

# Memo

**Date:** 16 April 2024

**To:** Celia Davison – Manager – Central / South Planning  
**From:** Andrew An – Policy Planner  
 Planning – Central/South

**Subject: Plan Modification: Clause 20A modification to Auckland Unitary Plan**

Corrections are required to the Auckland Unitary Plan (Operative in Part) 2016 (the AUP).

I seek your approval of this plan modification pursuant to clause 20A, first schedule, Resource Management Act 1991.

You have delegated authority, as a tier four manager, to make a decision to correct errors to an operative plan under clause 20A. Schedule 2A of the Chief Executive’s Delegation Register authorises all powers, functions, and duties under RMA’s first schedule (except clause 17 which cannot be delegated) to tier four positions.

<b>Rule or Section of Unitary Plan</b>	Chapter K Designations KiwilRail Holdings Ltd
<b>Subject Site (if applicable)</b>	Designation 6308 Drury Central Station Designation 6309 Drury Central Interchange Designation 6310 Paerata Station Designation 6311 Paerata Interchange and Accessway
<b>Legal Description (if applicable)</b>	
<b>Nature of change</b>	<p>A Clause 20A modification is required to correct four designations – KivwiRail Holdings Ltd, in the AUP(OP).</p> <p><b>Discussion</b></p> <p>A request was received from KiwilRail to update names of two train stations, related interchange and accessway, as well as concept plans in Chapter K Designations (6308, 6309, 6310 and 6311) in AUP(OP).</p> <p>New Zealand Geographic Board (NZGB) recommended new names of Drury Railway Station (DR-S) and Paerātā Railway Station (PR-S) to KiwilRail and Auckland Transport (AT). The new names have been adopted by both parties to replace the existing names, Drury Central Station (DC-S) and Paerata Station (P-S), which were suggested as placeholders. The existing names of train station-related interchange and accessway and their acronym, Drury Central Interchange (DC-I) and Paerata Interchange and Accessway (P-IA), are also required to be replaced by new names of Drury Station Interchange and Accessway</p>

	<p>(DS-IA) and Paerātā Station Interchange and Accessway (PS-IA). To be consistent with the updated names, relevant concept maps including these new names and their acronyms need to be updated accordingly. Therefore, a request has been made to change the names of the train stations and related interchanges and accessway, as well as concept plans to address the recommendation.</p> <p>In additions, the texts at the beginning of the Designations 6308, 6309, 6310 and 6311, which indicate the names of the stations as placeholders, need to be removed as the new names will be used.</p>
<b>Effect of change</b>	<p>These changes are minor in nature. The amendments do not change the application or intent of the provisions and are administrative better to reflect that the designations use appropriate names.</p> <p>Therefore, it is considered that the changes can be done via an update the AUP(OP) under the First Schedule, Clause 20A, the RMA.</p>

<b>Changes required to be made (text/in-text diagrams)</b>	<p><b>Changes to text:</b></p> <p>To remove the texts <i>‘Interim designation name only, the name of the station is to be supplied once approved by the New Zealand Geographic Board’</i> at the beginning of the of Designation 6308, 6309, 6310 and 6311.</p> <p>To change designation names and relevant text to reflect the use of new names of train stations, related interchange and accessway, as well as acronyms in Chapter K Designations (6308, 6309, 6310, 6311) – KiwiRail Holdings Ltd for the following designations. All existing text related to this change will be updated.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Designation Number</th> <th style="text-align: center;">Existing Name of Designation, Interchange and Accessway, and acronym</th> <th style="text-align: center;">New Name of Designation and Interchange and Accessway and acronym</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">6308</td> <td>Drury Central Station  (DC-S)</td> <td>Drury Railway Station  (DR-S)</td> </tr> <tr> <td style="text-align: center;">6309</td> <td>Drury Central Interchange  (DC-I)</td> <td>Drury Station Interchange and Accessway  (DS-IA)</td> </tr> <tr> <td style="text-align: center;">6310</td> <td>Paerata Station</td> <td>Paerātā Railway Station</td> </tr> </tbody> </table>	Designation Number	Existing Name of Designation, Interchange and Accessway, and acronym	New Name of Designation and Interchange and Accessway and acronym	6308	Drury Central Station  (DC-S)	Drury Railway Station  (DR-S)	6309	Drury Central Interchange  (DC-I)	Drury Station Interchange and Accessway  (DS-IA)	6310	Paerata Station	Paerātā Railway Station
Designation Number	Existing Name of Designation, Interchange and Accessway, and acronym	New Name of Designation and Interchange and Accessway and acronym											
6308	Drury Central Station  (DC-S)	Drury Railway Station  (DR-S)											
6309	Drury Central Interchange  (DC-I)	Drury Station Interchange and Accessway  (DS-IA)											
6310	Paerata Station	Paerātā Railway Station											

