <p>(c) The SCMP shall include the following details and measures setting out how the Requiring Authority will:</p> <ul style="list-style-type: none"> (i) Provide the contact details for the Project Liaison Person which shall be prominently displayed at the main entrance(s) to the site(s); (ii) Communicate with stakeholders, infrastructure service providers, transport operators, organisations, businesses, and the public; (iii) Provide a communications framework that details the Requiring Authority's communication strategies, the accountabilities and timeframes for responding to inquiries and complaints, frequency of communications and consultation, the range of communication and consultation methods to be used, and any other relevant communication matters; (iv) Specify methods for how stakeholders and persons affected by the Project will be notified of the commencement of construction activities and works, the expected duration of the activities and works, and who to contact for any queries, concerns, and complaints; (v) Inform the stakeholders and parties consulted of construction progress and future construction activities; (vi) Specify methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities; (vii) Outline details of the inquiry and complaint management process including who is responsible for responding, how responses will be provided and the timeframes within which the responses will be provided; (viii) Maintain a complaint register which shall detail the date, nature and complainant contact details (if provided) of any complaints received regarding the construction of the Project and the Requiring Authority's response (or confirmation of no action) to each complaint; (ix) Outline any linkages and cross-references to communication methods set out in other conditions and management plans where relevant; (x) any arrangements for post-construction communications; and (xi) any other measures to achieve Condition 14(b). <p>(d) Any SCMP prepared for a Stage of Work shall be submitted to the Manager for information ten (10) working days prior to the Start of Construction.</p>

Ref	Condition
Building Damage Pre-Condition Survey	
15	<p>(a) The Requiring Authority shall write to identified owners of buildings predicted to receive vibration levels exceeding Category A (Condition 9), to offer a pre-construction condition survey of such buildings. The objective of the survey is to document the building's current condition and any existing damage. The pre-condition survey shall include the following:</p> <ul style="list-style-type: none"> (i) building classification (i.e. commercial, industrial, historic or other sensitive structure); (ii) building specific vibration damage risk thresholds; (iii) recordings (including photographs) of major building features, including location, type, construction type (including foundation type), age and present condition; and (iv) any damage, either aesthetic or structural. <p>(b) For each Building identified as likely to receive vibration levels exceeding Category A, the Requiring Authority is deemed to have complied with clause (a) if</p> <ul style="list-style-type: none"> (i) The Requiring Authority's specialist has visited the building and assessed the pre-construction condition of the building; or (ii) 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 (iii) The building owner did not agree to entry within three months of the date of the Requiring Authority's letter sent in accordance with clause (b) (including where the owner did not respond within that period); or (iv) The building owner cannot, after reasonable enquiry, be found prior to Start of Construction of the Project. <p>(c) If any of clause b (i) to (iv) above apply to an identified building, the Requiring Authority is not required to implement building damage rectification to that building under Condition 16.</p>
16	<p>Building Damage Rectification</p> <p>(a) The Requiring Authority shall write to landowners of the identified buildings (subject of a pre-condition survey) to offer a post construction condition survey when construction is completed. Any damage shown to be caused by the Project construction shall be rectified by the Requiring Authority (Building Damage Rectification).</p> <p>(b) Once an agreement on Building Damage Rectification is reached between the Requiring Authority and the owner of a damaged building under Condition 16 (a) 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> <p>(c) Where Building-Damage Rectification is required, the Requiring Authority is deemed to have complied with Condition 16 if:</p> <ul style="list-style-type: none"> (i) The Requiring Authority has completed Building Damage Rectification to the building; or

Ref	Condition
	<ul style="list-style-type: none"> (ii) An alternative agreement is reached between the Requiring Authority and the building owner; or (iii) The building owner did not accept the Requiring Authority's offer to implement Building Damage Rectification within three months of the date of the Requiring Authority's letter sent in accordance with Condition 16 (a) (including where the owner did not respond within that period following reasonable inquiries with the owner by the Requiring Authority); or (iv) The building owner cannot, after reasonable enquiry, be found post Completion of Construction of the Project.
Cultural Monitoring Plan	
17	<ul style="list-style-type: none"> (a) Prior to the start of Construction Works, a Cultural Monitoring Plan (CMP) shall be prepared in collaboration with Mana Whenua through the MEF. (b) The objective of the Cultural Monitoring Plan is to provide Mana Whenua the opportunity to reconnect with the whenua as kaitiaki and express tikanga and kawa responsibilities. (c) The Cultural Monitoring Plan shall include: <ul style="list-style-type: none"> (i) requirements for formal dedication and / or cultural oversight to be undertaken prior to start of Construction; (ii) requirements and protocols for cultural inductions for contractors and subcontractors working on the site; (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) identification of personnel to undertake cultural monitoring; and (v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition 18. (d) If the Requiring Authority and Mana Whenua agree, other matters can be included in the CMP. (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 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>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>

Ref	Condition
18	<p>Accidental Discovery Protocol</p> <p>(a) An Accidental Discovery Protocol, for areas of the project not covered by an Archaeological Authority granted under the Heritage New Zealand Pouhere Taonga Act 2014 shall be developed in consultation with Mana Whenua through the MEF for the Project to address accidental archaeological discoveries during the Enabling Works and Construction Works.</p> <p>(b) The Accidental Discovery Protocol shall be consistent with the accidental discovery rule in Chapter E11 (Land disturbance – Regional) of the Auckland Unitary Plan: Operative in Part or any subsequent version.</p>
19	<p>Heritage Monitoring Report</p> <p>(a) A Monitoring Report shall be prepared to document changes to the Railway Yards. This shall be provided to the Council for the purpose of updating its Cultural Heritage Inventory, and to HNZPT. This shall include:</p> <p>(i) Documentation recording changes that have occurred to the site by the project in accordance with <i>HNZPT AGS1 Guidelines for the Identification and Recording of Buildings and Structures 2018</i>. This will include areas that have been demolished, salvaged fabric and items that have been repositioned and/or repurposed and any fabric that has been retained in place; and</p> <p>(ii) A photographic record with supporting drawings and annotation sufficient to provide context.</p> <p>The Report shall be provided to Council and HNZPT within 12 months of completion of the construction works associated with the Project.</p>

Schedule 1: General Accordance Plans

(NOR DR-S) Drury Railway Station Project Description

The proposed work is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005 at Drury Central, to the south of Waihoehoe Road and north of the existing Watercare Services Limited (Watercare) pump station, located along the existing North Island Main Trunk rail line (NIMT)

The proposed works are shown in the following Concept Plan:

NOR DR-S Concept Plan



Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

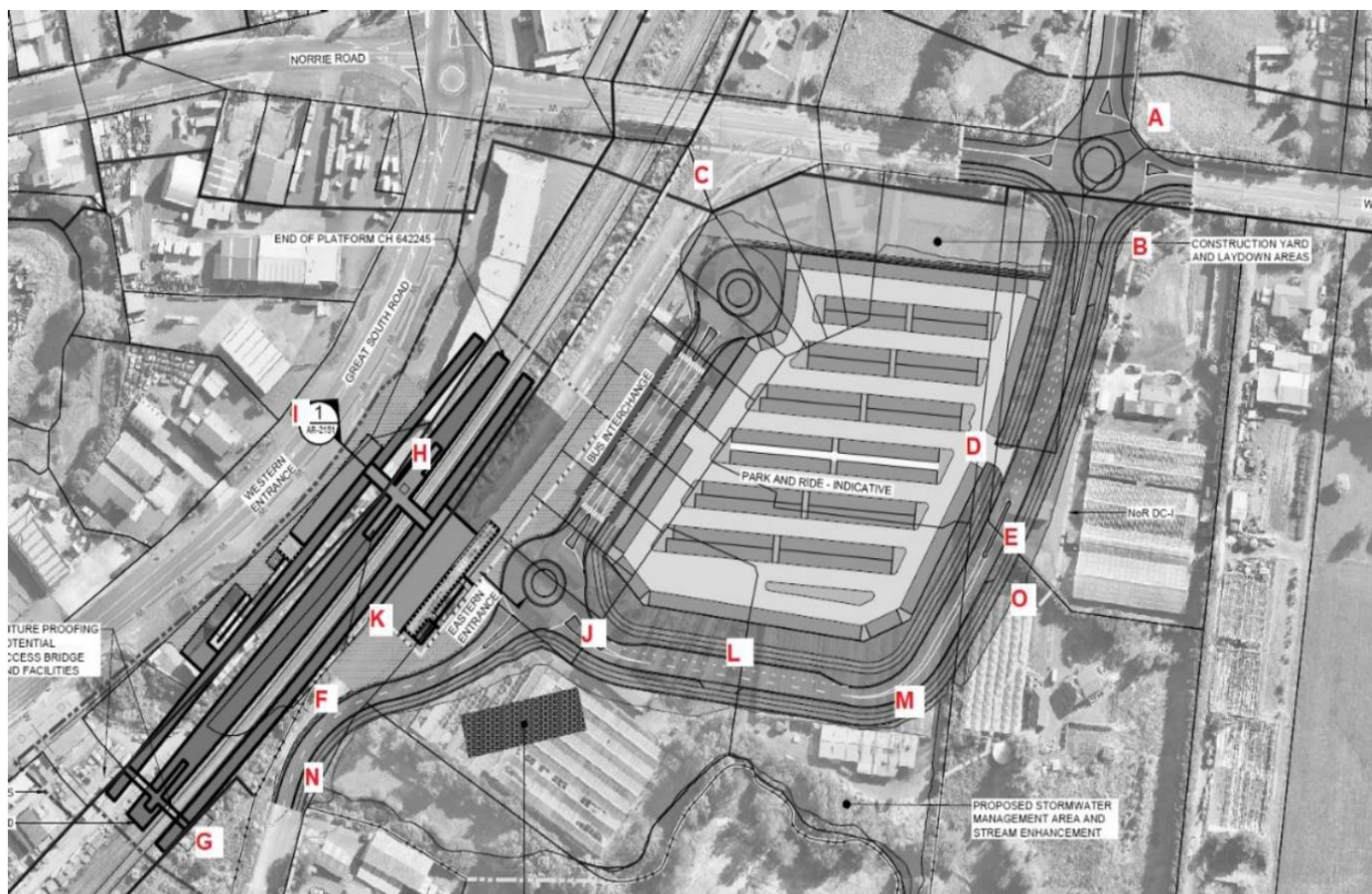
Address	Legal Description
108 Flanagan Road	Pt Lot 1 DP 62094, Lot 1 DP 80559
116 Flanagan Road	Part Lot 1 DP 620994
132 Flanagan Road	Part Allotment 33 Parish of Opaheke
120 Flanagan Road	NA99D/313 Lot 1 DP 165262, 1/6 SH Lot 10 DP 165262
68 Flanagan Road	Lot 8 DP 165262
117 Fitzgerald Road	Pt Allot 33 Parish of Opaheke NA1085/196
113 Fitzgerald Road	Lot 5 DP 165262, 1/6 SH Lot 10 DP 165262 NA99D/317
71 Waihoehoe Road	NA64D/685 Lot 1 DP 105542
81 Waihoehoe Road	NA93B/570 Lot 4 DP 156240, 1/2 SH Lot 5 DP 156240
263 Great South Road	NA129D/318
267 Great South Road	NA129D/317
271 Great South Road	NA129D/316
275 Great South Road	NA129D/315
1/257 Great South Road	NA88C/269
257 Great South Road	NA88B/843
257-261 Great South Road	NA88B/844 Lot 1 DP 148749
255 Great South Road	518014 Lot 1 DP 148749
251 Great South Road	518013 Lot 2 DP 430342
8 Norrie Road	Lot 1 DP 20398
6 Norrie Road	Lot 2 DP 20398
2 Norrie Road	Pt Allot 34 Parish of Opaheke
239-243 Great South Road	Lot 1 Deeds Reg WHAU 72, Lot 2 Deeds Reg WHAU 72, Lot 5 Deeds Reg WHAU 72
18 Waihoehoe Road	NA80A/485 Lot 10 DP 135804
15 Kath Henry Lane	NA80A/484 Lot 9 DP 135804
27 Kath Henry Lane	NA80A/483 Lot 8 DP 135804, 1/6 SH Lot 12 DP 135804
45 Kath Henry Lane	NA80A/482 Lot 7 DP 135804, 1/6 SH Lot 12 DP 135804

Address	Legal Description
49 Kath Henry Lane	NA80A/481 Lot 6 DP 135804, 1/6 SH Lot 12 DP 135804, 1/2 SH Lot 13 DP 135804
50 Kath Henry Lane	NA80A/480 Lot 5 DP 135804, 1/6 SH Lot 12 DP 135804, 1/2 SH Lot 13 DP 135804
44 Kath Henry Lane	NA80A/479 Lot 4 DP 135804 and 1/6 share Lot DP 135804
34 Kath Henry Lane	NA80A/478 Lot 3 DP 135804, 1/6 SH Lot 12 DP 135804
18 Kath Henry Lane	NA91D/603 Lot 2 DP 135804
76 Waihoehoe Road	Lot 2 DP 115881NA65D/732



Schedule 3 – Specific Elements relevant to condition 12(c)(i)(c)

Map ref.	Element	Relevant NoR
A	Active mode facilities on the north side of the proposed access roundabout on Waihoehoe Road / Kath Henry Lane.	DS-IA
B	Active mode crossings with raised traffic calming and active mode priority at the roundabout.	DS-IA
C	Access routes from the eastern end of the rail bridge to ensure people travelling to and from the old Drury Town Centre can do so efficiently.	DS-IA
D	A raised priority crossing with the walkway and cycleway recessed allowing a vehicle to wait between the crossing and the access road.	DS-IA
E	Omission of the median island, should this not be required.	DS-IA
F	Cycle and walking facilities on the western side of Flanagan Road.	DS-IA
G	A southern entrance to the rail station adjacent to the future southern platform overbridge to enable convenient entry into the and from the Drury Metropolitan Centre including gateline facilities and a clear entrance statement as viewed from the south.	DR-S
H	A public active mode crossing over the rail line, independent of station entry gates, to integrate east-west path connectivity into the station design.	DR-S
I	An active mode signalised crossing over Great South Road adjacent to the rail station entry to enable station access from the existing Drury Industrial Estate and bus stops along Great South Road.	DR-S
J	Safe crossings on all sides of the southwestern roundabout, with active mode priority.	DS-IA
K	Pedestrian entrances into the station building and an overbridge from the southwest.	DR-S
L	Drop-off spaces to be designed in a way that ensures safety for patrons, pedestrians, and cyclists.	DS-IA
M	At the southeast bend of the entry road, enabling a connection southward to provide a link to the new Drury Metropolitan Centre.	DS-IA
N	Cycleways are compliant with regulatory requirements for safe cycleways.	DS-IA
O	Prioritisation of active mode safety on crossings.	DS-IA



Attachments

No attachments.

6309 Drury Station Interchange and Accessway

Designation Number	6309
Requiring Authority	KiwiRail Holdings Ltd
Location	8, 16, 20, 22, 24, 28, 32, 36, 44 and 54 Flanagan Road, 28, 31, 35, 39, 41, 44, 45, and 67 Waihoehoe Road, Drury
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

The purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005.

Conditions

Definitions

The tables below defines the acronyms and terms used in the conditions.

Term	Definition
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Certification	<p>Certification shall be achieved by confirmation from the Council that the plan has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan shall be deemed certified:</p> <p>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or</p> <p>(b) fifteen (15) working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</p>
Completion of Construction	When construction 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.
Enabling Works	<p>Includes, but is not limited to, the following and similar activities:</p> <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• ecological surveys• vegetation removal ancillary to Enabling Works

	<ul style="list-style-type: none"> establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Project	<p>For NOR DR-S means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1.</p> <p>For NOR DS-IA means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1.</p> <p>Reference to "Project" in the conditions means each or either of the Projects as the case may be.</p>
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the Construction Works.
Stage of Work	Any physical works that require the development of an Outline Plan.
Stage One works	Means the physical works to construct the Project in its Stage One configuration, which includes but is not limited to station platforms, transport interchange facilities, and accessways.
Stakeholder	<p>Means the following:</p> <ul style="list-style-type: none"> Kiwi Property Holdings No. 2 Limited; Oyster Capital Limited; Fulton Hogan Land Development Limited; Watercare Services Limited; Counties Power; Minister of Housing; and <p>The owners and occupiers of:</p> <ul style="list-style-type: none"> The land on which the Project is to be undertaken; and The Surrounding Land (as defined below).
stakeholder	Means a relevant affected party to be consulted on a construction specific management plan.
Surrounding Land	Means the properties listed and identified in Schedule 2.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Suitably Qualified and Experienced Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence.
Urban Design Evaluation and Framework	Means the ' <i>Drury Central and Paerata Stations Urban Design Evaluation and Framework (UDEP)</i> ', version 1.0, dated September 2021, prepared by Te Tupu Ngātahi Supporting Growth.
Any reference to number of days	Has the same meaning as Working Days under section 2 of the Resource Management Act 1991.

Acronyms

Acronym	Description
AUP:OP	Auckland Unitary Plan: Operative in Part
BPO	Best Practicable Option
CEMP	Construction and Environmental Management Plan
CMP	Cultural Monitoring Plan

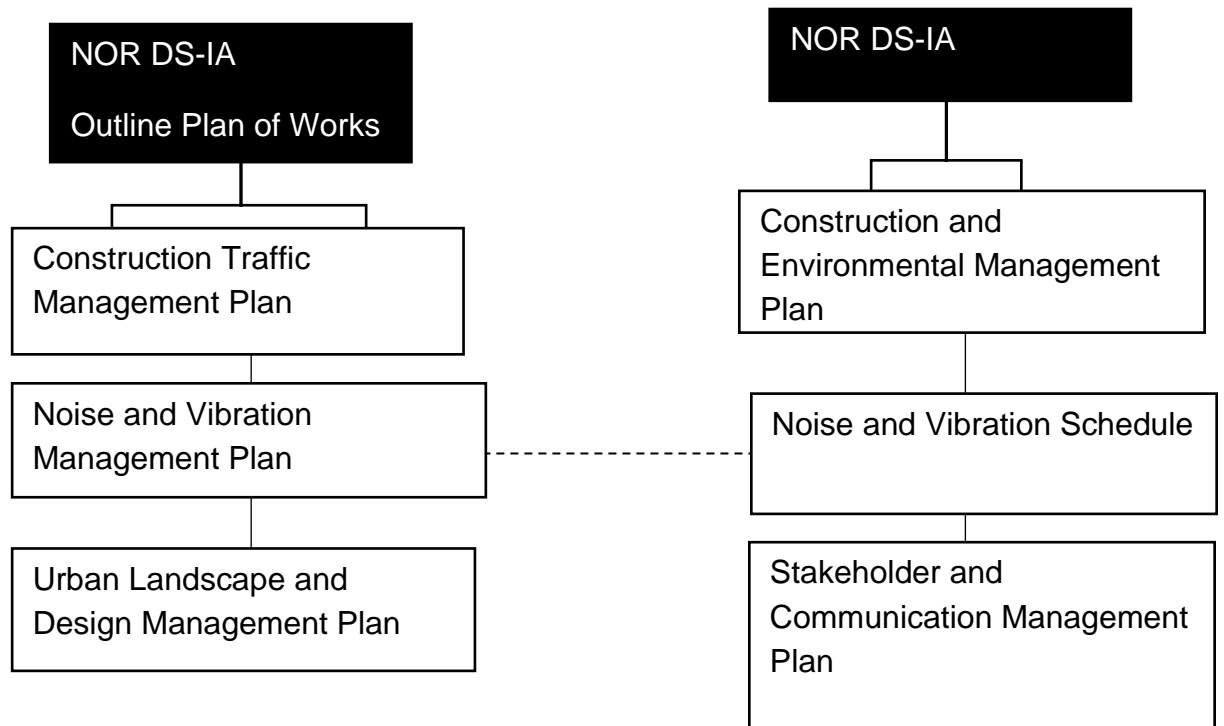
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic Management Plan
MEF	Mana Whenua Engagement Forum
NOR	Notice of Requirement
NOR DR-S	Notice of Requirement - Drury Railway Station
NOR DS-IA	Notice of Requirement – Drury Station Interchange and Accessway
RMA	Resource Management Act 1991 and its subsequent amendments
ULDMP	Urban Landscape and Design Management Plan
SQEP	Suitably Qualified and Experienced Person
SCMP	Stakeholder and Communication Management Plan

Drury Station Interchange and Accessway

Ref	Notice of Requirement Purpose
NOR DS-IA:	The purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005.

Summary of Plans identified in Conditions

Management plans and documentation required by these conditions for NOR DS-IA may be prepared as a joint document with NOR DR-S.



Drury Station Interchange and Accessway: NOR conditions

Ref	Condition
General Conditions	
1	Activity in general accordance with plans and information Except as modified by the conditions below, and subject to final design and Outline Plan(s), works shall be undertaken in general accordance with the Project Description and Concept Plan in Schedule 1.
2	Designation Review As soon as practicable following Completion of Construction the Requiring Authority shall: <ul style="list-style-type: none"> (a) review the extent of the designation to identify any areas of designated land that it no longer requires for the long-term development, operation, maintenance or mitigation of effects of the Project; and (b) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
3	Designation Lapse In accordance with clause 37(7) of Schedule 6 to the COVID-19 Recovery (Fast-track Consenting) Act 2020, this designation will lapse if not given effect to within two years from the date on which it is included in the Auckland Unitary Plan. Advice Note – For the avoidance of doubt the designation will be given effect to at the implementation of Stage 1.
Outline Plan of Works	
4	<ul style="list-style-type: none"> (a) An Outline Plan for the Project shall be prepared and submitted to the Council in accordance with these conditions. (b) An Outline Plan shall include any relevant management plan for the particular design, construction, or operational matters being addressed in the Outline Plan. (c) An Outline Plan shall be prepared in consultation with Stakeholders, where the works involve any of the matters identified in condition 12(a). (d) Where an Outline Plan is required to be prepared under condition 4(c), the following consultation process is required to be followed: <ul style="list-style-type: none"> (i) Four months prior to any Construction Works being undertaken, a Draft Outline Plan prepared by the Requiring Authority shall be submitted to the Stakeholders for comment; (ii) The Stakeholders will have three weeks from the date of receipt of the Draft Outline Plan to send comments on the Draft Outline Plan to the Requiring Authority; and (iii) The Requiring Authority shall consider the comments to the Draft Outline Plan, record whether it accepts the comments or not, and if not provide reasons why when it submits the Outline Plan to Council.

Ref	Condition
5	<p>Management Plans</p> <p>(a) Any management plan shall be:</p> <ul style="list-style-type: none"> (i) prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 6-17); (ii) prepared by a Suitably Qualified and Experienced Person(s); and (iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CEMP's and CNVMP Schedules- <p>(b) Any management plan shall summarise comments received from Mana Whenua and other Stakeholders, along with a summary of where comments have:</p> <ul style="list-style-type: none"> (i) Been incorporated; and (ii) Where not incorporated, the reasons why; <p>(c) Any management plan developed in accordance with Condition 5 may:</p> <ul style="list-style-type: none"> (i) Be prepared and submitted as a joint document for both Projects. (ii) 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. (iii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects and submitted to the Council for information without further process. (iv) If there is a material change required to a management plan which has been submitted with an Outline Plan in accordance with Condition 5, 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>(d) Any material changes to the SCMPs or CEMP's are to be submitted to the Council for information as soon as practicable following identification of the need for any material changes.</p> <p>(e) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 6-17.</p>
Construction and Environmental Management Plan (CEMP)	
6	<p>(a) A CEMP shall be prepared prior to the Start of Construction.</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 this 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) drawings of the proposed site layouts (including construction yards, temporary

Ref	Condition
	<p>buildings and construction vehicle parking),</p> <ul style="list-style-type: none"> (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) procedures for incident management; (viii) methods to ensure prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances; (ix) procedures for responding to complaints about Construction Works; (x) details of any environmental awareness training procedures for staff as relevant; (xi) methods for amending and updating the CEMP as required; (xii) identification of cultural monitoring activities as set out in the Cultural Monitoring Plan; (xiii) description of how the Construction Works will be undertaken in conjunction or coordination with, and will not preclude, any construction or other works to the extent known by the Requiring Authority (including watermain connections(s) to the Watercare Flanagan Road pump station) to implement the development of the surrounding existing and planned urban environment; and (xiv) any other measures to achieve the objective set out in Condition 6(b). <p>(c) Any CEMP shall be submitted to the Manager for information at least ten working days before the Start of Construction for the relevant Stage of Work.</p>
Construction Traffic Management Plan (CTMP)	
7	<ul style="list-style-type: none"> (a) A CTMP shall be prepared prior to the Start of Construction. (b) A CTMP shall be submitted to the Manager for information at least 10 working days prior to the start of construction. (c) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic and transport 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, with consideration of cumulative construction effects from other projects occurring in the area (as relevant); (ii) measures to manage the safety of all transport users. This may include, but shall not be limited to: <ul style="list-style-type: none"> a. identification of detour routes b. temporary speed limits; and c. other methods to safely manage and maintain traffic flows, pedestrians and cyclists, on existing roads (e.g. Great South Road); (iii) methods to maintain functional and operational vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be maintained; (iv) methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services (including along Great South Road);

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	<div><div><div>(v)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;</div><div>(vi)identification of 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;</div><div>(vii)identification of any appropriate traffic management measures;</div><div>(viii)methods that will be undertaken to communicate traffic management measures to affected road users, pedestrians and cyclists (e.g. residents/public/stakeholders/emergency services);</div><div>(ix)any other measures to achieve the objective set out in Condition 7(b).</div></div><div>Advice Note - The consent holder will be responsible for ensuring all necessary permits, such as Corridor Access Requests (CAR) permits are obtained from Auckland Transport. See Auckland Transport’s website www.aucklandtransport.govt.nz for more information.</div></div>																					
7A	Road Safety Audit <div><div>(a)Prior to the Start of Construction, the Requiring Authority shall engage an independent and suitably qualified Safety Engineer to undertake and complete an independent, Preliminary Design Road Safety Audit of all site access points and road layout changes associated with the Project.</div><div>(b)The Preliminary Design Road Safety Audit shall be completed in accordance with the New Zealand Transport Agency Procedure Manual (“Road Safety Audit Procedures for projects”) by an independent and appropriately qualified safety audit team.</div><div>(c)The Requiring Authority shall adopt and address any recommendations made in the Road Safety Audit, which are agreed with the Council (in consultation with Auckland Transport).</div></div>																					
Construction Noise and Vibration																						
8	Construction Noise standards <div><div>(a)Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards at any occupied residential building set out in the following table as far as practicable:</div><div>Table 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></table></div></div>	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
Day of week	Time period	L _{Aeq} (15min)	L _{AFmax}																			
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	0730h - 1800h	70 dB	85 dB																			
	1800h - 2000h	65 dB	80 dB																			
	2000h - 0630h	45 dB	75 dB																			

Ref	Condition																						
	Saturday	0630h - 0730h	45 dB	75 dB																			
		0730h - 1800h	70 dB	85 dB																			
		1800h - 2000h	45 dB	75 dB																			
		2000h - 0630h	45 dB	75 dB																			
	Sunday and Public 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 [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply																							
9	Construction Vibration Standards (a) Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 ' <i>Structural Vibration – Part 3: Effects of Vibration on Structures</i> ' 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 2 Construction vibration criteria <table><tr><td>Receiver</td><td>Details</td><td>Category A</td><td>Category B</td></tr><tr><td rowspan="2">Occupied Activities sensitive to noise</td><td>Night-time 2000h - 0630h</td><td>0.3mm/s ppv</td><td>2mm/s ppv</td></tr><tr><td>Daytime 0630h - 2000h</td><td>2mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td>Other occupied buildings</td><td>Daytime 0630h - 2000h</td><td>2mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td>All other buildings</td><td>At all other times</td><td colspan="2">Tables 1 and 3 of DIN4150-3:1999</td></tr></table> (b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply.				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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All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999																					
10	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) The objective of the CNVMP is to provide a framework for the development and																						

Ref	Condition
	<p>implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve, or otherwise minimise any exceedances of, the construction noise and vibration standards set out in Conditions 8 and 9 as far as practicable.</p> <p>(c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '<i>Acoustics – Construction Noise</i>' (NZS6803:1999) 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 will occur; (iii) The construction noise and vibration standards for the Project; (iv) Identification of receivers where noise and vibration standards apply; (v) Management and mitigation options, and identification of the Best Practicable Option; (vi) Methods and frequency for monitoring and reporting on construction noise and vibration; (vii) Procedure for responding to monitored exceedances (viii) 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. (ix) Contact details of the Project Liaison Person or site supervisor; (x) 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; (xi) Procedures for monitoring construction noise and vibration and reporting to the Council. (xii) Identification of areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 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. (xiii) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 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; (xiv) Procedures for review and update of the CNVMP; and (xv) Any other measures to achieve Condition 10(b).
11	<p>Schedule to a CNVMP</p> <p>(a) A Site Specific Construction Noise and/or Vibration Management Schedule (Schedule) shall be prepared 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 8, except where the exceedance of the L_{Aeq} criteria is no

Ref	Condition
	<p>greater than 5 decibels and does not exceed:</p> <ul style="list-style-type: none"> a. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or b. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days. <p>(ii) Construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 9.</p> <p>(b) The objective of the Schedule is to set out the Best Practicable Option for the management of noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:</p> <ul style="list-style-type: none"> (i) Activity location, start and finish dates; (ii) The nearest neighbours to the activity; (iii) A location plan; (iv) Predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Clause (a); (v) The proposed Best Practicable Option mitigation for the activity/location; (vi) The proposed communications with neighbours; and (vii) Location, times and types of monitoring.
Urban Landscape and Design Management Plan (ULDMP)	
12	<p>(a) An Urban Landscape and Design Management Plan (ULDMP) shall be prepared and submitted with the relevant Outline Plan(s) for:</p> <ul style="list-style-type: none"> (i) The design of the Stage One works; and (ii) The design of subsequent stages where they involve works materially affecting movement in and around the station and/or the interface of the station with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority). <p>(b) The objective of the ULDMP is to set out how the Project will manage or mitigate potential adverse visual effects and contribute to a quality urban environment. To achieve this objective, the ULDMP shall include an overall concept plan that shows the layout of the Project and in particular urban landscape and design elements relating to access, connectivity, and interface with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority).</p> <p>(c) An Outline Plan involving any works described in Condition 12(a) is to depict and explain how it addresses the following matters as relevant to the overall concept plan:</p> <ul style="list-style-type: none"> (i) How the works in the Outline Plan will be integrated into the surrounding existing and planned urban environment, with particular regard to: <ul style="list-style-type: none"> a. Provision for safe active mode facilities within the station and transport interchange area and safe multi-modal access between the station and the surrounding existing and planned urban environment; b. Ensuring that the new Flanagan Road alignment is constructed and operational prior to the existing alignment of this road being closed; c. The specific elements listed and alphabetically referenced at the approximate locations shown in Schedule 3 (as relevant to the specific

Ref	Condition
	<p>designation):</p> <ul style="list-style-type: none"> d. Active mode facilities on Waihoehoe Road between the park-and-ride access intersection and Great South Road, including over the Waihoehoe Road rail bridge and at the Great South Road intersection; and e. The Urban Design Evaluation and Framework. <p>(ii) How the Project works will be coordinated and integrated with the planned development of Surrounding Land to the extent practicable, with particular regard to:</p> <ul style="list-style-type: none"> a. The extent to which the Requiring Authority, the owners of Surrounding Land and infrastructure providers can coordinate the provision of new or upgraded infrastructure; b. The location and design of connecting roads between the Project and the surrounding existing and planned urban environment; c. The timing of works planned on Surrounding Land; and d. Any other relevant access, servicing, engineering, or other matters. <p>(iii) how the project will enable a safe and inclusive environment. This may be achieved by use of;</p> <ul style="list-style-type: none"> a. Crime Prevention through Environmental Design principles (CPTED); and b. Safety in Design principles (SID). <p>(iv) how the project will provide for walking and cycling connectivity;</p> <p>(v) architectural treatment of major structures (e.g. bridges and retaining walls) with reference to the Urban Design Evaluation and Framework,</p> <p>(vi) accessway design, including roadside and median treatments (e.g. furniture and lighting);</p> <p>(vii) methods to enhance station legibility such as, arrival treatments, signage, wayfinding and interchange between transport modes;</p> <p>(viii) As relevant to the Stage of Work, details of;</p> <ul style="list-style-type: none"> a. the reinstatement of construction and site compound areas, treatment of cut-and-fill slopes and interface of stormwater devices; and b. how the Project's permanent works will be integrated into the built environment and the landscape context; <p>(ix) landscape treatments and planting with reference to the Urban Design Evaluation and Framework, such as:</p> <ul style="list-style-type: none"> a. the intended plant species, planting locations and plant sizes at the time of planting and on maturity; b. the planting methodology and programme; and c. a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants. <p>(d) Mana-Whenua shall be invited through the Mana Whenua Engagement Forum (MEF) to participate in the development of the ULDMP to provide input into the relevant</p>

Ref	Condition
	cultural landscape and design matters and how desired outcomes may be reflected in the ULDMP.
Mana Whenua Engagement Forum (MEF)	
13	<p>(a) Within three months of confirmation of the designation the Requiring Authority must establish a kaitiaki Mana Whenua Engagement Forum (MEF) (or similar) to provide for an on-going role in the design and construction of the Project and is to maintain this forum for the duration of the Construction Works.</p> <p>(b) The objective of the MEF is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection in the Project design and construction phases and to develop agreed measures and mechanisms to avoid, remedy or mitigate adverse effects on Mana Whenua values including opportunities for expression of cultural values through design and input into relevant management plans.</p> <p>(c) The frequency at which the MEF meets and the format or nature of the meetings shall be agreed between the Requiring Authority and the MEF.</p> <p>(d) The role of the MEF is to facilitate consultation and enable Mana Whenua to provide input into (but not limited to):</p> <ul style="list-style-type: none"> (i) roles and responsibilities of Mana Whenua, including in relation to design and development of the Project; (ii) preparation of management plans; (iii) cultural monitoring activities to be undertaken; (iv) developing and participating in archaeological investigations and processes; (v) identifying opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the project area; (vi) Mana Whenua outcomes and wellbeing aspirations; and (vii) incorporating cultural narratives into the design of the Project. <p>(e) The Requiring Authority must extend an invitation for membership on the MEF to (but not limited to) representatives of:</p> <ul style="list-style-type: none"> (i) Ngāi Tai ki Tāmaki Tribal Trust; (ii) Ngāti Maru Runanga; (iii) Ngāti Tamaoho Trust; (iv) Ngaati Te Ata Waiohūa; (v) Ngaati Whanaunga Inc Soc; (vi) Te Ākitai Waiohūa; (vii) Te Ahiwaru Waiohūa; <p>Advice Note – If the Requiring Authority holds an existing forum for engagement with Mana Whenua that forum may continue. Should the existing forum for engagement cease, an alternative forum for engagement will need to be established.</p>
Stakeholder and Communication Management Plan (SCMP)	
14	<p>(a) A SCMP shall be prepared prior to the Start of Construction.</p> <p>(b) The objective of the SCMP is to set out how the public and stakeholders will be communicated with throughout the Construction Works.</p>

Ref	Condition
	<p>(c) The SCMP shall include the following details and measures setting out how the Requiring Authority will:</p> <ul style="list-style-type: none"> (i) Provide the contact details for the Project Liaison Person which shall be prominently displayed at the main entrance(s) to the site(s); (ii) Communicate with stakeholders, infrastructure service providers, transport operators, organisations, businesses, and the public; (iii) Provide a communications framework that details the Requiring Authority's communication strategies, the accountabilities and timeframes for responding to inquiries and complaints, frequency of communications and consultation, the range of communication and consultation methods to be used, and any other relevant communication matters; (iv) Specify methods for how stakeholders and persons affected by the Project will be notified of the commencement of construction activities and works, the expected duration of the activities and works, and who to contact for any queries, concerns, and complaints; (v) Inform the stakeholders and parties consulted of construction progress and future construction activities; (vi) Specify methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities; (vii) Outline details of the inquiry and complaint management process including who is responsible for responding, how responses will be provided and the timeframes within which the responses will be provided; (viii) Maintain a complaint register which shall detail the date, nature and complainant contact details (if provided) of any complaints received regarding the construction of the Project and the Requiring Authority's response (or confirmation of no action) to each complaint; (ix) Outline any linkages and cross-references to communication methods set out in other conditions and management plans where relevant; (x) any arrangements for post-construction communications; and (xi) any other measures to achieve Condition 14(b). <p>(d) Any SCMP prepared for a Stage of Work shall be submitted to the Manager for information ten (10) working days prior to the Start of Construction.</p>
Building Damage Pre-Condition Survey	
15	<p>(a) The Requiring Authority shall write to identified owners of buildings predicted to receive vibration levels exceeding Category A (Condition 9), to offer a pre-construction condition survey of such buildings. The objective of the survey is to document the building's current condition and any existing damage. The pre-condition survey shall include the following:</p> <ul style="list-style-type: none"> (i) building classification (i.e. commercial, industrial, historic or other sensitive structure); (ii) building specific vibration damage risk thresholds; (iii) recordings (including photographs) of major building features, including location,

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	<p>type, construction type (including foundation type), age and present condition; and</p> <p>(iv) any damage, either aesthetic or structural.</p> <p>(b) For each Building identified as likely to receive vibration levels exceeding Category A, the Requiring Authority is deemed to have complied with clause (a) if</p> <p>(i) The Requiring Authority's specialist has visited the building and assessed the pre-construction condition of the building; or</p> <p>(ii) 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>(iii) The building owner did not agree to entry within three months of the date of the Requiring Authority's letter sent in accordance with clause (b) (including where the owner did not respond within that period); or</p> <p>(iv) The building owner cannot, after reasonable enquiry, be found prior to Start of Construction of the Project.</p> <p>(c) If any of clause b (i) to (iv) above apply to an identified building, the Requiring Authority is not required to implement building damage rectification to that building under Condition 16.</p>
16	<p>Building Damage Rectification</p> <p>(a) The Requiring Authority shall write to landowners of the identified buildings (subject of a pre-condition survey) to offer a post construction condition survey when construction is completed. Any damage shown to be caused by the Project construction shall be rectified by the Requiring Authority (Building Damage Rectification).</p> <p>(b) Once an agreement on Building Damage Rectification is reached between the Requiring Authority and the owner of a damaged building under Condition 16 (a) 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> <p>(c) Where Building-Damage Rectification is required, the Requiring Authority is deemed to have complied with Condition 16 if:</p> <p>(i) The Requiring Authority has completed Building Damage Rectification to the building; or</p> <p>(ii) An alternative agreement is reached between the Requiring Authority and the building owner; or</p> <p>(iii) The building owner did not accept the Requiring Authority's offer to implement Building Damage Rectification within three months of the date of the Requiring Authority's letter sent in accordance with Condition 16 (a) (including where the owner did not respond within that period following reasonable inquiries with the owner by the Requiring Authority); or</p> <p>(iv) The building owner cannot, after reasonable enquiry, be found post Completion of Construction of the Project.</p>
Cultural Monitoring Plan	
17	(a) Prior to the start of Construction Works, a Cultural Monitoring Plan (CMP) shall be

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	<p>prepared in collaboration with Mana Whenua through the MEF.</p> <p>(b) The objective of the Cultural Monitoring Plan is to provide Mana Whenua the opportunity to reconnect with the whenua as kaitiaki and express tikanga and kawa responsibilities.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> (i) requirements for formal dedication and / or cultural oversight to be undertaken prior to start of Construction; (ii) requirements and protocols for cultural inductions for contractors and subcontractors working on the site; (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) identification of personnel to undertake cultural monitoring; and (v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition 18. <p>(d) If the Requiring Authority and Mana Whenua agree, other matters can be included in the Cultural Monitoring Plan.</p> <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 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>
18	<p>Accidental Discovery Protocol</p> <p>(a) An Accidental Discovery Protocol, for areas of the project not covered by an Archaeological Authority granted under the Heritage New Zealand Pouhere Taonga Act 2014 shall be developed in consultation with Mana Whenua through the MEF for the Project to address accidental archaeological discoveries during the Enabling Works and Construction Works.</p> <p>(b) The Accidental Discovery Protocol shall be consistent with the accidental discovery rule in Chapter E11 (Land disturbance – Regional) of the Auckland Unitary Plan: Operative in Part or any subsequent version.</p>

Ref	Condition
19	<p data-bbox="277 264 628 297">Heritage Monitoring Report</p> <p data-bbox="277 309 1417 421">(a) A Monitoring Report shall be prepared to document changes to the Railway Yards. This shall be provided to the Council for the purpose of updating its Cultural Heritage Inventory, and to HNZPT. This shall include:</p> <ul style="list-style-type: none"> <li data-bbox="357 443 1417 633">(i) Documentation recording changes that have occurred to the site by the project in accordance with <i>HNZPT AGS1 Guidelines for the Identification and Recording of Buildings and Structures 2018</i>. This will include areas that have been demolished, salvaged fabric and items that have been repositioned and/or repurposed and any fabric that has been retained in place; and <li data-bbox="357 633 1417 712">(ii) A photographic record with supporting drawings and annotation sufficient to provide context. <p data-bbox="277 723 1417 788">The Report shall be provided to Council and HNZPT within 12 months of completion of the construction works associated with the Project.</p>

Schedule 1: General Accordance Plans

(NOR DS-IA) Drury Station Interchange and Accessway Project Description

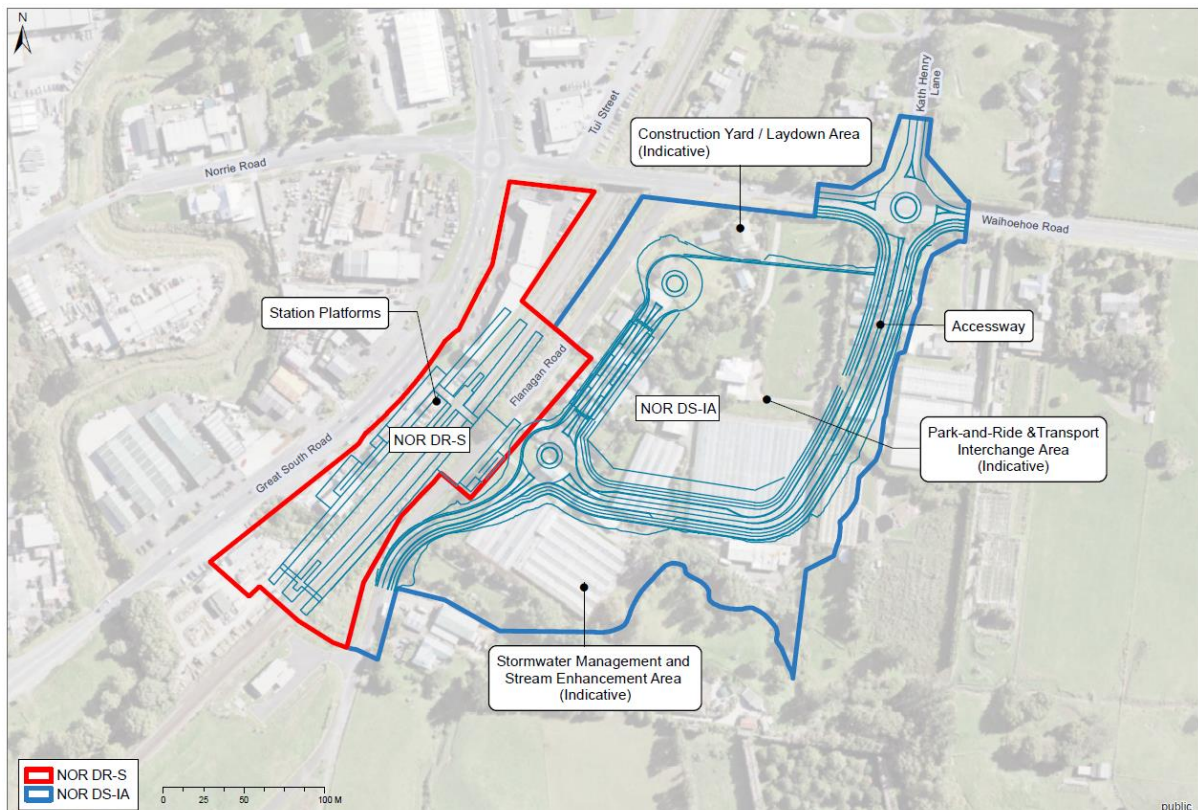
The proposed work is the construction, operation, and maintenance of the transport interchange, accessways, and ancillary and associated structures serving Drury Railway Station, including, but not limited to:

- Park-and-ride and kiss-and-ride
- Transport interchange and layover facilities
- Accessways, paths and plazas
- Bicycle parking facilities
- Associated transport facilities

This will be located adjacent the Drury Railway Station, east of the existing rail line, between Waihoehoe Road and the Hingaia Stream tributary.

The proposed work is shown in the following Concept Plan.

NOR DS-IA Concept Plan



Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

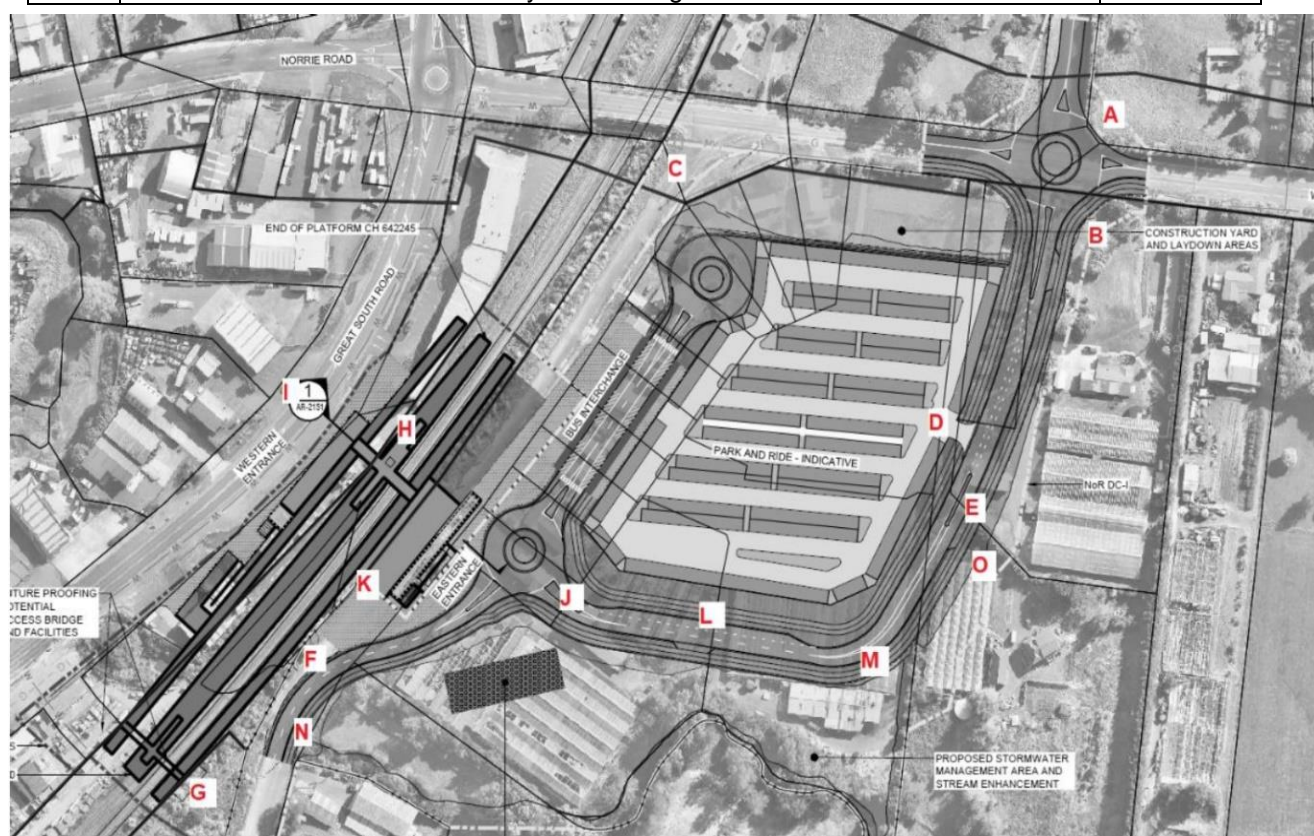
Address	Legal Description
108 Flanagan Road	Pt Lot 1 DP 62094, Lot 1 DP 80559
116 Flanagan Road	Part Lot 1 DP 620994
132 Flanagan Road	Part Allotment 33 Parish of Opaheke
120 Flanagan Road	NA99D/313 Lot 1 DP 165262, 1/6 SH Lot 10 DP 165262
68 Flanagan Road	Lot 8 DP 165262
117 Fitzgerald Road	Pt Allot 33 Parish of Opaheke NA1085/196
113 Fitzgerald Road	Lot 5 DP 165262, 1/6 SH Lot 10 DP 165262 NA99D/317
71 Waihoehoe Road	NA64D/685 Lot 1 DP 105542
81 Waihoehoe Road	NA93B/570 Lot 4 DP 156240, 1/2 SH Lot 5 DP 156240
263 Great South Road	NA129D/318
267 Great South Road	NA129D/317
271 Great South Road	NA129D/316
275 Great South Road	NA129D/315
1/257 Great South Road	NA88C/269
257 Great South Road	NA88B/843
257-261 Great South Road	NA88B/844 Lot 1 DP 148749
255 Great South Road	518014 Lot 1 DP 148749
251 Great South Road	518013 Lot 2 DP 430342
8 Norrie Road	Lot 1 DP 20398
6 Norrie Road	Lot 2 DP 20398
2 Norrie Road	Pt Allot 34 Parish of Opaheke
239-243 Great South Road	Lot 1 Deeds Reg WHAU 72, Lot 2 Deeds Reg WHAU 72, Lot 5 Deeds Reg WHAU 72
18 Waihoehoe Road	NA80A/485 Lot 10 DP 135804
15 Kath Henry Lane	NA80A/484 Lot 9 DP 135804
27 Kath Henry Lane	NA80A/483 Lot 8 DP 135804, 1/6 SH Lot 12 DP 135804
45 Kath Henry Lane	NA80A/482 Lot 7 DP 135804, 1/6 SH Lot 12 DP 135804
49 Kath Henry Lane	NA80A/481 Lot 6 DP 135804, 1/6 SH Lot 12 DP 135804, 1/2 SH Lot 13 DP

	135804
50 Kath Henry Lane	NA80A/480 Lot 5 DP 135804, 1/6 SH Lot 12 DP 135804, 1/2 SH Lot 13 DP 135804
44 Kath Henry Lane	NA80A/479 Lot 4 DP 135804 and 1/6 share Lot DP 135804
34 Kath Henry Lane	NA80A/478 Lot 3 DP 135804, 1/6 SH Lot 12 DP 135804
18 Kath Henry Lane	NA91D/603 Lot 2 DP 135804
76 Waihoehoe Road	Lot 2 DP 115881NA65D/732
76A Waihoehoe Road	NA65D/733 Lot 3 DP 115881



Schedule 3 – Specific Elements relevant to condition 12(c)(i)(c)

Map ref.	Element	Relevant NoR
A	Active mode facilities on the north side of the proposed access roundabout on Waihoehoe Road / Kath Henry Lane.	DS-IA
B	Active mode crossings with raised traffic calming and active mode priority at the roundabout.	DS-IA
C	Access routes from the eastern end of the rail bridge to ensure people travelling to and from the old Drury Town Centre can do so efficiently.	DS-IA
D	A raised priority crossing with the walkway and cycleway recessed allowing a vehicle to wait between the crossing and the access road.	DS-IA
E	Omission of the median island, should this not be required.	DS-IA
F	Cycle and walking facilities on the western side of Flanagan Road.	DS-IA
G	A southern entrance to the rail station adjacent to the future southern platform overbridge to enable convenient entry into the and from the Drury Metropolitan Centre including gateline facilities and a clear entrance statement as viewed from the south.	DR-S
H	A public active mode crossing over the rail line, independent of station entry gates, to integrate east-west path connectivity into the station design.	DR-S
I	An active mode signalised crossing over Great South Road adjacent to the rail station entry to enable station access from the existing Drury Industrial Estate and bus stops along Great South Road.	DR-S
J	Safe crossings on all sides of the southwestern roundabout, with active mode priority.	DS-IA
K	Pedestrian entrances into the station building and an overbridge from the southwest.	DR-S
L	Drop-off spaces to be designed in a way that ensures safety for patrons, pedestrians, and cyclists.	DS-IA
M	At the southeast bend of the entry road, enabling a connection southward to provide a link to the new Drury Metropolitan Centre.	DS-IA
N	Cycleways are compliant with regulatory requirements for safe cycleways.	DS-IA
O	Prioritisation of active mode safety on crossings.	DS-IA



Attachments

No attachments.