	(P-S)	(PR-S)
6311	Paerata Interchange and Accessway (P-IA)	Paerātā Station Interchange and Accessway (PS-IA)

**Changes to in text diagrams:**

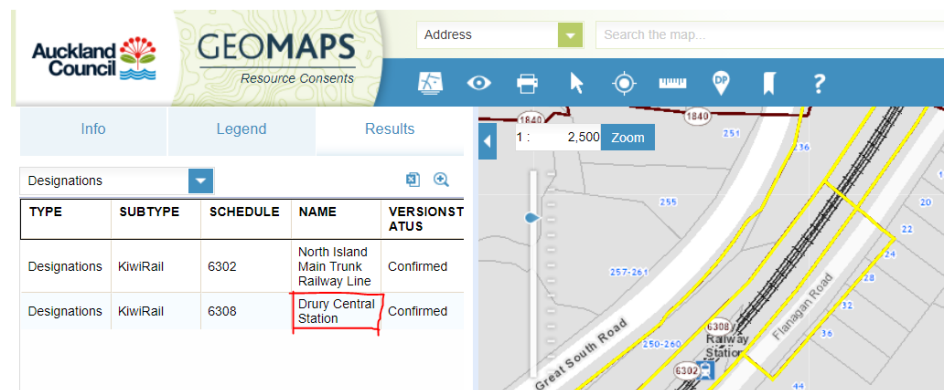
Acronyms of the existing names of train station and relevant interchange and accessway on the concept plan will be updated by using the new acronym listed in the table below.

Designation Number	Diagram Name	New Acronym to be Used
6308	NOR DR-S Concept Plan	<ul style="list-style-type: none"> <li>• NOR DR-S</li> <li>• NOR DS-IA</li> </ul>
6309	NOR DS-IA Concept Plan	
6310	NOR PR-S Concept Plan	<ul style="list-style-type: none"> <li>• NOR PR-S</li> <li>• NOR PS-IA</li> </ul>
6311	NOR PS-IA Concept Plan	




**Changes required to be made (maps)**

**Changes to GIS map:**

New names of four designations need to be used to replace the existing names of four designations on the GIS map. One existing name, for instance, is highlighted on the screenshot below:



	<p><b>Use the new names for following designations:</b></p> <table border="1"> <thead> <tr> <th>Designation Number</th> <th>Existing Designation Name</th> <th>New Designation Name</th> </tr> </thead> <tbody> <tr> <td>6308</td> <td>Drury Central Station</td> <td>Drury Railway Station</td> </tr> <tr> <td>6309</td> <td>Drury Central Interchange</td> <td>Drury Station Interchange and Accessway</td> </tr> <tr> <td>6310</td> <td>Paerata Station</td> <td>Paerātā Railway Station</td> </tr> <tr> <td>6311</td> <td>Paerata Interchange and Accessway</td> <td>Paerātā Station Interchange and Accessway</td> </tr> </tbody> </table>	Designation Number	Existing Designation Name	New Designation Name	6308	Drury Central Station	Drury Railway Station	6309	Drury Central Interchange	Drury Station Interchange and Accessway	6310	Paerata Station	Paerātā Railway Station	6311	Paerata Interchange and Accessway	Paerātā Station Interchange and Accessway
Designation Number	Existing Designation Name	New Designation Name														
6308	Drury Central Station	Drury Railway Station														
6309	Drury Central Interchange	Drury Station Interchange and Accessway														
6310	Paerata Station	Paerātā Railway Station														
6311	Paerata Interchange and Accessway	Paerātā Station Interchange and Accessway														
<b>Attachments</b>	<p>Attachment 1: KiwiRail Request                  Attachment 2: Corrections to text (strikethrough/underlines)                  Attachment 3: Corrected text                  Attachment 4: Corrected names (GIS Viewer)</p>															

<p><b>Prepared by:</b>                  Andrew An                  Planner</p>	<p><b>Text Entered by:</b>                  Sarah El Karamany                  Planning Technician</p>
<p><b>Signature:</b></p> 	<p><b>Signature:</b></p> 
<p><b>Maps prepared by:</b>                  Aching Konyak                  Geospatial Specialist</p>	
<p><b>Signature:</b></p> 	
<p><b>Decision:</b>                  I agree to authorise the Clause 20A modification using my delegated authority.</p> <p>Celia Davison                  Manager Planning – Central/ South                  Date: 7/05/2024</p>	