6310 Paerātā Railway Station

Designation Number	6310
Requiring Authority	KiwiRail Holdings Ltd
Location	412 Sim Road, 51 Puhitahi Hill Road, and Paerata Road, Pukekohe
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

The purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005.

Conditions

Definitions

The tables below defines the acronyms and terms used in the conditions.

Term	Definition
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Certification	<p>Certification shall be achieved by confirmation from the Council that the plan has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan shall be deemed certified:</p> <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) fifteen (15) working days from the submission of the material change to the management plan where no written confirmation of certification has been received.
Completion of Construction	When construction 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.
Enabling Works	<p>Includes, but is not limited to, the following and similar activities:</p> <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• ecological surveys• vegetation removal ancillary to Enabling Works• establishment of mitigation measures (such as erosion and

	sediment control measures, temporary noise walls, earth bunds and planting)
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Project	For NOR PR-S means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1. For NOR PS-IA means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1. Reference to "Project" in the conditions means each or either of the Projects as the case may be.
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the Construction Works.
Stage of Work	Any physical works that require the development of an Outline Plan.
Stage One works	Means the physical works to construct the Project in its Stage One configuration, which includes but is not limited to station platforms, transport interchange facilities, and accessways.
Stakeholder	Means the following parties: <ul style="list-style-type: none"> • Newland Holdings Pty Ltd; • Paerata 5 Farms Limited; • Grafton Downs Limited; • Counties Power; • The Minister of Housing; and The owners and occupiers of: <ul style="list-style-type: none"> • The land on which the Project is to be undertaken; and • The Surrounding Land (as defined below).
stakeholder	Means a relevant affected party to be consulted on a construction specific management plan.
Surrounding Land	Means the properties listed and identified in Schedule 2.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Suitably Qualified and Experienced Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence.
Urban Design Evaluation and Framework	Means the ' <i>Drury Central and Paerata Stations Urban Design Evaluation and Framework (UDEP)</i> ', version 1.0, dated September 2021, prepared by Te Tupu Ngātahi Supporting Growth.
Any reference to number of days	Has the same meaning as Working Days under section 2 of the Resource Management Act 1991.

Acronyms

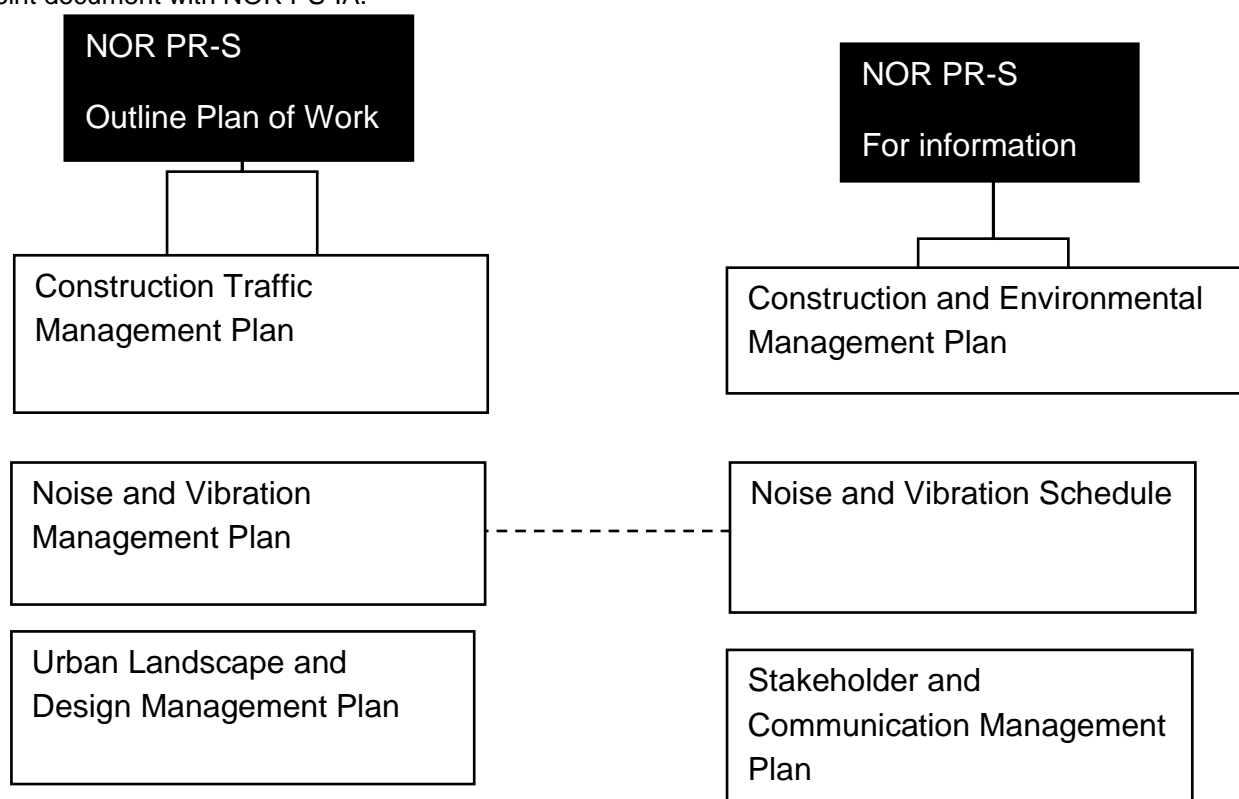
Acronym	Description
AUP:OP	Auckland Unitary Plan: Operative in Part
BPO	Best Practicable Option
CEMP	Construction Environmental Management Plan
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic Management Plan
MEF	Mana Whenua Engagement Forum
NoR	Notice of Requirement
NoR PR-S	Notice of Requirement –Paerātā Railway Station
NoR PS-IA	Notice of Requirement –Paerātā Station Interchange and Accessway
RMA	Resource Management Act 1991 and its subsequent amendments
ULDMP	Urban Design and Landscape Management Plans
SQEP	Suitably Qualified and Experienced Person
SCMP	Stakeholder and Communication Management Plan

Paerātā Railway Station

Ref	Notice of Requirement Purpose
NOR PR-S	The purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005.

Summary of Plans identified in Conditions

Management plans and documentation required by these conditions for NOR PR-S may be prepared as a joint document with NOR PS-IA.



Paerātā Railway Station: NoR Conditions

Ref.	Condition
General Conditions	
1	Activity in General Accordance with Plans and Information Except as modified by the conditions below, and subject to final design and Outline Plan(s), works shall be undertaken in general accordance with the Project Description and Concept Plan in Schedule 1.
2	Designation Review As soon as practicable following Completion of Construction, the Requiring Authority shall: <ul style="list-style-type: none"> (a) review the extent of the designation to identify any areas of designated land that it no longer requires for the long-term development, operation, maintenance or mitigation of effects of the Project; and (b) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
3	Designation Lapse In accordance with clause 37(7) of Schedule 6 to the COVID-19 Recovery (Fast-track Consenting) Act 2020, this designation will lapse if not given effect to within two years from the date on which it is included in the Auckland Unitary Plan. Advice Note – For the avoidance of doubt the designation will be given effect to at the implementation of Stage 1.
Outline Plan of Works	
4	<ul style="list-style-type: none"> (a) An Outline Plan or Plans for the Project shall be prepared and submitted to the Council where required in accordance with these conditions. (b) The Outline Plan(s) referred to in this condition shall include any relevant management plan for the particular design, construction, or operational matters being addressed in the Outline Plan. (c) An Outline Plan shall be prepared in consultation with Stakeholders, where the works involve any of the matters identified in condition 12(a). (d) Where an Outline Plan is required to be prepared under condition 4(c), the following consultation process is required to be followed: <ul style="list-style-type: none"> (i) Four months prior to any Construction Works being undertaken, a Draft Outline Plan prepared by the Requiring Authority shall be submitted to the Stakeholders for comment; (ii) The Stakeholders will have three weeks from the date of receipt of the Draft Outline Plan to send comments on the Draft Outline Plan to the Requiring Authority; and (iii) The Requiring Authority shall consider the comments to the Draft Outline Plan, record whether it accepts the comments or not, and if not provide reasons why when it submits the Outline Plan to Council.
5	Management Plans <ul style="list-style-type: none"> (a) Any management plan shall be: <ul style="list-style-type: none"> (i) prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 6 to 15); (ii) prepared by a Suitably Qualified and Experienced Person(s); and

Ref.	Condition
	<ul style="list-style-type: none"> (iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CEMPs and CNVMP Schedules. (b) Any management plan shall summarise comments received from Mana Whenua and other Stakeholders, along with a summary of where comments have: <ul style="list-style-type: none"> (i) been incorporated; and (ii) where not incorporated, the reasons why. (c) Any management plan developed in accordance with Condition 5 may: <ul style="list-style-type: none"> (i) be prepared and submitted as a joint document for both Projects. (ii) 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. (iii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects and submitted to the Council for information without further process. (iv) if there is a material change required to a management plan which has been submitted with an Outline Plan in accordance with Condition 5, 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 SCMPs or CEMPs are to be submitted to the Council for information as soon as practicable following identification for the need for any material changes. (e) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 6 to 15.
Construction and Environmental Management Plan (CEMP)	
6	<ul style="list-style-type: none"> (a) A CEMP shall be prepared prior to the Start of Construction. (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 this 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) drawings of the proposed site layouts (including construction yards, temporary buildings and construction vehicle parking), (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) procedures for incident management; (viii) methods to ensure prevention and mitigation of adverse effects associated with

Ref.	Condition
	<p>the storage, use, disposal, or transportation of hazardous substances;</p> <ul style="list-style-type: none"> (ix) procedures for responding to complaints about Construction Works; (x) details of any environmental awareness training procedures for staff as relevant; (xi) methods for amending and updating the CEMP as required; (xii) identification of cultural monitoring activities as set out in the Cultural Monitoring Plan; and (xiii) any other measures to achieve the objective set out in Condition 6(b). <p>(c) Any CEMP shall be submitted to the Manager for information at least ten (10) working days before the Start of Construction for the relevant Stage of Work.</p>
Construction Traffic Management Plan (CTMP)	
7	<ul style="list-style-type: none"> (a) A CTMP shall be prepared prior to the Start of Construction. (b) A CTMP shall be submitted to the Manager for information at least 10 working days prior to the start of construction. (c) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic and transport 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, with consideration of cumulative construction effects from other projects occurring in the area (as relevant); (ii) measures to manage the safety of all transport users. This may include, but shall not be limited to: <ul style="list-style-type: none"> a. identification of detour routes b. temporary speed limits; and c. other methods to safely manage and maintain traffic flows, pedestrians and cyclists, on existing roads; (iii) methods to maintain functional and operational vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be maintained; (iv) 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; (v) identification of 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; (vi) identification of any appropriate traffic management measures; (vii) methods that will be undertaken to communicate traffic management measures to affected road users, pedestrians and cyclists (e.g. residents/public/stakeholders/emergency services); (viii) any other measures to achieve the objective set out in Condition 7(b). <p>Advice Note - The consent holder will be responsible for ensuring all necessary permits, such as Corridor Access Requests (CAR) permits are obtained from Auckland Transport. See Auckland Transport's website www.aucklandtransport.govt.nz for more information.</p>

Ref. Condition

Construction Noise and Vibration Management Plan (CNVMP)

8

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 at any occupied residential building set out in the following table as far as practicable:

Table 1: Construction noise standards

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	45 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public 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 [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply

9

Construction Vibration Standards

(a) Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 '*Structural Vibration – Part 3: Effects of Vibration on Structures*' for the measurement of vibrations and evaluation of their effects on structures and shall

Ref.	Condition																			
	<p>comply with the vibration standards set out in the following table as far as practicable.</p> <p>Table 2 Construction vibration criteria</p> <table><tr><th>Receiver</th><th>Details</th><th>Category A</th><th>Category B</th></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> <p>(b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] 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	
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																		
10	<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) 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, or otherwise minimise any exceedances of, the construction noise and vibration standards set out in Conditions 8 and 9 as far as practicable.</p> <p>(c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '<i>Acoustics – Construction Noise</i>' (NZS6803:1999) 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 will occur;(iii) The construction noise and vibration standards for the Project;(iv) Identification of receivers where noise and vibration standards apply;(v) Management and mitigation options, and identification of the Best Practicable Option;(vi) Methods and frequency for monitoring and reporting on construction noise and vibration;(vii) Procedure for responding to monitored exceedances(viii) 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.(ix) Contact details of the Project Liaison Person or site supervisor;																			

Ref.	Condition
	<ul style="list-style-type: none"> (x) 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; (xi) Procedures for monitoring construction noise and vibration and reporting to the Council. (xii) Identification of areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 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. (xiii) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 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. (xiv) Procedures for review and update of the CNVMP; and (xv) Any other measures to achieve Condition 10(b).
11	<p>Schedule to a CNVMP</p> <ul style="list-style-type: none"> (a) A Site-Specific Construction Noise and/or Vibration Management Schedule (Schedule) shall be prepared 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 8, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> a. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or b. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days. (ii) Construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 9. (b) The objective of the Schedule is to set out the Best Practicable Option for the management of 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) Activity location, start and finish dates; (ii) The nearest neighbours to the construction activity; (iii) A location plan; (iv) The predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Clause (a); (v) The proposed Best Practicable option mitigation for the activity/location, including measures to address impacts on farming operations (including animal safety and welfare); (vi) The proposed communications with neighbours; and (vii) Location, times and types of monitoring.

Ref.	Condition
Urban Landscape and Design Management Plan (ULDMP)	
12	<p>(a) An Urban Landscape and Design Management Plan (ULDMP) shall be prepared and submitted with the relevant Outline Plan(s) for:</p> <ul style="list-style-type: none"> (i) The design of the Stage One works; and (ii) The design of subsequent stages where they involve works materially affecting movement in and around the station and/or the interface of the station with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority), including changes resulting from the addition of an accessway from Sim Road. <p>(b) The objective of the ULDMP is to set out how the Project will manage or mitigate potential adverse visual effects and contribute to a quality urban environment.</p> <p>(c) To achieve this objective, the ULDMP shall include an overall concept plan that shows the layout of the Project and in particular urban landscape and design elements relating to access, connectivity, and interface with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority), with particular regard to:</p> <ul style="list-style-type: none"> (i) How the works in the Outline Plan Project will be integrated into the future urban environment, with particular regard to: <ul style="list-style-type: none"> a. Provision for safe active mode facilities within the station, and safe and efficient multi-modal access between the station and the surrounding existing and planned urban environment; b. The Urban Design Evaluation and Framework; (ii) How the Project works will be coordinated and integrated with the planned future urban development of Surrounding Land to the extent practicable, with particular regard to: <ul style="list-style-type: none"> a. The extent to which the Requiring Authority, the owners of Surrounding Land and infrastructure providers can coordinate the provision of new or upgraded infrastructure including stormwater management communal device location and sizing to serve the wider future urban catchment, and how stormwater infrastructure can be provided so as to enable integration with the surrounding existing and planned urban environment; b. How the finished levels will integrate with the adjacent land; c. The location and design of connecting roads between the Project and surrounding land (including future connections to the accessway); d. The timing of works planned on Surrounding Land; e. Any delineation between temporary and permanent land take; f. Any other relevant access, servicing, engineering, or other matters; and g. Any adjustments to the extent of the designation in light of the above analysis. (iii) how the project will enable a safe and inclusive environment. This may be achieved by use of;

Ref.	Condition
	<ul style="list-style-type: none"> a. Crime Prevention through Environmental Design principles (CPTED); and b. Safety in Design principles (SID). (iv) how the project will provide for walking and cycling connectivity, (v) architectural treatment of major structures (e.g. bridges and retaining walls), (vi) accessway design, including roadside and median treatments (e.g. furniture and lighting); (vii) methods to enhance station legibility such as, arrival treatments, signage, wayfinding and interchange between transport modes; (viii) As relevant to the Stage of Work, details of; <ul style="list-style-type: none"> a. the reinstatement of construction and site compound areas, treatment of cut-and-fill slopes and interface of stormwater devices; and b. how the Project's permanent works will be integrated into the built environment and the landscape context; (ix) landscape treatments and planting, such as: <ul style="list-style-type: none"> a. the intended plant species, planting locations and plant sizes at the time of planting and on maturity; b. the planting methodology and programme; and (x) a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants. (d) Mana-Whenua shall be invited through the Mana Whenua Engagement Forum (MEF) to participate in the development of the ULDMP to provide input into the relevant cultural landscape and design matters and how desired outcomes may be reflected in the ULDMP.
Mana Whenua Engagement Forum (MEF)	
13	<ul style="list-style-type: none"> (a) Within three months of confirmation of the designation the Requiring Authority must establish a kaitiaki Mana Whenua Engagement Forum (MEF) (or similar) to provide for an on-going role in the design and construction of the Project and is to maintain this forum for the duration of the Construction Works. (b) The objective of the MEF is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection in the Project design and construction phases and to develop agreed measures and mechanisms to avoid, remedy or mitigate adverse effects on Mana Whenua values including opportunities for expression of those cultural values through design and input into relevant management plans. (c) The frequency at which the MEF meets and the format or nature of the meetings shall be agreed between the Requiring Authority and the MEF. (d) The role of the MEF is to facilitate consultation about and enable Mana Whenua to provide input into (but not limited to): <ul style="list-style-type: none"> (i) roles and responsibilities of Mana Whenua, including in relation to design and development of the Project;

Ref.	Condition
	<ul style="list-style-type: none"> (ii) preparation of management plans; (iii) cultural monitoring activities to be undertaken; (iv) developing and participating in archaeological investigations and processes; and (v) identifying opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area; (vi) Mana Whenua outcomes and wellbeing aspirations; and (vii) incorporating cultural narratives into the design of the Project. <p>(e) The Requiring Authority must extend an invitation for membership on the MEF to (but not limited to) representatives of:</p> <ul style="list-style-type: none"> (i) Ngāi Tai ki Tāmaki Tribal Trust; (ii) Ngāti Maru Runanga; (iii) Ngāti Tamaoho Trust; (iv) Ngaati Te Ata Waiohua; (v) Ngaati Whanaunga Inc Soc; (vi) Te Ākitai Waiohua; (vii) Te Ahiwaru Waiohua; <p>Advice Note – If the Requiring Authority holds an existing forum for engagement with Mana Whenua that forum may continue. Should the existing forum for engagement cease, an alternative forum for engagement will need to be established.</p>
Stakeholder and Communication Management Plan (SCMP)	
14	<ul style="list-style-type: none"> (a) A SCMP shall be prepared prior to the Start of Construction. (b) The objective of the SCMP is to set out how the public and stakeholders will be communicated with throughout the Construction Works. (c) The SCMP shall include the following details and measures setting out how the Requiring Authority will: <ul style="list-style-type: none"> (i) Provide the contact details for the Project Liaison Person which shall be prominently displayed at the main entrance(s) to the site(s); (ii) Communicate with a list of stakeholders, infrastructure service providers, transport operators, organisations, businesses, and the public persons who will be communicated with; (iii) Provide a communications framework that details the Requiring Authority's communication strategies, the accountabilities and timeframes for responding to inquiries and complaints, frequency of communications and consultation, the range of communication and consultation methods to be used, and any other relevant communication matters; (iv) Specify methods for how stakeholders and persons affected by the Project will be notified of the commencement of construction activities and works, the expected duration of the activities and works, and who to contact for any queries, concerns, and complaints; (v) Inform the stakeholders and parties consulted of construction progress and future construction activities; (vi) Specify methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to

Ref.	Condition
	<p>surrounding businesses and residential communities;</p> <p>(vii) Outline details of the inquiry and complaint management process including who is responsible for responding, how responses will be provided and the timeframes within which the responses will be provided;</p> <p>(viii) Maintain a complaint register which shall detail the date, nature and complainant contact details (if provided) of any complaints received regarding the construction of the Project and the Requiring Authority's response (or confirmation of no action) to each complaint;</p> <p>(ix) Outline any linkages and cross-references to communication methods set out in other conditions and management plans where relevant;</p> <p>(x) any arrangements for post-construction communications; and</p> <p>(xi) any other measures to achieve Condition 14(b).</p> <p>(d) Any SCMP prepared for a Stage of Work shall be submitted to the Manager for information ten (10) working days prior to the Start of Construction.</p>
Cultural Monitoring Plan (CMP)	
15	<p>(a) Prior to the start of Construction Works, a Cultural Monitoring Plan (CMP) shall be prepared in collaboration with Mana Whenua through the MEF.</p> <p>(b) The objective of the Cultural Monitoring Plan is to provide Mana Whenua the opportunity to reconnect with the whenua as kaitiaki and express tikanga and kawa responsibilities.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> (i) requirements for formal dedication and or cultural oversight to be undertaken prior to Start of Construction; (ii) requirements and protocols for cultural inductions for contractors and subcontractors working on the site; (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) identification of personnel to undertake cultural monitoring; and (v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition 16. <p>(d) If the Requiring Authority and Mana Whenua agree, other matters can be included in the CMP.</p> <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 and 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>
16	Accidental Discovery Protocol

Ref.	Condition
	<p>(a) An Accidental Discovery Protocol, for areas of the Project not covered by an Archaeological Authority granted under the Heritage New Zealand Pouhere Taonga Act 2014 shall be developed in consultation with Mana Whenua for the Project through the MEF to address accidental archaeological discoveries during the Enabling Works and Construction Works.</p> <p>(b) The Accidental Discovery Protocol shall be consistent with the accidental discovery rule in Chapter E11 (Land disturbance – Regional) of the Auckland Unitary Plan: Operative in Part or any subsequent version.</p>

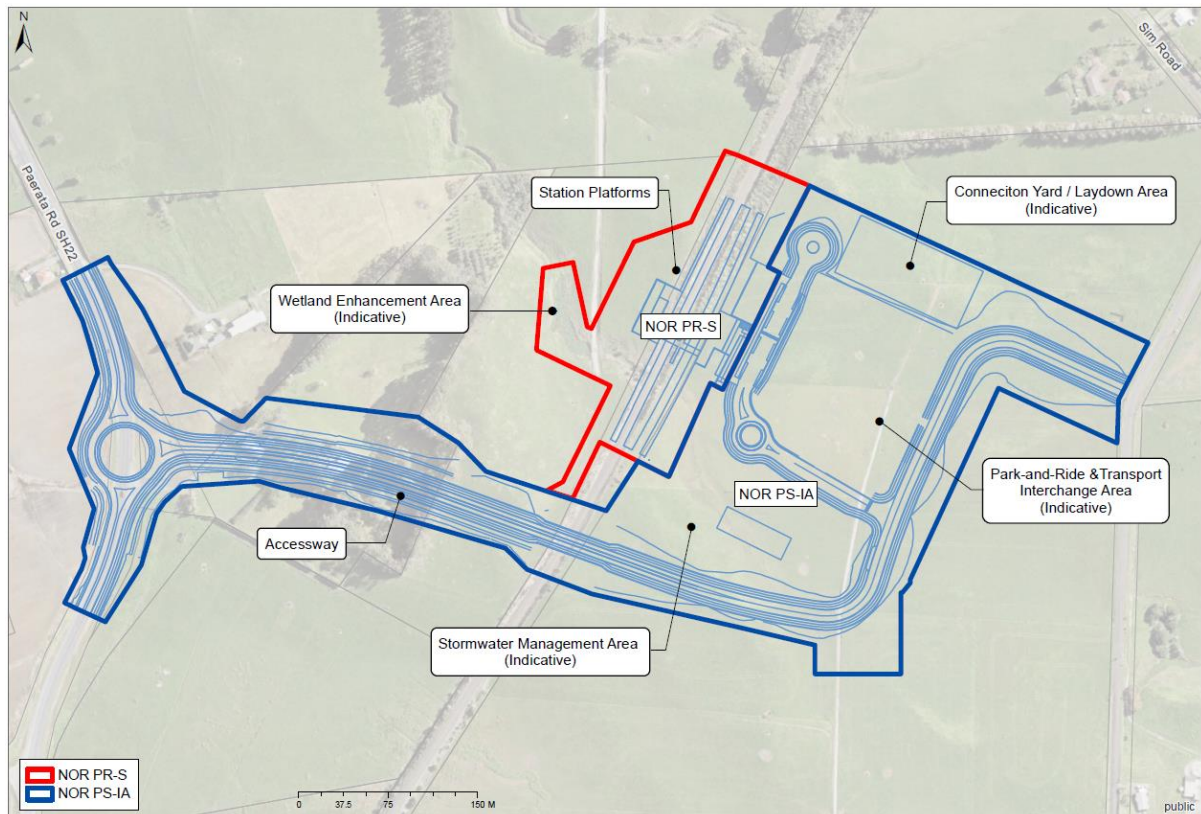
Schedule 1: General Accordance

(NOR PR-S) Paerātā Railway Station Project Description

The proposed work is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005 at Paerata along the existing North Island Main Trunk (NIMT) rail line.

The proposed work is shown in the following Concept Plan.

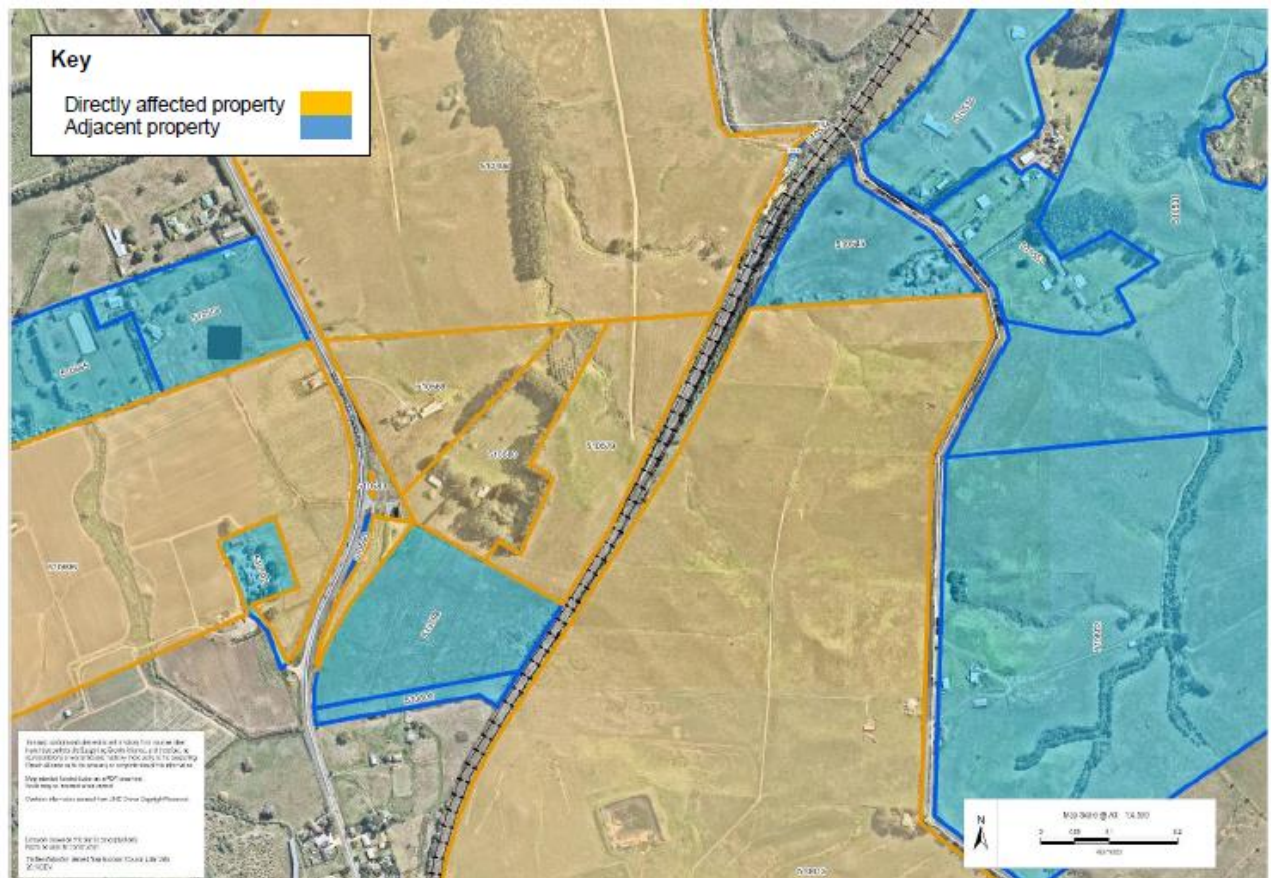
NOR PR-S Concept Plan



Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

Property Address	Legal Description
Paerata Road, Pukekohe, Auckland 2120	NA75A/940 Lot 1 DP 129047
890 Paerata Road, Pukekohe, Auckland 2120	NA77B/437 Lot 2 DP 132003
888A Paerata Road	NA77B/436 Lot 1 DP 132003
319A Sim Road	NA85B/435 Lot 3 DP 143670
325 Sim Road, Pukekohe, Auckland 2676	NA129D/104 Lot 1 DP 201006
328 Sim Road Pukekohe Auckland 2676	Pt Lot 1 DP 9026
349 Sim Road, Pukekohe, Auckland 2676	NA129D/105 Lot 2 DP 201006
401 Sim Road, Pukekohe, Auckland 2676	NA762/277 Part Lot 77 DEEDS Whau 24
975 Paerata Road, Pukekohe, Auckland 2120	NA51D/1015 Part Lot 9 DEEDS 188
	NA51D/1015 Part Lot 8 DEEDS 188



Attachments

No attachments.

6311 Paerātā Station Interchange and Accessway

Designation Number	6311
Requiring Authority	KiwiRail Holdings Ltd
Location	412 Sim Road, 913 and 933 Paerata Road, Paerata Road, Pukekohe
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

The construction, operation and maintenance of railway premises and transport interchange facilities including but not limited to: Park-and-ride and kiss-and-ride; transport interchange and layovers; accessways, paths and plazas; and bicycle facilities.

Conditions

Definitions

The tables below defines the acronyms and terms used in the conditions.

Term	Definition
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Certification	<p>Certification shall be achieved by confirmation from the Council that the plan has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan shall be deemed certified:</p> <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) fifteen (15) working days from the submission of the material change to the management plan where no written confirmation of certification has been received.
Completion of Construction	When construction 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.
Enabling Works	<p>Includes, but is not limited to, the following and similar activities:</p> <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• ecological surveys• vegetation removal ancillary to Enabling Works• establishment of mitigation measures (such as erosion and

	sediment control measures, temporary noise walls, earth bunds and planting)
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Project	For NOR PR-S means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1. For NOR PS-IA means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1. Reference to "Project" in the conditions means each or either of the Projects as the case may be.
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the Construction Works.
Stage of Work	Any physical works that require the development of an Outline Plan.
Stage One works	Means the physical works to construct the Project in its Stage One configuration, which includes but is not limited to station platforms, transport interchange facilities, and accessways.
Stakeholder	Means the following parties: <ul style="list-style-type: none"> • Newland Holdings Pty Ltd; • Paerata 5 Farms Limited; • Grafton Downs Limited; • Counties Power; • The Minister of Housing; and The owners and occupiers of: <ul style="list-style-type: none"> • The land on which the Project is to be undertaken; and • The Surrounding Land (as defined below).
stakeholder	Means a relevant affected party to be consulted on a construction specific management plan.
Surrounding Land	Means the properties listed and identified in Schedule 2.
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.
Urban Design Evaluation and Framework	Means the ' <i>Drury Central and Paerata Stations Urban Design Evaluation and Framework (UDEP)</i> ', version 1.0, dated September 2021, prepared by Te Tupu Ngātahi Supporting Growth.
Any reference to number of days	Has the same meaning as Working Days under section 2 of the Resource Management Act 1991.

Acronyms

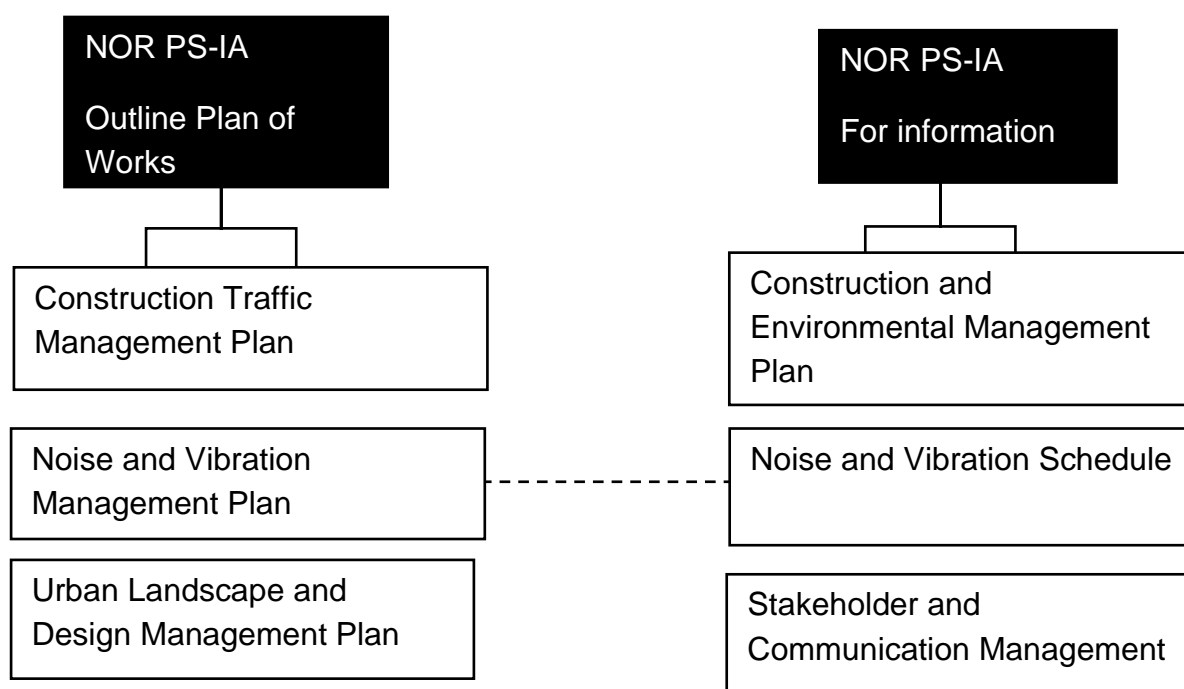
Acronym	Description
AUP:OP	Auckland Unitary Plan: Operative in Part
BPO	Best Practicable Option
CEMP	Construction Environmental Management Plan
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic Management Plan
MEF	Mana Whenua Engagement Forum
NOR	Notice of Requirement
NOR PR-S	Notice of Requirement –Paerātā Railway Station
NOR PS-IA	Notice of Requirement –Paerātā Station Interchange and Accessway
RMA	Resource Management Act 1991 and its subsequent amendments
ULDMP	Urban Landscape and Design Management Plan
SQEP	Suitably Qualified and Experienced Person
SCMP	Stakeholder and Communication Management Plan

Paerātā Station Interchange and Accessway

Ref	Notice of Requirement Purpose
NOR PS-IA	The construction, operation and maintenance of railway premises and transport interchange facilities including but not limited to: Park-and-ride and kiss-and-ride; transport interchange and layovers; accessways, paths and plazas; and bicycle facilities.

Summary of Plans identified in Conditions

Management plans and documentation required by these conditions for NOR PS-IA may be prepared as a joint document with NOR PR-S.



Paerātā Station Interchange and Accessway: NoR Conditions

Ref.	Condition
General Conditions	
1	Activity in General Accordance with Plans and Information Except as modified by the conditions below, and subject to final design and Outline Plan(s), works shall be undertaken in general accordance with the Project Description and Concept Plan in Schedule 1.
2	Designation Review As soon as practicable following Completion of Construction, or completion of the Accessway as generally shown in the Concept Plan in Schedule 1, the Requiring Authority shall: <ul style="list-style-type: none"> (a) review the extent of the designation to identify any areas of designated land that it no longer requires for the long-term development, operation, maintenance or mitigation of effects of the Project, including any areas of road to be vested; and (b) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
3	Designation Lapse In accordance with clause 37(7) of Schedule 6 to the COVID-19 Recovery (Fast-track Consenting) Act 2020, this designation will lapse if not given effect to within two years from the date on which it is included in the Auckland Unitary Plan. Advice Note – For the avoidance of doubt the designation will be given effect to at the implementation of Stage 1.
Outline Plan of Works	
4	<ul style="list-style-type: none"> (a) An Outline Plan for the Project shall be prepared and submitted to the Council in accordance with these conditions. (b) An Outline Plan shall include any relevant management plan for the particular design, construction, or operational matters being addressed in the Outline Plan. (c) An Outline Plan shall be prepared in consultation with Stakeholders, where the works involve any of the matters identified in condition 12(a). (d) Where an Outline Plan is required to be prepared under condition 4(c), the following consultation process is required to be followed: <ul style="list-style-type: none"> (i) Four months prior to any Construction Works being undertaken, a Draft Outline Plan prepared by the Requiring Authority shall be submitted to the Stakeholders for comment; (ii) The Stakeholders will have three weeks from the date of receipt of the Draft Outline Plan to send comments on the Draft Outline Plan to the Requiring Authority; and (iii) The Requiring Authority shall consider the comments to the Draft Outline Plan, record whether it accepts the comments or not, and if not provide reasons why when it submits the Outline Plan to Council.
5	Management Plans <ul style="list-style-type: none"> (a) Any management plan shall be: <ul style="list-style-type: none"> (i) prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 6 to 14); (ii) prepared by a Suitably Qualified and Experienced Person(s); and

Ref.	Condition
	<p>(iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CEMP's and CNVMP Schedules-</p> <p>(b) Any management plan shall summarise comments received from Mana Whenua and other Stakeholders, along with a summary of where comments have:</p> <p>(i) been incorporated; and</p> <p>(ii) where not incorporated, the reasons why.</p> <p>(c) Any management plan developed in accordance with Condition 5 may:</p> <p>(i) be prepared and submitted as a joint document for both Projects.</p> <p>(ii) 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.</p> <p>(iii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects and submitted to the Council for information without further process.</p> <p>(iv) if there is a material change required to a management plan which has been submitted with an Outline Plan in accordance with Condition 5, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision;</p> <p>(d) Any material changes to the SCMPs or CEMP's are to be submitted to the Council for information as soon as possible following the need for any material change.</p> <p>(e) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 6 to 14.</p>
Construction and Environmental Management Plan (CEMP)	
6	<p>(a) A CEMP shall be prepared prior to the Start of Construction.</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 this objective the CEMP shall include:</p> <p>(i) the roles and responsibilities of staff and contractors;</p> <p>(ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</p> <p>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</p> <p>(iv) drawings of the proposed site layouts (including construction yards, temporary buildings and construction vehicle parking),</p> <p>(v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</p> <p>(vi) methods for providing for the health and safety of the general public;</p> <p>(vii) procedures for incident management;</p> <p>(viii) methods to ensure prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances;</p>

Ref.	Condition
	<ul style="list-style-type: none"> (ix) procedures for responding to complaints about Construction Works; (x) details of any environmental awareness training procedures for staff as relevant; (xi) methods for amending and updating the CEMP as required; (xii) identification of cultural monitoring activities as set out in the Cultural Monitoring Plan; and (xiii) any other measures to achieve the objective set out in Condition 6(b). <p>(c) Any CEMP shall be submitted to the Manager for information at least ten (10) working days before the Start of Construction for the relevant Stage of Work.</p>
Construction Traffic Management Plan (CTMP)	
7	<ul style="list-style-type: none"> (a) A CTMP shall be prepared prior to the Start of Construction. (b) A CTMP shall be submitted to the Manager for information at least 10 working days prior to the start of construction. (c) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic and transport 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, with consideration of cumulative construction effects from other projects occurring in the area (as relevant); (ii) measures to manage the safety of all transport users. This may include, but shall not be limited to: <ul style="list-style-type: none"> a. identification of detour routes b. temporary speed limits; and c. other methods to safely manage and maintain traffic flows, pedestrians and cyclists, on existing roads; (iii) methods to maintain functional and operational vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be maintained; (iv) 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; (v) identification of 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; (vi) identification of any appropriate traffic management measures; (vii) methods that will be undertaken to communicate traffic management measures to affected road users, pedestrians and cyclists (e.g. residents/public/stakeholders/emergency services); (viii) any other measures to achieve the objective set out in Condition 7(b). <p>Advice Note - The consent holder will be responsible for ensuring all necessary permits, such as Corridor Access Requests (CAR) permits are obtained from Auckland Transport. See Auckland Transport's website www.aucklandtransport.govt.nz for more information.</p> <p>Advice Note – Prior to any physical works being undertaken on the state highway, it is a legal</p>

Ref.	Condition																																															
	requirement to apply to Waka Kotahi for a Corridor Access request (CAR) and for that request to be approved. Any CAR application should be submitted to Waka Kotahi via networkaccess@asm.nzta.nz a minimum of fourteen working days prior to the commencement of any works on the state highway; longer is advised for complex works.																																															
7A	<p>Road Safety Audit</p> <p>(a) Prior to the Start of Construction, the Requiring Authority shall engage an independent and suitably qualified Safety Engineer to undertake and complete an independent, Preliminary Design Road Safety Audit of all site access points and road layout changes associated with the Project.</p> <p>(b) The Preliminary Design Road Safety Audit shall be completed in accordance with the New Zealand Transport Agency Procedure Manual (“Road Safety Audit Procedures for projects”) by an independent and appropriately qualified safety audit team.</p> <p>The Requiring Authority shall adopt and address any recommendations made in the Road Safety Audit, which are agreed with the Council (in consultation with Auckland Transport).</p>																																															
Construction Noise and Vibration Management Plan (CNVMP)																																																
8	<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 at any occupied residential building set out in the following table as far as practicable:</p> <p>Table 1: Construction noise standards</p> <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>45 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></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	45 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Sunday and Public 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
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Ref.	Condition																			
	<table><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 [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply</p>	Other occupied buildings				All	0730h – 1800h	70 dB		1800h – 0730h	75 dB									
Other occupied buildings																				
All	0730h – 1800h	70 dB																		
	1800h – 0730h	75 dB																		
9	<p>Construction Vibration Standards</p> <p>(a) Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 '<i>Structural Vibration – Part 3: Effects of Vibration on Structures</i>' 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 2 Construction vibration criteria</p> <table><tr><th>Receiver</th><th>Details</th><th>Category A</th><th>Category B</th></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> <p>(b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] 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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10	<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) 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, or otherwise minimise any exceedances of, the construction noise and vibration standards set out in Conditions 8 and 9 as far as practicable.</p> <p>(c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '<i>Acoustics – Construction Noise</i>' (NZS6803:1999) 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 will																			

Ref.	Condition
	<p>occur;</p> <ul style="list-style-type: none"> (iii) The construction noise and vibration standards for the Project; (iv) Identification of receivers where noise and vibration standards apply; (v) Management and mitigation options, and identification of the Best Practicable Option; (vi) Methods and frequency for monitoring and reporting on construction noise and vibration; (vii) Procedure for responding to monitored exceedances (viii) 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. (ix) Contact details of the Project Liaison Person or site supervisor; (x) 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; (xi) Procedures for monitoring construction noise and vibration and reporting to the Council. (xii) Identification of areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 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. (xiii) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 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. (xiv) Procedures for review and update of the CNVMP; and (xv) Any other measures to achieve Condition 10(b).
11	<p>Schedule to a CNVMP</p> <ul style="list-style-type: none"> (a) A Site-Specific Construction Noise and/or Vibration Management Schedule (Schedule) shall be prepared 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 8, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> a. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or b. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days. (ii) Construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 9. (b) The objective of the Schedule is to set out the Best Practicable Option for the management of noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:

Ref.	Condition
	<ul style="list-style-type: none"> (i) Activity location, start and finish dates; (ii) The nearest neighbours to the construction activity; (iii) A location plan; (iv) The predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Clause (a); (v) The proposed Best Practicable Option mitigation for the activity/location, including measures to address impacts on farming operations (including animal safety and welfare); (vi) The proposed communications with neighbours; (vii) Location, times and types of monitoring.
Urban Landscape and Design Management Plan (ULDMP)	
12	<ul style="list-style-type: none"> (a) An Urban Landscape and Design Management Plan (ULDMP) shall be prepared and submitted with the relevant Outline Plan(s) for: <ul style="list-style-type: none"> (i) The design of the Stage One works; and (ii) The design of subsequent stages where they involve works materially affecting movement in and around the station and/or the interface of the station with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority), including changes resulting from the addition of an accessway from Sim Road. (b) The objective of the ULDMP is to set out how the Project will manage or mitigate potential adverse visual effects and contribute to a quality urban environment. (c) To achieve this objective, the ULDMP shall include an overall concept plan that shows the layout of the Project and in particular urban landscape and design elements relating to access, connectivity, and interface with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority), with particular regard to: <ul style="list-style-type: none"> (i) How the works in the Outline Plan Project will be integrated into the future urban environment, with particular regard to: <ul style="list-style-type: none"> a. Provision for safe active mode facilities within the station, and safe and efficient multi-modal access between the station and the surrounding existing and planned urban environment; b. The Urban Design Evaluation and Framework; (ii) How the Project works will be coordinated and integrated with the planned future urban development of Surrounding Land to the extent practicable, with particular regard to: <ul style="list-style-type: none"> a. The extent to which the Requiring Authority, the owners of Surrounding Land and infrastructure providers can coordinate the provision of new or upgraded infrastructure including stormwater management communal device location and sizing to serve the wider future urban catchment, and how stormwater infrastructure can be provided so as to enable integration with the surrounding existing and planned urban environment; b. How the finished levels will integrate with the adjacent land;

Ref.	Condition
	<ul style="list-style-type: none"> c. The location and design of connecting roads between the Project and surrounding land (including future connections to the accessway); d. The timing of works planned on Surrounding Land; e. Any delineation between temporary and permanent land take; and f. Any other relevant access, servicing, engineering, or other matters; and g. Any adjustments to the extent of the designation in light of the above analysis. <p>(iii) how the project will enable a safe and inclusive environment. This may be achieved by use of;</p> <ul style="list-style-type: none"> a. Crime Prevention through Environmental Design principles (CPTED); and b. Safety in Design principles (SID). <p>(iv) how the project will provide for walking and cycling connectivity</p> <p>(v) architectural treatment of major structures (e.g. bridges and retaining walls),</p> <p>(vi) accessway design, including roadside and median treatments (e.g. furniture and lighting);</p> <p>(vii) methods to enhance station legibility such as, arrival treatments, signage, wayfinding and interchange between transport modes;</p> <p>(viii) As relevant to the Stage of Work, details of;</p> <ul style="list-style-type: none"> a. the reinstatement of construction and site compound areas, treatment of cut-and-fill slopes and interface of stormwater devices; and b. how the Project's permanent works will be integrated into the built environment and the landscape context; <p>(ix) landscape treatments and planting, such as:</p> <ul style="list-style-type: none"> a. the intended plant species, planting locations and plant sizes at the time of planting and on maturity; b. the planting methodology and programme; and c. a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants. <p>(d) Mana-Whenua shall be invited through the Mana Whenua Engagement Forum (MEF) to participate in the development of the ULDMP to provide input into the relevant cultural landscape and design matters and how desired outcomes may be reflected in the ULDMP.</p>
Mana Whenua Engagement Forum (MEF)	
13	<p>(a) Within three months of confirmation of the designation the Requiring Authority must establish a kaitiaki Mana Whenua Engagement Forum (MEF) (or similar) to provide for an on-going role in the design and construction of the Project and is to maintain this forum for the duration of the Construction Works.</p> <p>(b) The objective of the MEF is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection in the Project design and construction phases and to</p>

Ref.	Condition
	<p>develop agreed measures and mechanisms to avoid, remedy or mitigate adverse effects on Mana Whenua values including opportunities for expression of those cultural values through design and input into relevant management plans.</p> <p>(c) The frequency at which the MEF meets and the format or nature of the meetings shall be agreed between the Requiring Authority and the MEF.</p> <p>(d) The role of the MEF is to facilitate consultation about and enable Mana Whenua to provide input into (but not limited to):</p> <ul style="list-style-type: none"> (i) roles and responsibilities of Mana Whenua, including in relation to design and development of the Project; (ii) preparation of management plans; (iii) cultural monitoring activities to be undertaken; (iv) developing and participating in archaeological investigations and processes; and (v) identifying opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area; (vi) Mana Whenua outcomes and wellbeing aspirations; and (vii) incorporating cultural narratives into the design of the Project. <p>(e) The Requiring Authority must extend an invitation for membership on the MEF to (but not limited to) representatives of:</p> <ul style="list-style-type: none"> (i) Ngāi Tai ki Tāmaki Tribal Trust; (ii) Ngāti Maru Runanga; (iii) Ngāti Tamaoho Trust; (iv) Ngaati Te Ata Waiohua; (v) Ngaati Whanaunga Inc Soc; (vi) Te Ākitai Waiohua; (vii) Te Ahiwaru Waiohua; <p>Advice Note – If the Requiring Authority holds an existing forum for engagement with-Mana Whenua that forum may continue. Should the existing forum for engagement cease, an alternative forum for engagement will need to be established.</p>
Stakeholder and Communication Management Plan (SCMP)	
14	<p>(a) A SCMP shall be prepared prior to the Start of Construction.</p> <p>(b) The objective of the SCMP is to set out how the public and stakeholders will be communicated with throughout the Construction Works.</p> <p>(c) The SCMP shall include the following details and measures setting out how the Requiring Authority will:</p> <ul style="list-style-type: none"> (i) Provide the contact details for the Project Liaison Person which shall be prominently displayed at the main entrance(s) to the site(s); (ii) Communicate with stakeholders, infrastructure service providers, transport operators, organisations, businesses, and the public; (iii) Provide a communications framework that details the Requiring Authority's communication strategies, the accountabilities and timeframes for responding to inquiries and complaints, frequency of communications and consultation, the range of communication and consultation methods to be used, and any other

Ref.	Condition
	<p>relevant communication matters;</p> <p>(iv) Specify methods for how stakeholders and persons affected by the Project will be notified of the commencement of construction activities and works, the expected duration of the activities and works, and who to contact for any queries, concerns, and complaints;</p> <p>(v) Inform the stakeholders and parties consulted of construction progress and future construction activities;</p> <p>(vi) Specify methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities;</p> <p>(vii) Outline details of the inquiry and complaint management process including who is responsible for responding, how responses will be provided and the timeframes within which the responses will be provided;</p> <p>(viii) Maintain a complaint register which shall detail the date, nature and complainant contact details (if provided) of any complaints received regarding the construction of the Project and the Requiring Authority's response (or confirmation of no action) to each complaint;</p> <p>(ix) Outline any linkages and cross-references to communication methods set out in other conditions and management plans where relevant;</p> <p>(x) any arrangements for post-construction communications; and</p> <p>(xi) any other measures to achieve Condition 14(b).</p> <p>(d) Any SCMP prepared for a Stage of Work shall be submitted to the Manager for information ten (10) working days prior to the Start of Construction.</p>
Cultural Monitoring Plan (CMP)	
15	<p>(a) Prior to the start of Construction Works, a Cultural Monitoring Plan (CMP) shall be prepared in collaboration with Mana Whenua through the MEF.</p> <p>(b) The objective of the Cultural Monitoring Plan is to provide Mana Whenua the opportunity to reconnect with the whenua as kaitiaki and express tikanga and kawa responsibilities.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <p>(i) requirements for formal dedication and / or cultural oversight to be undertaken prior to Start of Construction;</p> <p>(ii) requirements and protocols for cultural inductions for contractors and subcontractors working on the site;</p> <p>(iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</p> <p>(iv) identification of personnel to undertake cultural monitoring; and</p> <p>(v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition 16.</p> <p>(d) If the Requiring Authority and Mana Whenua agree, other matters can be included in the CMP.</p> <p>(e) If Enabling Works involving soil disturbance are undertaken prior to the start of</p>

Ref.	Condition
	<p>Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified and 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>
16	<p>Accidental Discovery Protocol</p> <p>(a) An Accidental Discovery Protocol, for areas of the Project not covered by an Archaeological Authority granted under the Heritage New Zealand Pouhere Taonga Act 2014 shall be developed in consultation with Mana Whenua for the Project through the MEF to address accidental archaeological discoveries during the Enabling Works and Construction Works.</p> <p>(b) The Accidental Discovery Protocol shall be consistent with the accidental discovery rule in Chapter E11 (Land disturbance – Regional) of the Auckland Unitary Plan: Operative in Part or any subsequent version.</p>

Schedule 1: General Accordance

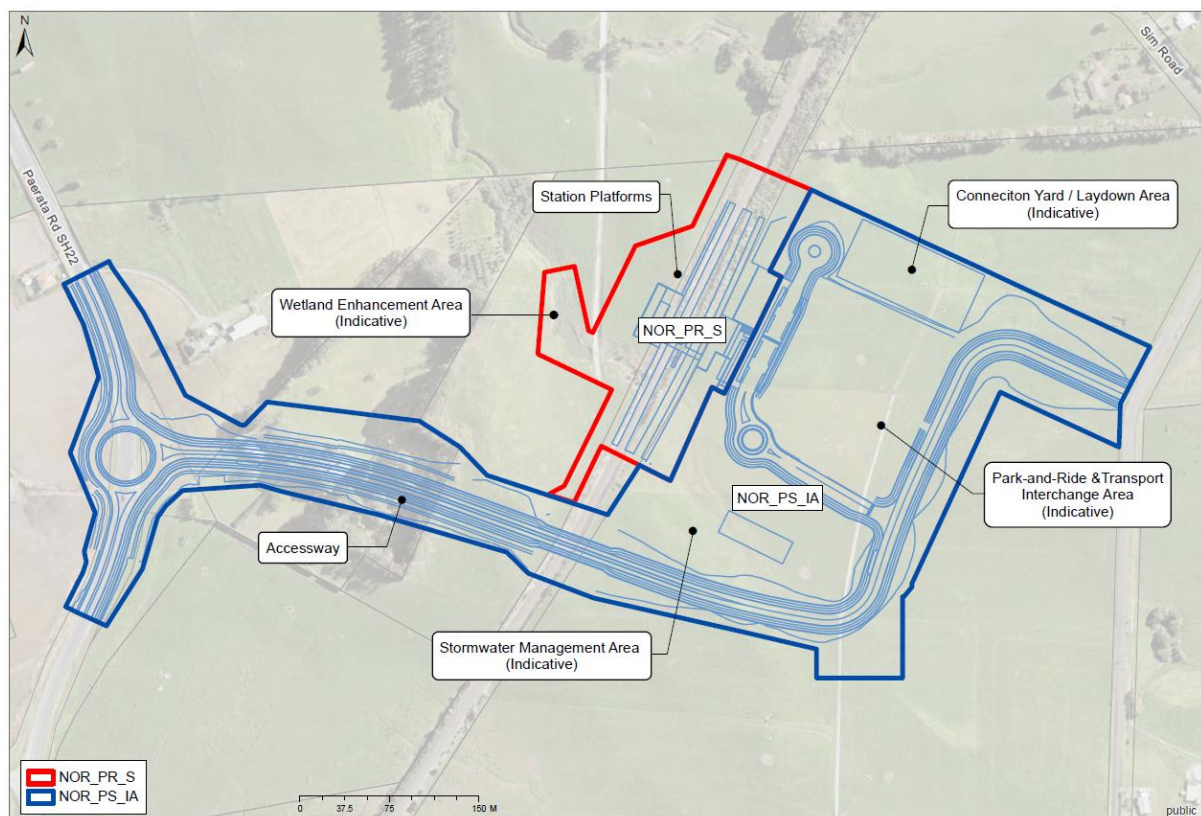
(NOR PS-IA) Paerātā Station Interchange and Accessway Project Description

The proposed work is the construction, operation, and maintenance of the transport interchange, accessways, and ancillary and associated structures and facilities serving Paerātā Railway Station and includes, but is not limited to:

- Park-and-ride and kiss-and-ride
- Bus interchange and layover facilities
- Accessways, paths and plazas
- Bicycle parking facilities
- Associated transport facilities

The proposed work is shown in the following Concept Plan.

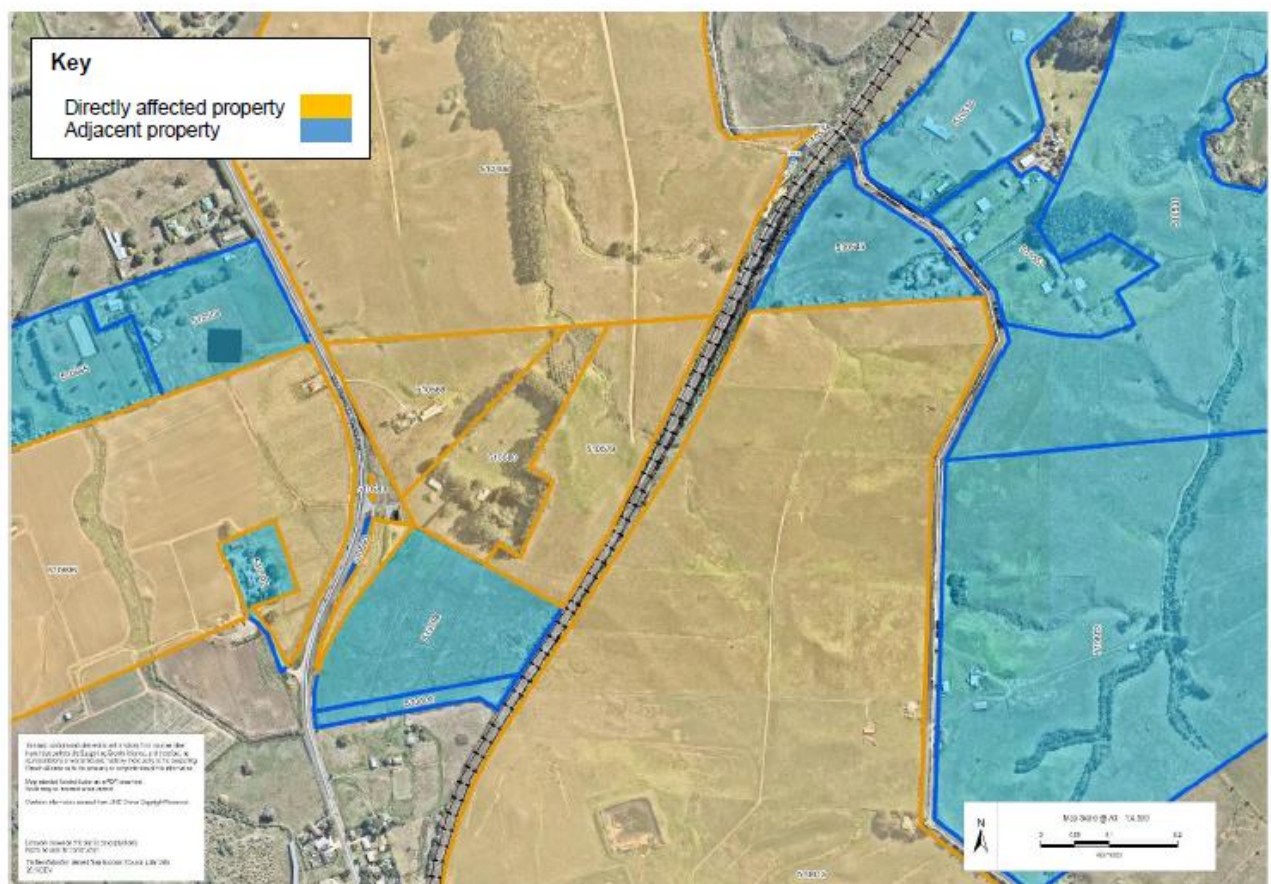
NOR PS-IA Concept Plan



Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

Property Address	Legal Description
Paerata Road, Pukekohe, Auckland 2120	NA75A/940 Lot 1 DP 129047
890 Paerata Road, Pukekohe, Auckland 2120	NA77B/437 Lot 2 DP 132003
888A Paerata Road	NA77B/436 Lot 1 DP 132003
319A Sim Road	NA85B/435 Lot 3 DP 143670
325 Sim Road, Pukekohe, Auckland 2676	NA129D/104 Lot 1 DP 201006
328 Sim Road Pukekohe Auckland 2676	Pt Lot 1 DP 9026
349 Sim Road, Pukekohe, Auckland 2676	NA129D/105 Lot 2 DP 201006
401 Sim Road, Pukekohe, Auckland 2676	NA762/277 Part Lot 77 DEEDS Whau 24
975 Paerata Road, Pukekohe, Auckland 2120	NA51D/1015 Part Lot 9 DEEDS 188
	NA51D/1015 Part Lot 8 DEEDS 188



Attachments

No attachments.

6312 Drury West/Ngākōroa Station

Designation Number	6312
Requiring Authority	KiwiRail Holdings Ltd
Location	647 Burt Road, 110 Karaka Road, and Railway Network, Drury
Lapse Date	10/05/2039

Purpose

The purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005.

Definitions

The tables below defines the acronyms and terms used in the conditions.

Term	Definition
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Certification	Certification shall be achieved by confirmation from the Manager that the plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified.
Completion of Construction	When construction of the Project (or stage 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.
Enabling Works	Includes 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• ecological surveys• vegetation removal ancillary to Enabling Works• establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)• preloading site for ground stability• mechanically stabilised earth walls• wetland excavation
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Project	For NOR DW-S, means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1. For NOR DW-IA, means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1. Reference to "Project" in the conditions means each or either of the NoRs as the

Term	Definition
	case may be.
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the Construction Works.
Stage of Work	Any physical works that require the development of an Outline Plan.
Stage One works	Means the physical works to construct the Project in its Stage One configuration, which includes but is not limited to station platforms, transport interchange facilities, and accessways.
Stakeholder	<p>Means the following:</p> <ul style="list-style-type: none"> • MADE Group Limited and Karaka Drury Limited; • Lomai Properties Limited; • Catholic Diocese of Auckland; • Kāinga Ora; • First Gas Limited; • Counties Power; • Minister of Housing; • Fisher & Paykel Healthcare Limited; • Waka Kotahi NZ Transport Agency; • Auckland Transport; and <p>The owners and occupiers of:</p> <ul style="list-style-type: none"> • The land on which the Project is to be undertaken; and • The Surrounding Land (as defined below).
stakeholder	Means a relevant affected party to be consulted on a construction specific management plan.
Surrounding Land	Means the properties listed and identified in Schedule 2.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Suitably Qualified and Experienced Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence.
Urban Design Evaluation and Framework	Means the ' <i>Drury West Station Urban Design Evaluation and Framework (UDEF)</i> ', version 1.0, dated September 2021, prepared by Te Tupu Ngātahi Supporting Growth.
Any reference to number of days	Has the same meaning as Working Days under section 2 of the Resource Management Act 1991.

Acronyms

Acronym	Description
AUP:OP	Auckland Unitary Plan: Operative in Part
BPO	Best Practicable Option
CEMP	Construction and Environmental Management Plan
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic Management Plan
MEF	Mana Whenua Engagement Forum
NOR	Notice of Requirement
NOR DW-S	Notice of Requirement - Drury West (Ngākōroa) Station
NOR DW-IA	Notice of Requirement – Drury West (Ngākōroa) Interchange and Accessways
RMA	Resource Management Act 1991 and its subsequent amendments
ULDMP	Urban Landscape and Design Management Plan
SCMP	Stakeholder and Communication Management Plan
SID	Safety in Design
SQEP	Suitably Qualified and Experienced Person

Summary of Management Plans identified in Conditions

Management Plans and documentation required by these conditions may be prepared as joint documents for both NOR DW-S and NOR DW-IA. The below table summarises the submission pathways for the various Management Plans provided for by the conditions.

	Management Plan to be submitted to Council as part of an Outline Plan pursuant to section 176A of the RMA	Management Plan to be submitted to Council for information
Urban and Landscape Design Management Plan	✓	
Construction and Environmental Management Plan	✓	
Construction Traffic Management Plan	✓	
Construction Noise and Vibration Management Plan	✓	
Stakeholder Communication and Engagement Management Plan		✓
Cultural Monitoring Plan		✓
Network Utilities Management Plan	✓	

Conditions

Ref	Condition
General Conditions	
1	<p>Activity in general accordance with plans and information</p> <p>(a) Except as modified by the conditions below, and subject to final design and Outline Plan(s), works shall be undertaken in general accordance with the Project Description and Concept Plans in Schedule 1.</p> <p>(b) Where there is inconsistency between the Project Description and Concept Plans in Schedule 1, and the requirements of the following conditions, the conditions shall prevail.</p> <p>(c) Where there is inconsistency between the Project Description and Concept Plans in Schedule 1, and the management plans prepared in accordance with the conditions of the designation, the requirements of the management plans shall prevail.</p> <p>Advice Note: Project works requiring resource consent under regional plan provisions and National Environmental Standards were applied for concurrently, and are referenced by the Council as consent numbers BUN60405312, LUC60405314, WAT60405315, DIS60405313, DIS60405317, and LUS60408702.</p>
2	<p>Designation Review</p> <p>As soon as practicable following Completion of Construction the Requiring Authority shall:</p> <p>(a) review the extent of the designation to identify any areas of designated land that it no longer requires for the long-term development, operation, maintenance or mitigation of effects of the Project, including any areas of road to be vested;</p> <p>(b) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above; and</p> <p>(c) Undertake a regular review (five-yearly) of the ongoing requirements for the park-and-ride facility, and how the facility is integrated with the adjacent land use.</p>
3	<p>Designation Lapse</p> <p>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within fifteen years from the date on which it is included in the AUP.</p>
4	<p>Outline Plan of Works</p> <p>(a) An Outline Plan (or Plans) for the Project shall be prepared and submitted to the Council in accordance with section 176A of the RMA.</p> <p>(b) An Outline Plan (or Plans) shall include any relevant management plan for the particular design, construction, or operational matters being addressed in the Outline Plan.</p> <p>(c) An Outline Plan shall only be prepared in consultation with Stakeholders where the works involve any of the matters identified in condition 7(a).</p> <p>(d) Where an Outline Plan is required to be prepared under condition 4(c), the following consultation process is required to be followed:</p> <p>(i) Four months prior to any Construction Works being undertaken, the draft Outline Plan prepared by the Requiring Authority shall be submitted to the Stakeholders for comment;</p> <p>(ii) The Stakeholders will have three weeks from the date of submission of the draft Outline Plan to send comments on the draft Outline Plan to the Requiring Authority; and</p> <p>(iii) The Requiring Authority shall consider the comments to the draft Outline Plan, record whether it accepts the comments or not, and if not provide reasons why when it submits the Outline Plan to Council.</p>
5	<p>Management Plans</p> <p>(a) Any management plan, required to be prepared under a condition shall be:</p>

Ref	Condition
	<ul style="list-style-type: none"> (i) prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 7-9, 12, 13, 16, 17 and 18); (ii) prepared by a Suitably Qualified and Experienced Person(s); and (iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CMP, and CNVMP Schedules. <p>(b) Any management plan, shall summarise comments received from Mana Whenua, stakeholders, and Stakeholders (as may be required by the relevant condition), along with a summary of where comments have:</p> <ul style="list-style-type: none"> (i) Been incorporated; and (ii) Where not incorporated, the reasons why; <p>(c) Any management plan developed in accordance with Condition 5 may:</p> <ul style="list-style-type: none"> (i) Be prepared and submitted as a joint document for both NoRs. (ii) 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. (iii) If there is a material change required to a management plan which has been submitted with an Outline Plan in accordance with Condition 5, 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>(d) Any material changes to the SCMPs are to be submitted to the Council for information as soon as practicable following identification for the need for any material changes.</p> <p>(e) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 7-19.</p>
Mana Whenua Engagement Forum (MEF)	
6	<ul style="list-style-type: none"> (a) Within three months of confirmation of the designation the Requiring Authority must establish a kaitiaki Mana Whenua Engagement Forum (MEF) (or similar) to provide for an on-going role in the design and construction of the Project and is to maintain this forum for the duration of the Construction Works. (b) The objective of the MEF is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection in the Project design and construction phases and to develop agreed measures and mechanisms to avoid, remedy or mitigate adverse effects on Mana Whenua values including opportunities for expression of cultural values through design and input into relevant management plans. (c) The frequency at which the MEF meets and the format or nature of the meetings shall be agreed between the Requiring Authority and the MEF. (d) The role of the MEF is to facilitate consultation and enable Mana Whenua to provide input into (but not limited to): <ul style="list-style-type: none"> (i) roles and responsibilities of Mana Whenua, including in relation to design and development of the Project; (ii) preparation of management plans; (iii) cultural monitoring activities to be undertaken; (iv) developing and participating in archaeological investigations and processes;

Ref	Condition
	<ul style="list-style-type: none"> (v) identifying opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the project area; (vi) Mana Whenua outcomes and wellbeing aspirations; and (vii) incorporating cultural narratives into the design of the Project. <p>(e) The Requiring Authority must extend an invitation for membership on the MEF to (but not limited to) representatives of:</p> <ul style="list-style-type: none"> (i) Ngāi Tai ki Tāmaki Tribal Trust; (ii) Ngāti Maru Runanga; (iii) Ngāti Tamaoho Trust; (iv) Ngaati Te Ata Waiohūa; (v) Ngaati Whanaunga Inc Soc; (vi) Te Ākitai Waiohūa; (vii) Te Ahiwaru Waiohūa; <p>Advice Note: If the Requiring Authority holds an existing forum for engagement with Mana Whenua that forum may continue. Should the existing forum for engagement cease, an alternative forum for engagement will need to be established.</p>
Urban and Landscape Design Management Plan (ULDMP)	
7	<p>(a) An Urban Landscape and Design Management Plan (ULDMP) shall be prepared and submitted with the relevant Outline Plan(s) for:</p> <ul style="list-style-type: none"> (i) The design of the Stage One works; and (ii) The design of subsequent stages where they involve works materially affecting movement in and around the station and/or the interface of the station with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority). <p>Advice Note: For the avoidance of doubt, the Catholic Diocese of Auckland must be consulted on works to optimise safe access and connectivity.</p> <p>(b) The objective of the ULDMP is to set out how the Project will manage or mitigate potential adverse visual effects and contribute to a quality well-functioning urban environment¹.</p> <p>(c) To achieve this objective, the ULDMP shall include an overall concept plan that shows the layout of the Project and in particular urban landscape and design elements relating to access, legible and convenient connectivity, and interface with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority), with particular regard to:</p> <ul style="list-style-type: none"> (i) How the Project works will be integrated into the surrounding existing and planned urban environment, in particular provision for safe active mode facilities within the station and transport interchange area, and safe multi-modal access between the station and the surrounding existing and planned urban environment; (ii) How the Project works will be coordinated and integrated with the planned development of Surrounding Land to the extent practicable, with particular regard to: <ul style="list-style-type: none"> (aa) The coordinated provision of new or upgraded infrastructure; (bb) The location and design of connecting roads between the Project and the surrounding existing and planned urban environment, to create safe and pleasant

¹ 'Well-functioning urban environment' as defined in Policy 1 of the National Policy Statement on Urban Development (May 2022).

Ref	Condition
	<p>connections for pedestrians and cyclists;</p> <p>(cc) The timing of works on Surrounding Land; and</p> <p>(dd) Any other relevant access, servicing, or engineering matters.</p> <p>(iii) How the Project will enable a safe and inclusive environment through the application of Crime Prevention through Environmental Design (CPTED) and Safety in Design (SID) principles, including how the Project will support active edges around the station infrastructure. This requirement will be satisfied by a CPTED audit which addresses the relevant design matters, including mitigation of safety and personal security effects.</p> <p>(iv) Architectural treatment of major structures (e.g. buildings, bridges and retaining walls), to create a cohesive and locally relevant identity / sense of place;</p> <p>(v) Methods to enhance station legibility and amenity such as arrival treatments, signage/wayfinding, roadside and median treatments;</p> <p>(vi) As relevant to the Stage of Work, details of:</p> <p>(aa) The reinstatement of construction and site compound areas, treatment of cut-and-fill slopes, and interface of stormwater devices; and</p> <p>(bb) How the Project's permanent works (including final ground levels) will be integrated into the built environment and the landscape context;</p> <p>(vii) Landscape treatments (including retaining walls) and planting having regard to the Urban Design and Evaluation Framework and the ecological offset and compensation requirements identified in the resource consent conditions, including:</p> <p>(a) Planting of suitably scaled trees to contribute to the amenity and character of the station and park-and-ride facility, and tree canopy shading to reduce heat island effects, recognising that planting within the park-and-ride areas may require removal if this facility is disestablished or reconfigured;</p> <p>(b) the intended plant species, planting locations and plant sizes at the time of planting and on maturity;</p> <p>(c) the planting methodology and programme;</p> <p>(d) a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants; and</p> <p>(e) methods to mitigate adverse visual effects associated with open carpark areas. These may include rapidly establishing vegetation, feature shelters, and/or art elements.</p> <p>(viii) How the Project will enable an accessible environment for people of all ages and abilities through the application of the Auckland Design Manual Universal Design Checklist².</p> <p>(d) Mana Whenua shall be invited through the Mana Whenua Engagement Forum (MEF) to participate in the development of the ULDMP to provide input into the relevant cultural landscape and design matters and how desired outcomes may be reflected in the ULDMP. The ULDMP shall summarise comments received from Mana Whenua along with a summary of where comments have:</p> <p>(i) Been incorporated; and</p> <p>(ii) Where not incorporated, the reasons why.</p> <p>Advice Note: Refer to Figure 3-10 of the Urban Design Evaluation and Framework (attached as Schedule 3)</p>

² Auckland Council (2023). *Auckland Design Manual – Universal Design Checklists*. Available at: https://www.aucklanddesignmanual.co.nz/design-subjects/universal_design/checklists.

Ref	Condition
	for a spatial representation of the matters described in Condition 7 and how these relate to further integration opportunities in the surrounding area.
Construction and Environmental Management Plan (CEMP)	
8	<p>(a) A CEMP shall be prepared prior to the Start of Construction.</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 this 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) drawings of the proposed site layouts (including construction yards, temporary buildings and construction vehicle parking); (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places, and for avoiding the deposition of debris or material onto public roads will be achieved as far as practicable; (vi) methods for providing for the health and safety of the general public; (vii) procedures for incident management; (viii) methods to ensure prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances; (ix) procedures for responding to complaints about Construction Works; (x) details of any environmental awareness training procedures for staff as relevant; (xi) methods for amending and updating the CEMP as required; (xii) identification of cultural monitoring activities as set out in the Cultural Monitoring Plan; (xiii) description of how the Construction Works will be undertaken in conjunction or coordination with, and will not preclude, any construction or other works to the extent known by the Requiring Authority (including realignment of the First Gas transmission pipeline); and (xiv) any other measures to achieve the objective set out in Condition 8(b).
Construction Traffic Management Plan (CTMP)	
9	<p>(a) A CTMP shall be prepared prior to the Start of Construction.</p> <p>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic and transport 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, with consideration of cumulative construction effects from other projects occurring in the area (as relevant); (ii) measures to manage the safety of all transport users. This may include, but shall not be limited to: <ul style="list-style-type: none"> (aa) identification of detour routes (bb) temporary speed limits; and (cc) other methods to safely manage and maintain traffic flows, pedestrians and cyclists, on existing roads. (iii) methods to maintain functional and operational vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be maintained; (iv) methods for recognising and providing for the on-going operation of Auckland Transport

Ref	Condition																																		
	<p>managed passenger transport services;</p> <p>(v) 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;</p> <p>(vi) identification of site access routes and access points for heavy vehicles, the size and location of parking areas sufficient for plant, construction vehicles and the vehicles of workers and visitors with a view to ensuring that no construction-related parking occurs on public roads unless for the express purpose of completing works on/adjacent to the road, is supported by a Temporary Traffic Management Plan, and vehicles are parked clear of operating lanes and sealed shoulders;</p> <p>(vii) identification of any appropriate traffic management measures;</p> <p>(viii) methods that will be undertaken to communicate traffic management measures to affected road users, pedestrians and cyclists (e.g. residents/public/stakeholders/emergency services);</p> <p>(ix) methods to address delays and risks associated with traffic turning right out of the site at the intersection of Karaka Road and Jesmond Road, including worker vehicles leaving the site during the PM peak period; and</p> <p>(x) any other measures to achieve the objective set out in Condition 9(b).</p> <p>Advice Note: The consent holder will be responsible for ensuring all necessary permits, such as Corridor Access Requests (CAR) permits are obtained from Auckland Transport. See Auckland Transport’s website www.aucklandtransport.govt.nz for more information.</p>																																		
9B	Planned passenger rail services shall not commence from the station prior to the signalisation of the intersection of Jesmond Road, Karaka Road, and the proposed station accessway.																																		
Construction Noise and Vibration																																			
10	<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 at any occupied residential building set out in the following table as far as practicable:</p> <p>Table 1: Construction noise standards</p> <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>45 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	45 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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	<table><tr><td rowspan="4">Sunday and Public Holidays</td><td>0630h - 0730h</td><td>45 dB</td><td>75 dB</td><td rowspan="5"></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>	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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	(b) Where compliance with the noise standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 12, then the methodology in Condition 13 [Schedule] shall apply																									
11	Construction Vibration Standards <p>(a) Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 '<i>Structural Vibration – Part 3: Effects of Vibration on Structures</i>' 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> Table 2 Construction vibration criteria <table><tr><td>Receiver</td><td>Details</td><td>Category A</td><td>Category B</td></tr><tr><td rowspan="2">Occupied Activities sensitive to noise</td><td>Night-time 2000h - 0630h</td><td>0.3mm/s ppv</td><td>2mm/s ppv</td></tr><tr><td>Daytime 0630h - 2000h</td><td>2mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td>Other occupied buildings</td><td>Daytime 0630h - 2000h</td><td>2mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td>All other buildings</td><td>At all other times</td><td colspan="2">Tables 1 and 3 of DIN4150-3:1999</td></tr></table> <p>(b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 12, then the methodology in Condition 13 [Schedule] 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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12	Construction Noise and Vibration Management Plan (CNVMP) <p>(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) 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, or otherwise minimise any exceedances of, the construction noise and vibration standards set out in Conditions 10 and 11 as far as practicable.</p> <p>(c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '<i>Acoustics – Construction Noise</i>' (NZS6803:1999) 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 will 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, and identification of the Best																									

Ref	Condition
	<p>Practicable Option;</p> <ul style="list-style-type: none"> (vi) Methods and frequency for monitoring and reporting on construction noise and vibration; (vii) Procedure for responding to monitored exceedances; (viii) 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; (ix) Contact details of the Project Liaison Person or site supervisor; (x) 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; (xi) Procedures for monitoring construction noise and vibration and reporting to the Council. (xii) Identification of areas where compliance with the noise [Condition 10] and/or vibration standards [Condition 11 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. (xiii) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 10] and/or vibration standards [Condition 11 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; (xiv) Procedures for review and update of the CNVMP; and (xv) Any other measures to achieve Condition 12(b).
13	<p>Schedule to a CNVMP</p> <ul style="list-style-type: none"> (a) A Site-Specific Construction Noise and/or Vibration Management Schedule (Schedule) shall be prepared 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 8, 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"> (aa) 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or (bb) 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 11. (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) activity location, start and finish dates; (ii) The nearest neighbours to the activity; (iii) a location plan; (iv) predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Clause (a); (v) The proposed Best Practicable Option mitigation for the activity/location; (vi) The proposed communications with neighbours; and (vii) Location, times and types of monitoring.
14	<p>Building Damage Pre Condition Survey</p> <ul style="list-style-type: none"> (a) The Requiring Authority shall write to identified owners of buildings predicted to receive vibration levels exceeding Category A (Condition 11), to offer a pre-construction condition survey of such buildings. The objective of the survey is to document the building's current condition and any existing damage. The pre-condition survey shall include the following: <ul style="list-style-type: none"> (i) building classification (i.e. commercial, industrial, historic or other sensitive structure);

Ref	Condition
	<ul style="list-style-type: none"> (ii) building specific vibration damage risk thresholds; (iii) recordings (including photographs) of major building features, including location, type, construction type (including foundation type), age and present condition; and (iv) any damage, either aesthetic or structural. <p>(b) For each Building identified as likely to receive vibration levels exceeding Category A, the Requiring Authority is deemed to have complied with clause (a) if:</p> <ul style="list-style-type: none"> (i) The Requiring Authority's specialist has visited the building and assessed the pre-construction condition of the building; or (ii) Written evidence is provided to Council that the building owner does not require a survey; or (iii) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant) after reasonable attempts; or (iv) The building owner did not agree to entry including where the owner did not respond after reasonable attempts; or (v) The building owner cannot, after reasonable enquiry, be found prior to Start of Construction of the Project. <p>(c) A reasonable attempt must be made to contact the property owner and/or occupiers (where required) to carry out surveys. If a response is not received within one month of the date of the Requiring Authority's letter sent in accordance with clause (a) the Requiring Authority must follow up with a second letter and telephone call (where available) and email (where available) and in person. If agreement from owners to enter buildings and undertake a pre-condition survey is not able to be obtained within three months from the date of the first letter requesting access, then this shall be considered a reasonable attempt and a condition survey is not required for the building. All correspondence, communication and contact must be recorded by the Requiring Authority and if access is not made available, all records must be included in the CNVMP.</p> <p>(d) If any of clause b (ii) to (iv) above apply to an identified building, the Requiring Authority is not required to implement building damage rectification to that building under Condition 15.</p>
15	<p>Building Damage Rectification</p> <p>(a) The Requiring Authority shall write to landowners of the identified buildings (subject of a pre-condition survey) to offer a post construction condition survey within three (3) months of construction of a Stage of Works being completed. Any damage shown to be caused by the Project construction shall be rectified by the Requiring Authority (Building Damage Rectification).</p> <p>(b) Once an agreement on Building Damage Rectification is reached between the Requiring Authority and the owner of a damaged building under Condition 15 (a) 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> <p>(c) Where Building-Damage Rectification is required, the Requiring Authority is deemed to have complied with Condition 15 if:</p> <ul style="list-style-type: none"> (i) The Requiring Authority has completed Building Damage Rectification to the building; or (ii) An alternative agreement is reached between the Requiring Authority and the building owner; or (iii) The building owner did not accept the Requiring Authority's offer to implement Building Damage Rectification within three months of the date of the Requiring Authority's letter sent in accordance with Condition 15(a) (including where the owner did not respond within that period following reasonable inquiries with the owner by the Requiring Authority); or (iv) The building owner cannot, after reasonable enquiry, be found post Completion of Construction of the Project.
Stakeholder and Communication Management Plan (SCMP)	
16	<p>(a) A SCMP shall be prepared prior to the Start of Construction.</p> <p>(b) The objective of the SCMP is to set out how the public and stakeholders will be communicated with</p>

Ref	Condition
	<p>throughout the Construction Works.</p> <p>(c) The SCMP shall include the following details and measures setting out how the Requiring Authority will:</p> <ul style="list-style-type: none"> (i) Provide the contact details for the Project Liaison Person which shall be prominently displayed at the main entrance(s) to the site(s); (ii) Communicate with stakeholders, infrastructure service providers, transport operators, organisations, businesses, and the public; (iii) Provide a communications framework that details the Requiring Authority's communication strategies, the accountabilities and timeframes for responding to inquiries and complaints, frequency of communications and consultation, the range of communication and consultation methods to be used, and any other relevant communication matters; (iv) Specify methods for how stakeholders and persons affected by the Project will be notified of the commencement of construction activities and works, the expected duration of the activities and works, and who to contact for any queries, concerns, and complaints; (v) Inform the stakeholders and parties consulted of construction progress and future construction activities; (vi) Specify methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities; (vii) Outline details of the inquiry and complaint management process including who is responsible for responding, how responses will be provided and the timeframes within which the responses will be provided; (viii) Maintain a complaint register which shall detail the date, nature and complainant contact details (if provided) of any complaints received regarding the construction of the Project and the Requiring Authority's response (or confirmation of no action) to each complaint; (ix) Outline any linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant; (x) any arrangements for post-construction communications; and (xi) any other measures to achieve Condition 16(b). <p>(d) Any SCMP prepared for a Stage of Work shall be submitted to the Manager for information ten (10) working days prior to the Start of Construction.</p>
Cultural Monitoring Plan	
17	<ul style="list-style-type: none"> (a) Prior to the start of Construction Works, a Cultural Monitoring Plan (CMP) shall be prepared in collaboration with Mana Whenua through the MEF. (b) The objective of the Cultural Monitoring Plan is to provide Mana Whenua the opportunity to reconnect with the whenua as kaitiaki and express tikanga and kawa responsibilities. (c) The Cultural Monitoring Plan shall include: <ul style="list-style-type: none"> (i) requirements for formal dedication and / or cultural oversight to be undertaken prior to start of Construction; (ii) requirements and protocols for cultural inductions for contractors and subcontractors working on the site; (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) identification of personnel to undertake cultural monitoring; and (v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition 19. (d) If the Requiring Authority and Mana Whenua agree, other matters can be included in the CMP.

Ref	Condition
	<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 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>
Network Utility Management Plan	
18	<p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the NUMP is to set out a framework for protecting, relocating, and working in proximity to existing network utilities. The NUMP shall include methods to:</p> <ul style="list-style-type: none"> (i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) Manage the effects of dust or 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. <p>(c) The NUMP shall be prepared in conjunction with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project.</p> <p>(d) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(e) Any comments received from the Network Utility Operator(s) shall be considered when finalising the NUMP.</p> <p>(f) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
Accidental Discovery Protocol	
19	<p>(a) An Accidental Discovery Protocol, for areas of the project not covered by an Archaeological Authority granted under the Heritage New Zealand Pouhere Taonga Act 2014 shall be developed in consultation with Mana Whenua through the MEF for the Project to address accidental archaeological discoveries during the Enabling Works and Construction Works.</p> <p>(b) The Accidental Discovery Protocol shall be consistent with the accidental discovery rule in Chapter E11 (Land disturbance – Regional) of the Auckland Unitary Plan: Operative in Part or any subsequent version.</p>
Flood Hazard	
20	<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 1% AEP flood levels for existing authorised habitable floors that are already subject to flooding; ii. No more than a 10% reduction in freeboard in the 1% AEP event for existing authorised habitable floors; iii. No increase of more than 50mm in the 1% AEP flood level on land zoned for urban or future urban development outside the designation where there is no existing habitable dwelling;

Ref	Condition
	<ul style="list-style-type: none"> iv. No new flood-prone areas; and v. No reduction in accessibility to properties in response to the 50%, 20%, 10%, 5%, 2%, and 1% AEP events. <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include an up-to-date flood model of the development. The updated model shall be submitted to Auckland Council Healthy Waters for review and comment.</p>

Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005 at Drury West, to the south of Karaka Road and north of Burt Road, located along the existing North Island Main Trunk rail line (NIMT). In particular, the following works are authorised by the designations:

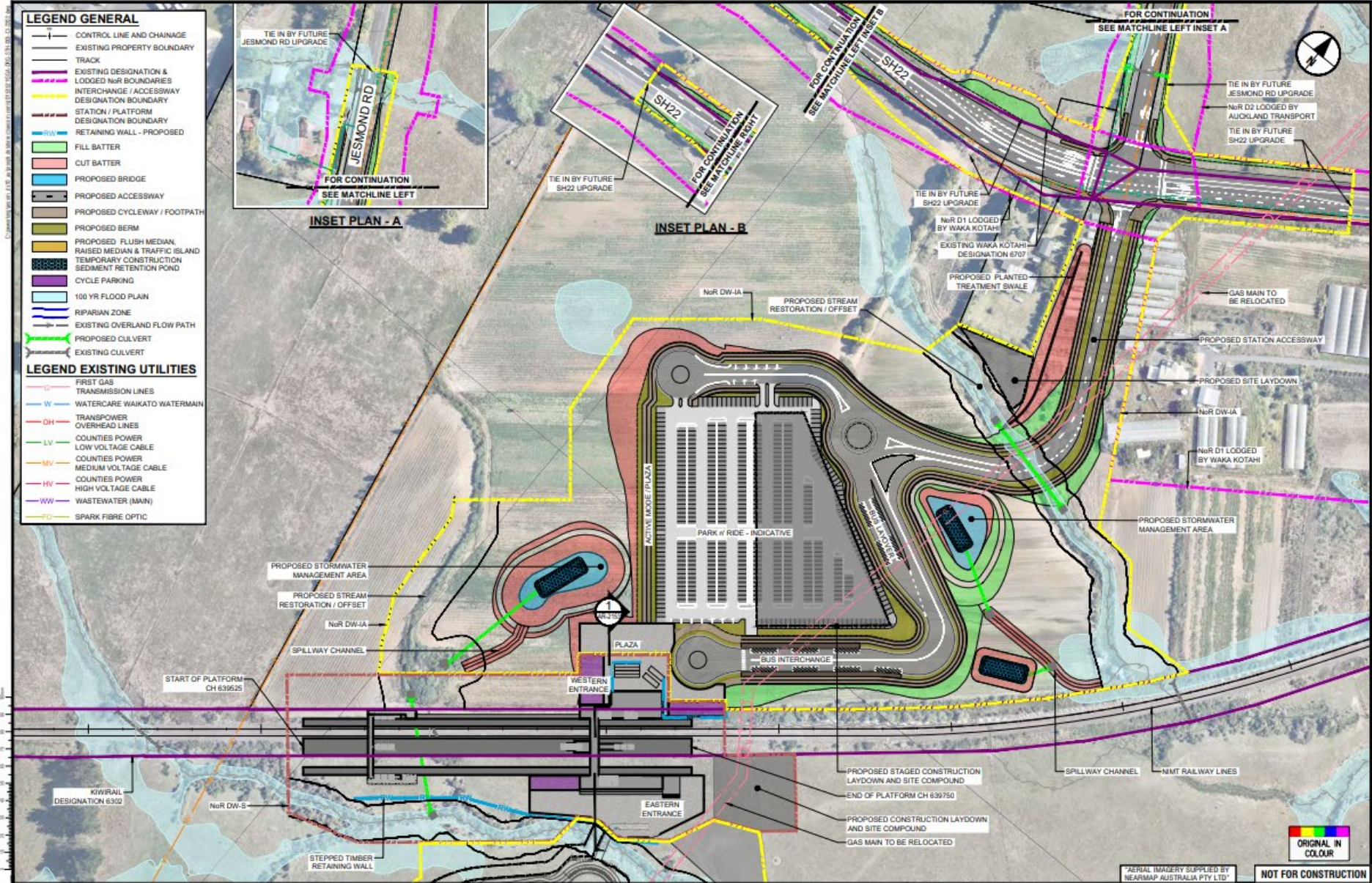
- Railway station generally between chainages 639525 and 639750 on the NIMT, associated buildings and facilities, and bridge accesses between station platforms and buildings;
- Transport interchange facilities, including:
 - Bus stops and layover facilities;
 - Bicycle parking facilities;
 - Park-and-ride carpark facilities;
- Two accessways comprising vehicular traffic lanes and walking and cycling facilities, and associated works to tie into existing roads:
 - Northern accessway providing access to the station from the intersection of State Highway 22 Karaka Road and Jesmond Road;
 - Southern accessway providing access to the station from Burt Road;
- Stormwater management devices;
- Landscaping and ecological mitigation;
- Operation and maintenance of the above works; and
- Any other works required to meet the requirements of the conditions, including integration with the existing and planned surrounding urban environment.

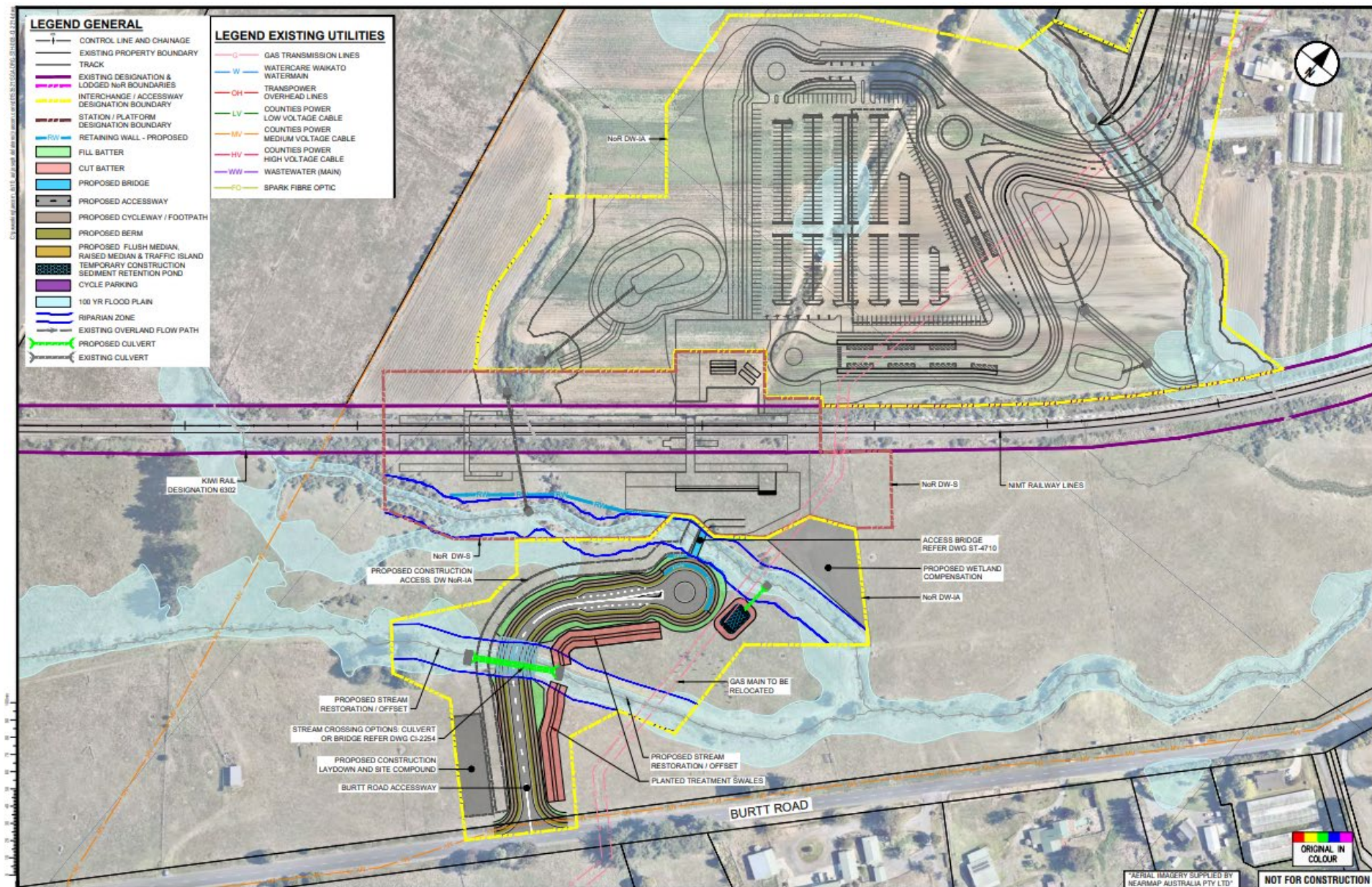
The designations and resource consents are based on a 'full build-out' configuration which establishes the maximum proposed extent of the works and of the on-site operations and maintenance. Within this maximum extent, a staged approach to implementation is anticipated. The works are anticipated to be implemented in at least two stages to align with changes in usage demands over time as the surrounding area urbanises, and the availability of funding. The key spatial attributes of the Stage One works and the full build-out configuration of the Project are summarised indicatively below.

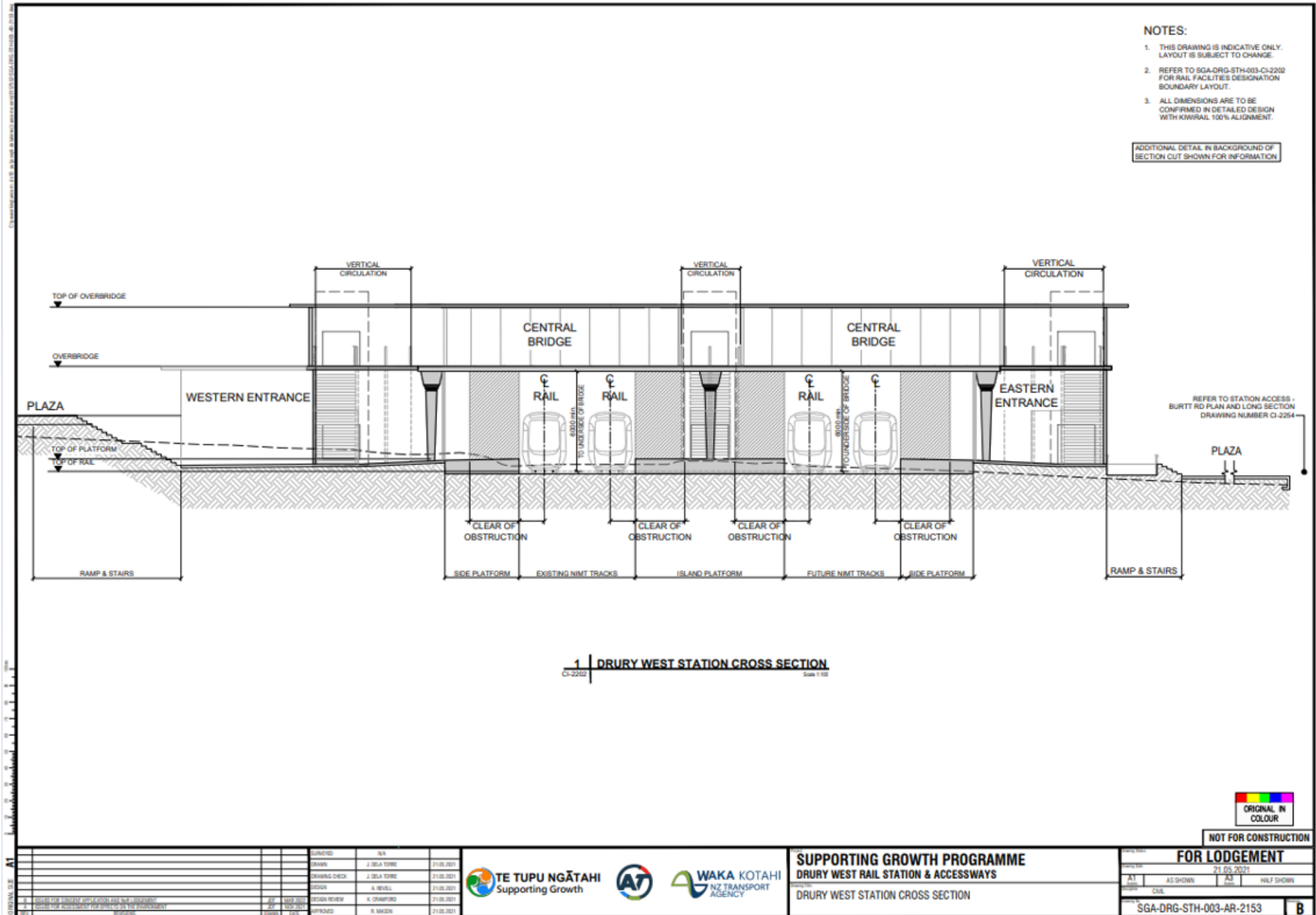
NoR	Spatial attribute	Stage One works (indicative)	Full build-out
DW-S	Number of platforms	Two	Four (in anticipation of future four-tracking of the NIMT).
	Platform length	150m	225m
	Platform access	One bridge access	Two bridge accesses
DW-IA	Bus interchange facilities		
	Park-and-ride carpark facilities	Up to 500 parking spaces (may be staged).	
	Accessways	A northern accessway.	Northern and southern accessways.

The proposed works are shown in the following Concept Plans. These plans depict the full build-out works, and are subject to refinement at the Outline Plan stage.

Concept Plans





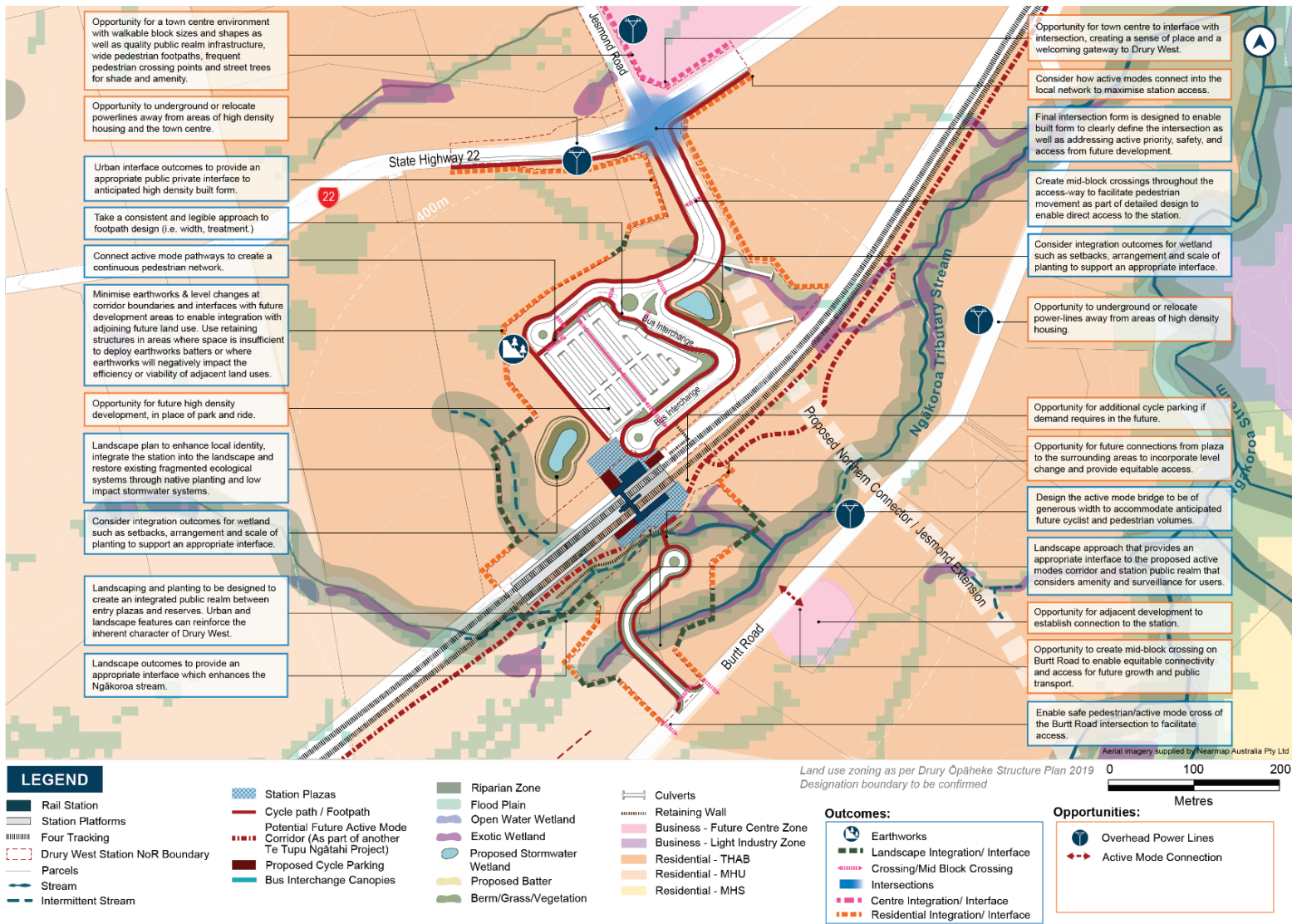


Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

Address	Legal Description
110 Karaka Road	Lot 6 DP 187179
160 Karaka Road	Lot 5 DP 187179
647 Burt Road	Lot 1 DP 147116
16 Jesmond Road	Pt Lot 1 DP 82833, ALLOT 425 Parish OF OPAHEKE
41 Jesmond Road	Lot 1 DP 12364
538 Burt Road	Lot 15 DP 20373

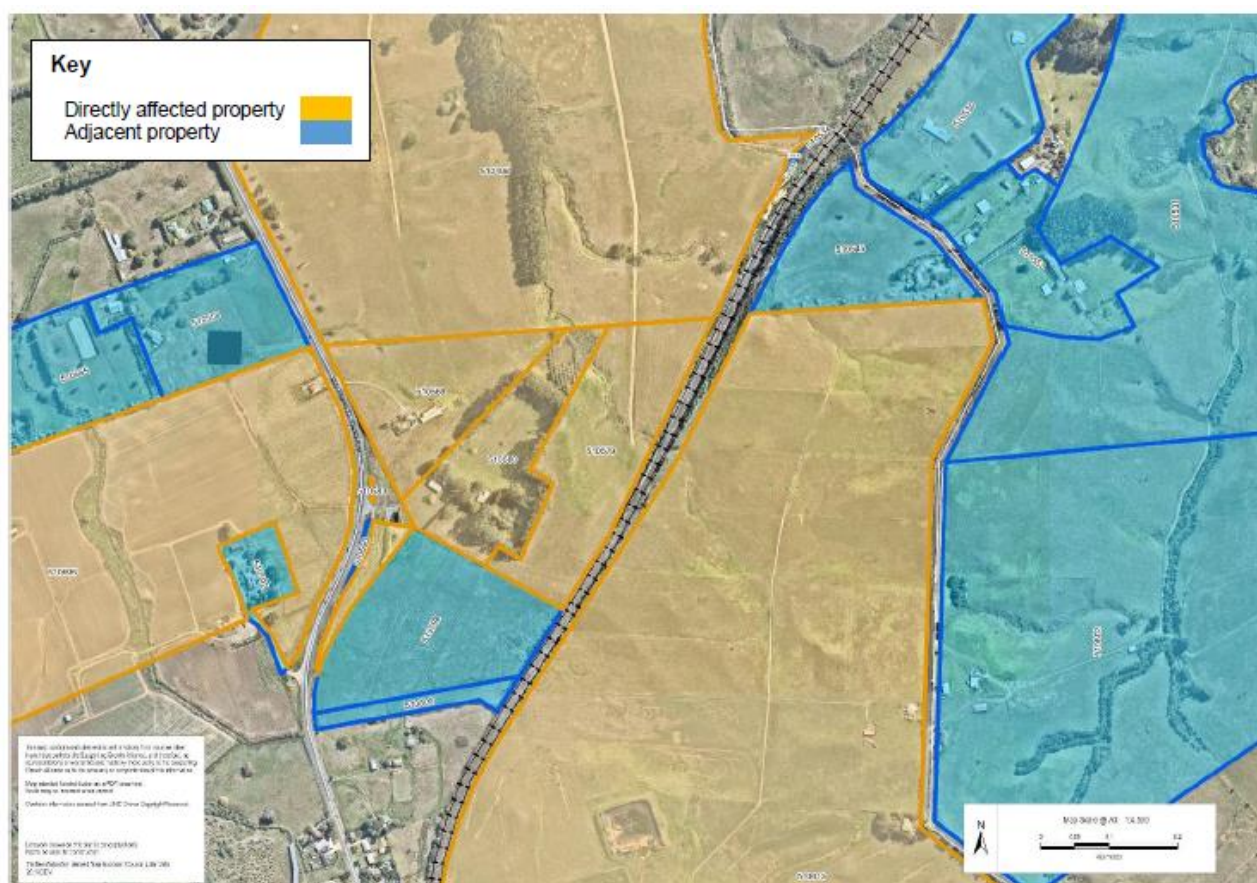
Schedule 3 – Figure 3-10 of the Urban Design Evaluation and Framework - Advice Note to Condition



Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

Property Address	Legal Description
Paerata Road, Pukekohe, Auckland 2120	NA75A/940 Lot 1 DP 129047
890 Paerata Road, Pukekohe, Auckland 2120	NA77B/437 Lot 2 DP 132003
888A Paerata Road	NA77B/436 Lot 1 DP 132003
319A Sim Road	NA85B/435 Lot 3 DP 143670
325 Sim Road, Pukekohe, Auckland 2676	NA129D/104 Lot 1 DP 201006
328 Sim Road Pukekohe Auckland 2676	Pt Lot 1 DP 9026
349 Sim Road, Pukekohe, Auckland 2676	NA129D/105 Lot 2 DP 201006
401 Sim Road, Pukekohe, Auckland 2676	NA762/277 Part Lot 77 DEEDS Whau 24
975 Paerata Road, Pukekohe, Auckland 2120	NA51D/1015 Part Lot 9 DEEDS 188 NA51D/1015 Part Lot 8 DEEDS 188



Attachments

No attachments.

6313 Drury West/Ngākōroa Interchange and Accessway

Designation Number	6313
Requiring Authority	KiwiRail Holdings Limited
Location	16 and 41 Jesmond Road, 110 and 160 Karaka Road, 647 Burt Road, and Road Network, Drury
Lapse Date	10/5/2039

Purpose

The purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005.

Definitions

The tables below defines the acronyms and terms used in the conditions.

Term	Definition
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Certification	Certification shall be achieved by confirmation from the Manager that the plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified.
Completion of Construction	When construction of the Project (or stage 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.
Enabling Works	Includes 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 • ecological surveys • vegetation removal ancillary to Enabling Works • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting) • preloading site for ground stability • mechanically stabilised earth walls • wetland excavation
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Project	For NOR DW-S, means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1. For NOR DW-IA, means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1. Reference to "Project" in the conditions means each or either of the NoRs as the case may be.

Term	Definition
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the Construction Works.
Stage of Work	Any physical works that require the development of an Outline Plan.
Stage One works	Means the physical works to construct the Project in its Stage One configuration, which includes but is not limited to station platforms, transport interchange facilities, and accessways.
Stakeholder	Means the following: <ul style="list-style-type: none"> • MADE Group Limited and Karaka Drury Limited; • Lomai Properties Limited; • Catholic Diocese of Auckland; • Kāinga Ora; • First Gas Limited; • Counties Power; • Minister of Housing; • Fisher & Paykel Healthcare Limited; • Waka Kotahi NZ Transport Agency; • Auckland Transport; and The owners and occupiers of: <ul style="list-style-type: none"> • The land on which the Project is to be undertaken; and • The Surrounding Land (as defined below).
stakeholder	Means a relevant affected party to be consulted on a construction specific management plan.
Surrounding Land	Means the properties listed and identified in Schedule 2.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Suitably Qualified and Experienced Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence.
Urban Design Evaluation and Framework	Means the 'Drury West Station Urban Design Evaluation and Framework (UDEF)', version 1.0, dated September 2021, prepared by Te Tupu Ngātahi Supporting Growth.
Any reference to number of days	Has the same meaning as Working Days under section 2 of the Resource Management Act 1991.

Acronyms

Acronym	Description
AUP:OP	Auckland Unitary Plan: Operative in Part
BPO	Best Practicable Option
CEMP	Construction and Environmental Management Plan
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic Management Plan
MEF	Mana Whenua Engagement Forum
NOR	Notice of Requirement
NOR DW-S	Notice of Requirement - Drury West (Ngākōroa) Station
NOR DW-IA	Notice of Requirement – Drury West (Ngākōroa) Interchange and Accessways
RMA	Resource Management Act 1991 and its subsequent amendments
ULDMP	Urban Landscape and Design Management Plan
SCMP	Stakeholder and Communication Management Plan

Acronym	Description
SID	Safety in Design
SQEP	Suitably Qualified and Experienced Person

Summary of Management Plans identified in Conditions

Management Plans and documentation required by these conditions may be prepared as joint documents for both NOR DW-S and NOR DW-IA. The below table summarises the submission pathways for the various Management Plans provided for by the conditions.

	Management Plan to be submitted to Council as part of an Outline Plan pursuant to section 176A of the RMA	Management Plan to be submitted to Council for information
Urban and Landscape Design Management Plan	✓	
Construction and Environmental Management Plan	✓	
Construction Traffic Management Plan	✓	
Construction Noise and Vibration Management Plan	✓	
Stakeholder Communication and Engagement Management Plan		✓
Cultural Monitoring Plan		✓
Network Utilities Management Plan	✓	

Conditions

Ref	Condition
General Conditions	
1	<p>Activity in general accordance with plans and information</p> <p>(a) Except as modified by the conditions below, and subject to final design and Outline Plan(s), works shall be undertaken in general accordance with the Project Description and Concept Plans in Schedule 1.</p> <p>(b) Where there is inconsistency between the Project Description and Concept Plans in Schedule 1, and the requirements of the following conditions, the conditions shall prevail.</p> <p>(c) Where there is inconsistency between the Project Description and Concept Plans in Schedule 1, and the management plans prepared in accordance with the conditions of the designation, the requirements of the management plans shall prevail.</p> <p>Advice Note: Project works requiring resource consent under regional plan provisions and National Environmental Standards were applied for concurrently, and are referenced by the Council as consent numbers BUN60405312, LUC60405314, WAT60405315, DIS60405313, DIS60405317, and LUS60408702.</p>
2	<p>Designation Review</p> <p>As soon as practicable following Completion of Construction the Requiring Authority shall:</p> <p>(a) review the extent of the designation to identify any areas of designated land that it no longer requires for the long-term development, operation, maintenance or mitigation of effects of the Project, including any areas of road to be vested;</p> <p>(b) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above; and</p> <p>(c) Undertake a regular review (five-yearly) of the ongoing requirements for the park-and-ride facility, and how the facility is integrated with the adjacent land use.</p>
3	<p>Designation Lapse</p> <p>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within fifteen years from the date on which it is included in the AUP.</p>
4	<p>Outline Plan of Works</p> <p>(a) An Outline Plan (or Plans) for the Project shall be prepared and submitted to the Council in accordance with section 176A of the RMA.</p> <p>(b) An Outline Plan (or Plans) shall include any relevant management plan for the particular design, construction, or operational matters being addressed in the Outline Plan.</p> <p>(c) An Outline Plan shall only be prepared in consultation with Stakeholders where the works involve any of the matters identified in condition 7(a).</p> <p>(d) Where an Outline Plan is required to be prepared under condition 4(c), the following consultation process is required to be followed:</p> <p>(i) Four months prior to any Construction Works being undertaken, the draft Outline Plan prepared by the Requiring Authority shall be submitted to the Stakeholders for comment;</p> <p>(ii) The Stakeholders will have three weeks from the date of submission of the draft Outline Plan to send comments on the draft Outline Plan to the Requiring Authority; and</p> <p>(iii) The Requiring Authority shall consider the comments to the draft Outline Plan, record whether it accepts the comments or not, and if not provide reasons why when it submits the Outline Plan to Council.</p>
5	<p>Management Plans</p> <p>(a) Any management plan, required to be prepared under a condition shall be:</p> <p>(i) prepared and implemented in accordance with the relevant management plan condition</p>

Ref	Condition
	<p>(refer to Conditions 7-9, 12, 13, 16, 17 and 18);</p> <ul style="list-style-type: none"> (ii) prepared by a Suitably Qualified and Experienced Person(s); and (iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CMP, and CNVMP Schedules. <p>(b) Any management plan, shall summarise comments received from Mana Whenua, stakeholders, and Stakeholders (as may be required by the relevant condition), along with a summary of where comments have:</p> <ul style="list-style-type: none"> (i) Been incorporated; and (ii) Where not incorporated, the reasons why; <p>(c) Any management plan developed in accordance with Condition 5 may:</p> <ul style="list-style-type: none"> (i) Be prepared and submitted as a joint document for both NoRs. (ii) 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. (iii) If there is a material change required to a management plan which has been submitted with an Outline Plan in accordance with Condition 5, 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>(d) Any material changes to the SCMPs are to be submitted to the Council for information as soon as practicable following identification for the need for any material changes.</p> <p>(e) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 7-19.</p>
Mana Whenua Engagement Forum (MEF)	
6	<ul style="list-style-type: none"> (a) Within three months of confirmation of the designation the Requiring Authority must establish a kaitiaki Mana Whenua Engagement Forum (MEF) (or similar) to provide for an on-going role in the design and construction of the Project and is to maintain this forum for the duration of the Construction Works. (b) The objective of the MEF is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection in the Project design and construction phases and to develop agreed measures and mechanisms to avoid, remedy or mitigate adverse effects on Mana Whenua values including opportunities for expression of cultural values through design and input into relevant management plans. (c) The frequency at which the MEF meets and the format or nature of the meetings shall be agreed between the Requiring Authority and the MEF. (d) The role of the MEF is to facilitate consultation and enable Mana Whenua to provide input into (but not limited to): <ul style="list-style-type: none"> (i) roles and responsibilities of Mana Whenua, including in relation to design and development of the Project; (ii) preparation of management plans; (iii) cultural monitoring activities to be undertaken; (iv) developing and participating in archaeological investigations and processes; (v) identifying opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the project area; (vi) Mana Whenua outcomes and wellbeing aspirations; and (vii) incorporating cultural narratives into the design of the Project. (e) The Requiring Authority must extend an invitation for membership on the MEF to (but not limited to) representatives of:

Ref	Condition
	<ul style="list-style-type: none"> (i) Ngāi Tai ki Tāmaki Tribal Trust; (ii) Ngāti Maru Runanga; (iii) Ngāti Tamaoho Trust; (iv) Ngaati Te Ata Waiohua; (v) Ngaati Whanaunga Inc Soc; (vi) Te Ākitai Waiohua; (vii) Te Ahiwaru Waiohua; <p>Advice Note: If the Requiring Authority holds an existing forum for engagement with Mana Whenua that forum may continue. Should the existing forum for engagement cease, an alternative forum for engagement will need to be established.</p>
Urban and Landscape Design Management Plan (ULDMP)	
7	<ul style="list-style-type: none"> (a) An Urban Landscape and Design Management Plan (ULDMP) shall be prepared and submitted with the relevant Outline Plan(s) for: <ul style="list-style-type: none"> (i) The design of the Stage One works; and (ii) The design of subsequent stages where they involve works materially affecting movement in and around the station and/or the interface of the station with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority). <p>Advice Note: For the avoidance of doubt, the Catholic Diocese of Auckland must be consulted on works to optimise safe access and connectivity.</p> (b) The objective of the ULDMP is to set out how the Project will manage or mitigate potential adverse visual effects and contribute to a quality well-functioning urban environment¹. (c) To achieve this objective, the ULDMP shall include an overall concept plan that shows the layout of the Project and in particular urban landscape and design elements relating to access, legible and convenient connectivity, and interface with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority), with particular regard to: <ul style="list-style-type: none"> (i) How the Project works will be integrated into the surrounding existing and planned urban environment, in particular provision for safe active mode facilities within the station and transport interchange area, and safe multi-modal access between the station and the surrounding existing and planned urban environment; (ii) How the Project works will be coordinated and integrated with the planned development of Surrounding Land to the extent practicable, with particular regard to: <ul style="list-style-type: none"> (aa) The coordinated provision of new or upgraded infrastructure; (bb) The location and design of connecting roads between the Project and the surrounding existing and planned urban environment, to create safe and pleasant connections for pedestrians and cyclists; (cc) The timing of works on Surrounding Land; and (dd) Any other relevant access, servicing, or engineering matters. (iii) How the Project will enable a safe and inclusive environment through the application of Crime Prevention through Environmental Design (CPTED) and Safety in Design (SID) principles, including how the Project will support active edges around the station infrastructure. This requirement will be satisfied by a CPTED audit which addresses the relevant design matters, including mitigation of safety and personal security effects. (iv) Architectural treatment of major structures (e.g. buildings, bridges and retaining walls), to create a cohesive and locally relevant identity / sense of place; (v) Methods to enhance station legibility and amenity such as arrival treatments, signage/wayfinding, roadside and median treatments;

¹ 'Well-functioning urban environment' as defined in Policy 1 of the National Policy Statement on Urban Development (May 2022).

Ref	Condition
	<p>(vi) As relevant to the Stage of Work, details of:</p> <p>(aa) The reinstatement of construction and site compound areas, treatment of cut-and-fill slopes, and interface of stormwater devices; and</p> <p>(bb) How the Project's permanent works (including final ground levels) will be integrated into the built environment and the landscape context;</p> <p>(vii) Landscape treatments (including retaining walls) and planting having regard to the Urban Design and Evaluation Framework and the ecological offset and compensation requirements identified in the resource consent conditions, including:</p> <p>(a) Planting of suitably scaled trees to contribute to the amenity and character of the station and park-and-ride facility, and tree canopy shading to reduce heat island effects, recognising that planting within the park-and-ride areas may require removal if this facility is disestablished or reconfigured;</p> <p>(b) the intended plant species, planting locations and plant sizes at the time of planting and on maturity;</p> <p>(c) the planting methodology and programme;</p> <p>(d) a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants; and</p> <p>(e) methods to mitigate adverse visual effects associated with open carpark areas. These may include rapidly establishing vegetation, feature shelters, and/or art elements.</p> <p>(viii) How the Project will enable an accessible environment for people of all ages and abilities through the application of the Auckland Design Manual Universal Design Checklist².</p> <p>(d) Mana Whenua shall be invited through the Mana Whenua Engagement Forum (MEF) to participate in the development of the ULDMP to provide input into the relevant cultural landscape and design matters and how desired outcomes may be reflected in the ULDMP. The ULDMP shall summarise comments received from Mana Whenua along with a summary of where comments have:</p> <p>(i) Been incorporated; and</p> <p>(ii) Where not incorporated, the reasons why.</p> <p>Advice Note: Refer to Figure 3-10 of the Urban Design Evaluation and Framework (attached as Schedule 3) for a spatial representation of the matters described in Condition 7 and how these relate to further integration opportunities in the surrounding area.</p>
Construction and Environmental Management Plan (CEMP)	
8	<p>(a) A CEMP shall be prepared prior to the Start of Construction.</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 this objective the CEMP shall include:</p> <p>(i) the roles and responsibilities of staff and contractors;</p> <p>(ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</p> <p>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</p> <p>(iv) drawings of the proposed site layouts (including construction yards, temporary buildings and construction vehicle parking);</p> <p>(v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places, and for avoiding the deposition of debris or material onto public roads will be achieved as far as practicable;</p> <p>(vi) methods for providing for the health and safety of the general public;</p>

² Auckland Council (2023). *Auckland Design Manual – Universal Design Checklists*. Available at: https://www.aucklanddesignmanual.co.nz/design-subjects/universal_design/checklists.

Ref	Condition
	<ul style="list-style-type: none"> (vii) procedures for incident management; (viii) methods to ensure prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances; (ix) procedures for responding to complaints about Construction Works; (x) details of any environmental awareness training procedures for staff as relevant; (xi) methods for amending and updating the CEMP as required; (xii) identification of cultural monitoring activities as set out in the Cultural Monitoring Plan; (xiii) description of how the Construction Works will be undertaken in conjunction or coordination with, and will not preclude, any construction or other works to the extent known by the Requiring Authority (including realignment of the First Gas transmission pipeline); and (xiv) any other measures to achieve the objective set out in Condition 8(b).
Construction Traffic Management Plan (CTMP)	
9	<ul style="list-style-type: none"> (a) A CTMP shall be prepared prior to the Start of Construction. (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic and transport 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, with consideration of cumulative construction effects from other projects occurring in the area (as relevant); (ii) measures to manage the safety of all transport users. This may include, but shall not be limited to: <ul style="list-style-type: none"> (aa) identification of detour routes (bb) temporary speed limits; and (cc) other methods to safely manage and maintain traffic flows, pedestrians and cyclists, on existing roads. (iii) methods to maintain functional and operational vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be maintained; (iv) methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services; (v) 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; (vi) identification of site access routes and access points for heavy vehicles, the size and location of parking areas sufficient for plant, construction vehicles and the vehicles of workers and visitors with a view to ensuring that no construction-related parking occurs on public roads unless for the express purpose of completing works on/adjacent to the road, is supported by a Temporary Traffic Management Plan, and vehicles are parked clear of operating lanes and sealed shoulders; (vii) identification of any appropriate traffic management measures; (viii) methods that will be undertaken to communicate traffic management measures to affected road users, pedestrians and cyclists (e.g. residents/public/stakeholders/emergency services); (ix) methods to address delays and risks associated with traffic turning right out of the site at the intersection of Karaka Road and Jesmond Road, including worker vehicles leaving the site during the PM peak period; and (x) any other measures to achieve the objective set out in Condition 9(b). <p>Advice Note: The consent holder will be responsible for ensuring all necessary permits, such as Corridor Access Requests (CAR) permits are obtained from Auckland Transport. See Auckland Transport's website</p>

Ref	Condition																																																										
	www.aucklandtransport.govt.nz for more information.																																																										
9A	<p>Safe System Audit</p> <p>(a) Prior to the Start of Construction, the Requiring Authority shall engage an independent and suitably qualified Safety Engineer to undertake and complete a Preliminary Design Safe System audit for all site access points and road layout changes associated with the Project.</p> <p>(b) The Preliminary Design Safe System Audit shall be completed in accordance with the Waka Kotahi Safe System Audit Guidelines (August 2022) by an independent and appropriately qualified safety audit team.</p> <p>(c) The Requiring Authority shall adopt and address any recommendations made in the Safe System Audit unless otherwise agreed with Waka Kotahi or Auckland Transport as applicable.</p>																																																										
9B	Planned passenger rail services shall not commence from the station prior to the signalisation of the intersection of Jesmond Road, Karaka Road, and the proposed station accessway.																																																										
Construction Noise and Vibration																																																											
10	<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 at any occupied residential building set out in the following table as far as practicable:</p> <p>Table 1: Construction noise standards</p> <table><tr><th>Day of week</th><th>Time period</th><th>L_{Aeq}(15min)</th><th>L_{AF}max</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>45 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>	Day of week	Time period	L _{Aeq} (15min)	L _{AF} max	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	45 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Sunday and Public 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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	otherwise provided for in the CNVMP as required by Condition 12, then the methodology in Condition 13 [Schedule] shall apply																			
11	<p>Construction Vibration Standards</p> <p>(a) Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 '<i>Structural Vibration – Part 3: Effects of Vibration on Structures</i>' 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 2 Construction vibration criteria</p> <table><tr><th>Receiver</th><th>Details</th><th>Category A</th><th>Category B</th></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> <p>(b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 12, then the methodology in Condition 13 [Schedule] 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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12	<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) 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, or otherwise minimise any exceedances of, the construction noise and vibration standards set out in Conditions 10 and 11 as far as practicable.</p> <p>(c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '<i>Acoustics – Construction Noise</i>' (NZS6803:1999) 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 will 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, and identification of the Best Practicable Option;(vi) Methods and frequency for monitoring and reporting on construction noise and vibration;(vii) Procedure for responding to monitored exceedances;(viii) 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;(ix) Contact details of the Project Liaison Person or site supervisor;(x) 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;(xi) Procedures for monitoring construction noise and vibration and reporting to the Council.(xii) Identification of areas where compliance with the noise [Condition 10] and/or vibration standards [Condition 11 Category A or Category B] will not be practicable and the specific management controls to be implemented and consultation requirements with owners and																			

Ref	Condition
	<p>occupiers of affected sites.</p> <ul style="list-style-type: none"> (xiii) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 10] and/or vibration standards [Condition 11 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; (xiv) Procedures for review and update of the CNVMP; and (xv) Any other measures to achieve Condition 12(b).
13	<p>Schedule to a CNVMP</p> <ul style="list-style-type: none"> (a) A Site-Specific Construction Noise and/or Vibration Management Schedule (Schedule) shall be prepared 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 8, 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"> (aa) 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or (bb) 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 11. (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) activity location, start and finish dates; (ii) The nearest neighbours to the activity; (iii) a location plan; (iv) predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Clause (a); (v) The proposed Best Practicable Option mitigation for the activity/location; (vi) The proposed communications with neighbours; and (vii) Location, times and types of monitoring.
14	<p>Building Damage Pre Condition Survey</p> <ul style="list-style-type: none"> (a) The Requiring Authority shall write to identified owners of buildings predicted to receive vibration levels exceeding Category A (Condition 11), to offer a pre-construction condition survey of such buildings. The objective of the survey is to document the building's current condition and any existing damage. The pre-condition survey shall include the following: <ul style="list-style-type: none"> (i) building classification (i.e. commercial, industrial, historic or other sensitive structure); (ii) building specific vibration damage risk thresholds; (iii) recordings (including photographs) of major building features, including location, type, construction type (including foundation type), age and present condition; and (iv) any damage, either aesthetic or structural. (b) For each Building identified as likely to receive vibration levels exceeding Category A, the Requiring Authority is deemed to have complied with clause (a) if: <ul style="list-style-type: none"> (i) The Requiring Authority's specialist has visited the building and assessed the pre-construction condition of the building; or (ii) Written evidence is provided to Council that the building owner does not require a survey; or (iii) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant) after reasonable attempts; or (iv) The building owner did not agree to entry including where the owner did not respond after

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	<p>reasonable attempts; or</p> <p>(v) The building owner cannot, after reasonable enquiry, be found prior to Start of Construction of the Project.</p> <p>(c) A reasonable attempt must be made to contact the property owner and/or occupiers (where required) to carry out surveys. If a response is not received within one month of the date of the Requiring Authority's letter sent in accordance with clause (a) the Requiring Authority must follow up with a second letter and telephone call (where available) and email (where available) and in person. If agreement from owners to enter buildings and undertake a pre-condition survey is not able to be obtained within three months from the date of the first letter requesting access, then this shall be considered a reasonable attempt and a condition survey is not required for the building. All correspondence, communication and contact must be recorded by the Requiring Authority and if access is not made available, all records must be included in the CNVMP.</p> <p>(d) If any of clause b (ii) to (iv) above apply to an identified building, the Requiring Authority is not required to implement building damage rectification to that building under Condition 15.</p>
15	<p>Building Damage Rectification</p> <p>(a) The Requiring Authority shall write to landowners of the identified buildings (subject of a pre-condition survey) to offer a post construction condition survey within three (3) months of construction of a Stage of Works being completed. Any damage shown to be caused by the Project construction shall be rectified by the Requiring Authority (Building Damage Rectification).</p> <p>(b) Once an agreement on Building Damage Rectification is reached between the Requiring Authority and the owner of a damaged building under Condition 15 (a) 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> <p>(c) Where Building-Damage Rectification is required, the Requiring Authority is deemed to have complied with Condition 15 if:</p> <p>(i) The Requiring Authority has completed Building Damage Rectification to the building; or</p> <p>(ii) An alternative agreement is reached between the Requiring Authority and the building owner; or</p> <p>(iii) The building owner did not accept the Requiring Authority's offer to implement Building Damage Rectification within three months of the date of the Requiring Authority's letter sent in accordance with Condition 15(a) (including where the owner did not respond within that period following reasonable inquiries with the owner by the Requiring Authority); or</p> <p>(iv) The building owner cannot, after reasonable enquiry, be found post Completion of Construction of the Project.</p>
Stakeholder and Communication Management Plan (SCMP)	
16	<p>(a) A SCMP shall be prepared prior to the Start of Construction.</p> <p>(b) The objective of the SCMP is to set out how the public and stakeholders will be communicated with throughout the Construction Works.</p> <p>(c) The SCMP shall include the following details and measures setting out how the Requiring Authority will:</p> <p>(i) Provide the contact details for the Project Liaison Person which shall be prominently displayed at the main entrance(s) to the site(s);</p> <p>(ii) Communicate with stakeholders, infrastructure service providers, transport operators, organisations, businesses, and the public;</p> <p>(iii) Provide a communications framework that details the Requiring Authority's communication strategies, the accountabilities and timeframes for responding to inquiries and complaints, frequency of communications and consultation, the range of communication and consultation methods to be used, and any other relevant communication matters;</p> <p>(iv) Specify methods for how stakeholders and persons affected by the Project will be notified of the commencement of construction activities and works, the expected duration of the</p>

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	<p>activities and works, and who to contact for any queries, concerns, and complaints;</p> <p>(v) Inform the stakeholders and parties consulted of construction progress and future construction activities;</p> <p>(vi) Specify methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities;</p> <p>(vii) Outline details of the inquiry and complaint management process including who is responsible for responding, how responses will be provided and the timeframes within which the responses will be provided;</p> <p>(viii) Maintain a complaint register which shall detail the date, nature and complainant contact details (if provided) of any complaints received regarding the construction of the Project and the Requiring Authority's response (or confirmation of no action) to each complaint;</p> <p>(ix) Outline any linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant;</p> <p>(x) any arrangements for post-construction communications; and</p> <p>(xi) any other measures to achieve Condition 16(b).</p> <p>(d) Any SCMP prepared for a Stage of Work shall be submitted to the Manager for information ten (10) working days prior to the Start of Construction.</p>
Cultural Monitoring Plan	
17	<p>(a) Prior to the start of Construction Works, a Cultural Monitoring Plan (CMP) shall be prepared in collaboration with Mana Whenua through the MEF.</p> <p>(b) The objective of the Cultural Monitoring Plan is to provide Mana Whenua the opportunity to reconnect with the whenua as kaitiaki and express tikanga and kawa responsibilities.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <p>(i) requirements for formal dedication and / or cultural oversight to be undertaken prior to start of Construction;</p> <p>(ii) requirements and protocols for cultural inductions for contractors and subcontractors working on the site;</p> <p>(iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</p> <p>(iv) identification of personnel to undertake cultural monitoring; and</p> <p>(v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition 19.</p> <p>(d) If the Requiring Authority and Mana Whenua agree, other matters can be included in the CMP.</p> <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 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>
Network Utility Management Plan	
18	<p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the NUMP is to set out a framework for protecting, relocating, and working in proximity to existing network utilities. The NUMP shall include methods to:</p> <p>(i) Provide access for maintenance at all reasonable times, or emergency works at all times during</p>

Ref	Condition
	<p>construction activities;</p> <p>(ii) Manage the effects of dust or 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;</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 conjunction with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project.</p> <p>(d) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(e) Any comments received from the Network Utility Operator(s) shall be considered when finalising the NUMP.</p> <p>(f) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
Accidental Discovery Protocol	
19	<p>(a) An Accidental Discovery Protocol, for areas of the project not covered by an Archaeological Authority granted under the Heritage New Zealand Pouhere Taonga Act 2014 shall be developed in consultation with Mana Whenua through the MEF for the Project to address accidental archaeological discoveries during the Enabling Works and Construction Works.</p> <p>(b) The Accidental Discovery Protocol shall be consistent with the accidental discovery rule in Chapter E11 (Land disturbance – Regional) of the Auckland Unitary Plan: Operative in Part or any subsequent version.</p>
Flood Hazard	
20	<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 1% AEP flood levels for existing authorised habitable floors that are already subject to flooding; ii. No more than a 10% reduction in freeboard in the 1% AEP event for existing authorised habitable floors; iii. No increase of more than 50mm in the 1% AEP flood level on land zoned for urban or future urban development outside the designation where there is no existing habitable dwelling; iv. No new flood-prone areas; and v. No reduction in accessibility to properties in response to the 50%, 20%, 10%, 5%, 2%, and 1% AEP events. <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include an up-to-date flood model of the development. The updated model shall be submitted to Auckland Council Healthy Waters for review and comment.</p>
Operational Noise	
21	<p>The noise (rating) and maximum noise levels from any activity in any part of the designation occupied by a park-and-ride area must not exceed the following noise levels as measured within the boundary of a site in any residential zone:</p> <ul style="list-style-type: none"> • 5am-10pm: 55dB LAeq

Ref	Condition
	<ul style="list-style-type: none"> • 10pm-5am: 45dB LAeq and 75dB LAFmax. <p>Noise levels arising from activities must be measured and assessed in accordance with New Zealand Standard NZS 6801:2008 Measurement of Environmental Sound and the New Zealand Standard NZS 6802:2008 Acoustics – Environmental Noise. They do not apply to the noise from vehicles moving on roads controlled by Waka Kotahi NZ Transport Agency or Auckland Transport.</p>

Schedule 1: General Accordance Plans and Information

Project Description

The proposed work is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005 at Drury West, to the south of Karaka Road and north of Burt Road, located along the existing North Island Main Trunk rail line (NIMT). In particular, the following works are authorised by the designations:

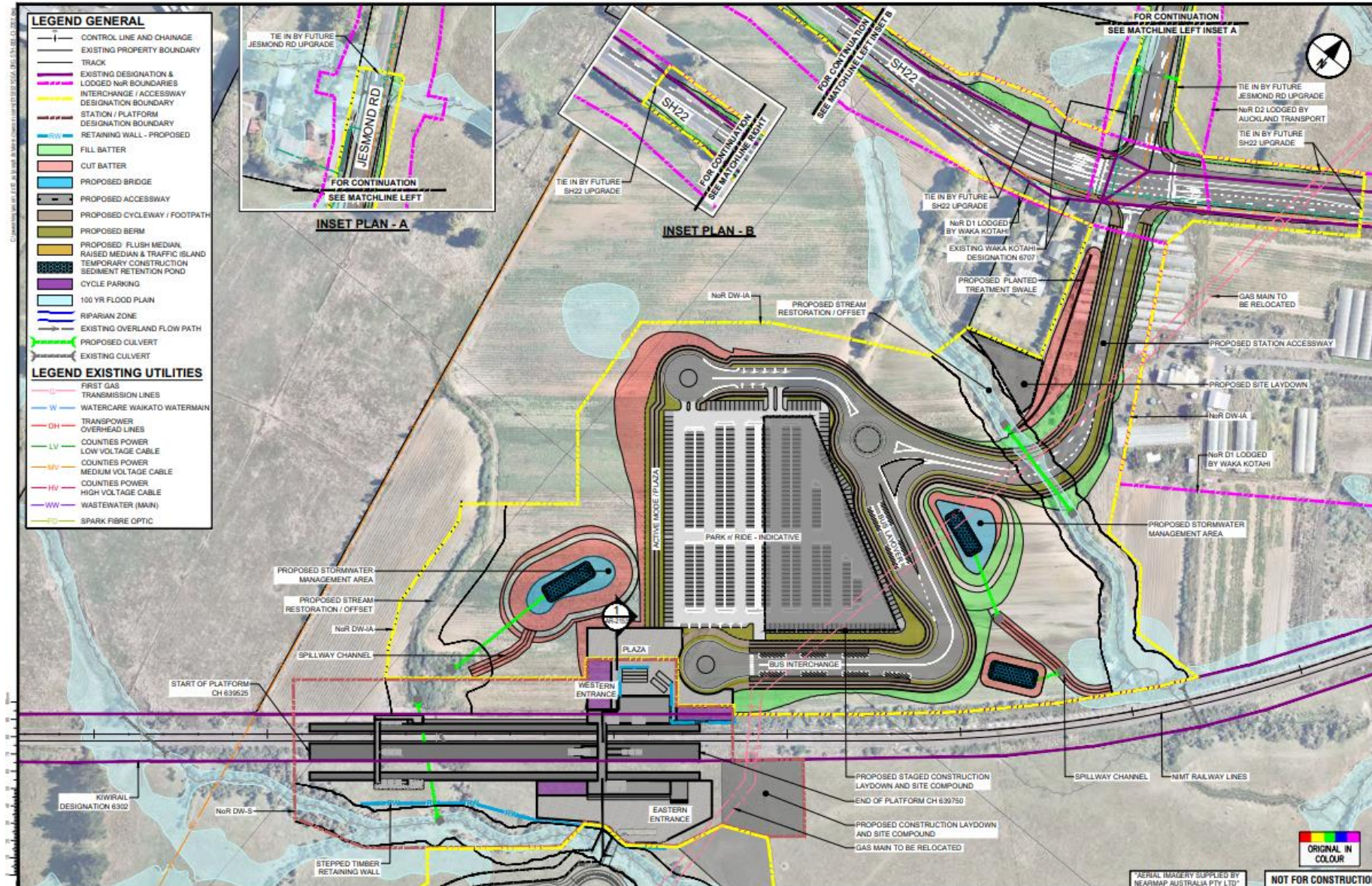
- Railway station generally between chainages 639525 and 639750 on the NIMT, associated buildings and facilities, and bridge accesses between station platforms and buildings;
- Transport interchange facilities, including:
 - Bus stops and layover facilities;
 - Bicycle parking facilities;
 - Park-and-ride carpark facilities;
- Two accessways comprising vehicular traffic lanes and walking and cycling facilities, and associated works to tie into existing roads:
 - Northern accessway providing access to the station from the intersection of State Highway 22 Karaka Road and Jesmond Road;
 - Southern accessway providing access to the station from Burt Road;
- Stormwater management devices;
- Landscaping and ecological mitigation;
- Operation and maintenance of the above works; and
- Any other works required to meet the requirements of the conditions, including integration with the existing and planned surrounding urban environment.

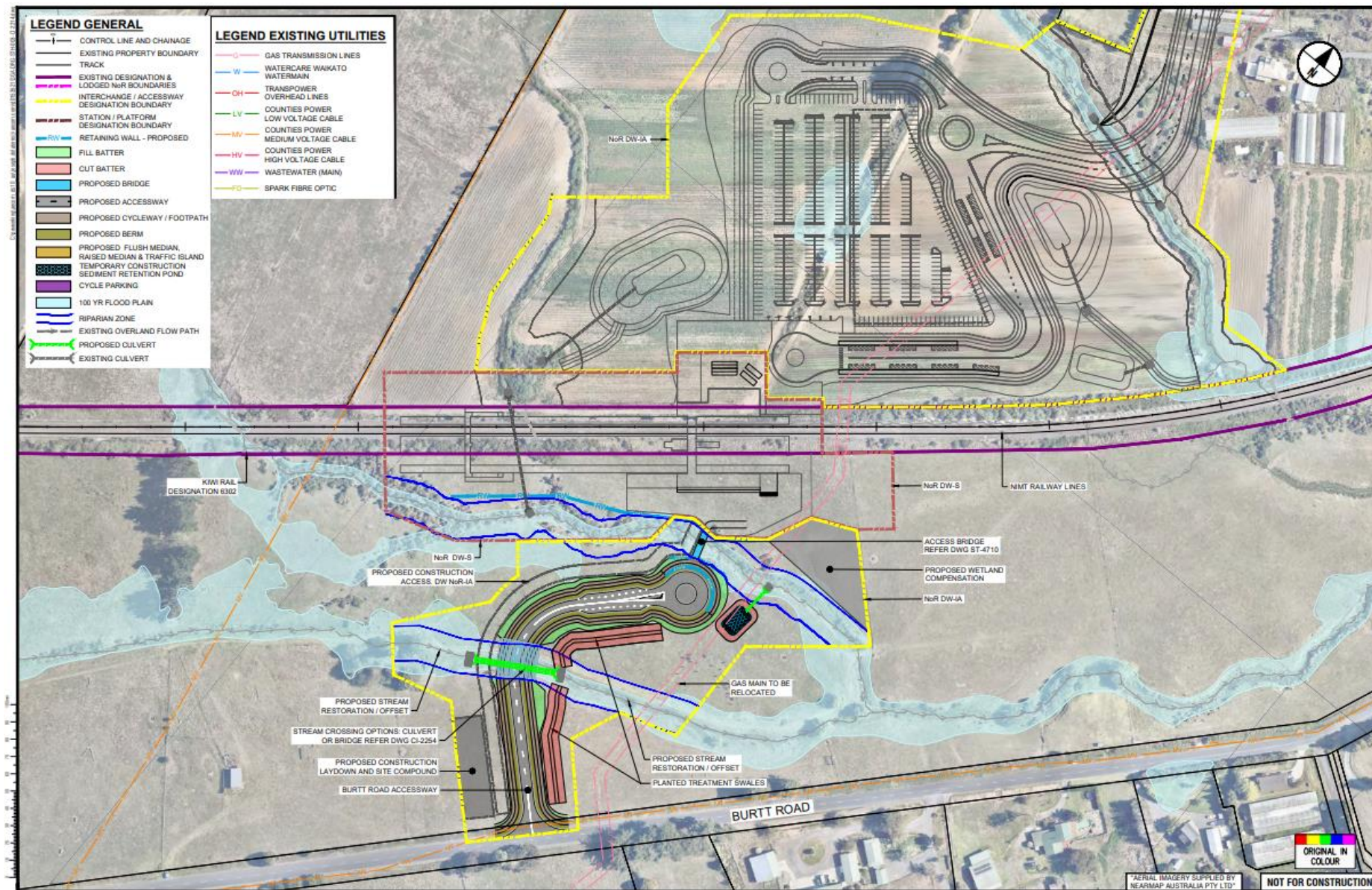
The designations and resource consents are based on a 'full build-out' configuration which establishes the maximum proposed extent of the works and of the on-site operations and maintenance. Within this maximum extent, a staged approach to implementation is anticipated. The works are anticipated to be implemented in at least two stages to align with changes in usage demands over time as the surrounding area urbanises, and the availability of funding. The key spatial attributes of the Stage One works and the full build-out configuration of the Project are summarised indicatively below.

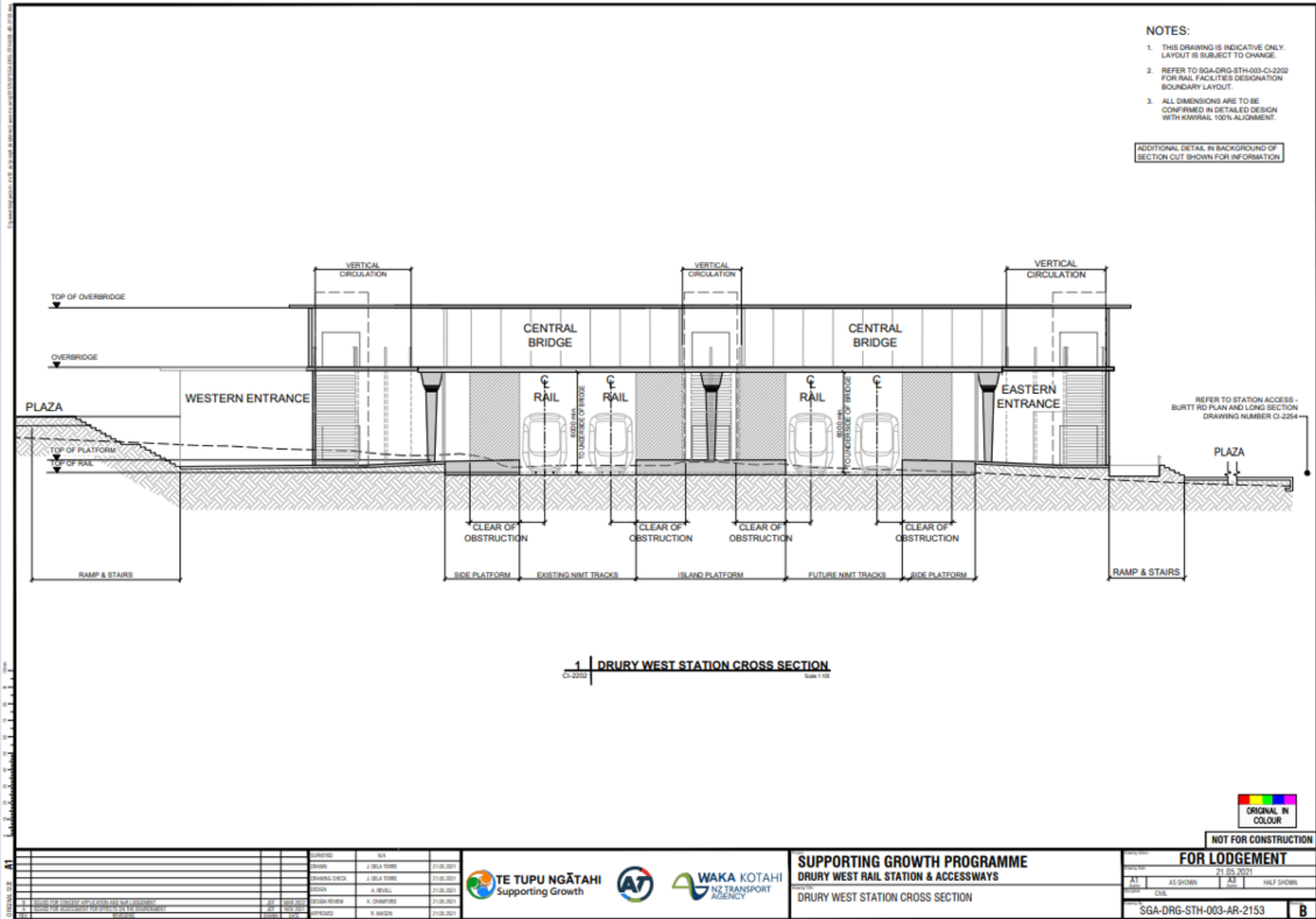
NoR	Spatial attribute	Stage One works (indicative)	Full build-out
DW-S	Number of platforms	Two	Four (in anticipation of future four-tracking of the NIMT).
	Platform length	150m	225m
	Platform access	One bridge access	Two bridge accesses
DW-IA	Bus interchange facilities		
	Park-and-ride carpark facilities	Up to 500 parking spaces (may be staged).	
	Accessways	A northern accessway.	Northern and southern accessways.

The proposed works are shown in the following Concept Plans. These plans depict the full build-out works, and are subject to refinement at the Outline Plan stage.

Concept Plans







Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

Address	Legal Description
110 Karaka Road	Lot 6 DP 187179
160 Karaka Road	Lot 5 DP 187179
647 Burtt Road	Lot 1 DP 147116
16 Jesmond Road	Pt Lot 1 DP 82833, ALLOT 425 Parish OF OPAHEKE
41 Jesmond Road	Lot 1 DP 12364
538 Burtt Road	Lot 15 DP 20373

Schedule 3 – Figure 3-10 of the Urban Design Evaluation and Framework - Advice Note to Condition