**Signature:**

pp



# **Attachment 1: KiwiRail Request**

**From:** [Andrew An](#)  
**To:** [Unitary Plan](#)  
**Subject:** FW: KR final NZGB Southern Stations - station names changes  
**Date:** Thursday, 18 April 2024 1:56:14 pm  
**Attachments:** [image010.png](#)  
[image011.png](#)  
[image012.png](#)  
[image013.png](#)  
[image014.png](#)  
[image015.png](#)  
[image016.jpg](#)  
[image001.png](#)

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Hi Team,

Please see the attached email correspondence below about the KiwiRail request and confirmation about the changes of train station names and related interchange and accessway regarding Designation 6308, 6309, 6310 and 6311.

Thank you.

**Kind regards**

**Andrew An | Policy Planner**  
**Central & South Planning | Plans and Places**  
**Chief Planning Office**

Waea pūkoro / Phone: 027 212 5025

Te Kaunihera o Tāmaki Makaurau / Auckland Council,

Level 16, 135 Albert St, City Centre, Auckland

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---

**From:** Pam Butler <[Pam.Butler@kiwirail.co.nz](mailto:Pam.Butler@kiwirail.co.nz)>

**Sent:** Friday, February 9, 2024 2:31 PM

**To:** Andrew An <[andrew.an@aucklandcouncil.govt.nz](mailto:andrew.an@aucklandcouncil.govt.nz)>

**Subject:** FW: KR final NZGB Southern Stations - station names changes

Hi Andrew

Please find below an email trail in response to your request with the result that KiwiRail and AT support changing the designation names for 6309 and 6311 to:

- Drury Station Interchange and Accessway
- Paerātā Station Interchange and Accessway

Is this sufficient for you to proceed to change those?

I still owe you some shapefiles – I'm chasing these and will send through as soon as I have them.

Have a good weekend.

Ngā mihi | Regards

**Pam Butler | Senior RMA Advisor**

MOB: +64 0275 708571

Level 1, KiwiRail Building, 604 Great South Road, Ellerslie, Auckland 1051 | Private Bag 92138, Victoria Street West, Auckland 1142



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---

**From:** Kimberley Li (AT) <[Kimberley.Li@at.govt.nz](mailto:Kimberley.Li@at.govt.nz)>

**Sent:** Friday, February 9, 2024 2:13 PM

**To:** Pam Butler <[Pam.Butler@kiwirail.co.nz](mailto:Pam.Butler@kiwirail.co.nz)>; Craig Hind <[craig.hind@supportinggrowth.nz](mailto:craig.hind@supportinggrowth.nz)>;

Andy Huang (AT) <[andy.huang@at.govt.nz](mailto:andy.huang@at.govt.nz)>

**Cc:** Sandra Lee <[Sandra.Lee@kiwirail.co.nz](mailto:Sandra.Lee@kiwirail.co.nz)>; Aimee Simons (AT) <[aimee.simons@at.govt.nz](mailto:aimee.simons@at.govt.nz)>

**Subject:** RE: KR final NZGB Southern Stations - station names changes

**CAUTION EXTERNAL EMAIL: Do not click links or open attachments unless you know the content is safe.**

Hi Pam,

Thank you for sending this query through.

I have spoken to Aimee and Andy, we are OK with Council updating the name to following:

- Drury Station Interchange and Accessway
- Paerātā Station Interchange and Accessway

Let me know if you need anything else from us for Council to update the names.

Have a lovely weekend ahead !

Regards,

Kim

**Kimberley Li | Senior Planner**

**Consent Planning and Acquisitions | Infrastructure&Place**

**Auckland Transport**

20 Viaduct Harbour Avenue, Auckland 1010

**M** +64 021 384 173

[kimberley.li@at.govt.nz](mailto:kimberley.li@at.govt.nz) | [www.at.govt.nz](http://www.at.govt.nz)



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**From:** Pam Butler <[Pam.Butler@kiwirail.co.nz](mailto:Pam.Butler@kiwirail.co.nz)>

**Sent:** Thursday, February 8, 2024 4:46 PM

**To:** Craig Hind <[craig.hind@supportinggrowth.nz](mailto:craig.hind@supportinggrowth.nz)>; Kimberley Li (AT) <[Kimberley.Li@at.govt.nz](mailto:Kimberley.Li@at.govt.nz)>;  
Andy Huang (AT) <[Andy.Huang@at.govt.nz](mailto:Andy.Huang@at.govt.nz)>

**Cc:** Sandra Lee <[Sandra.Lee@kiwirail.co.nz](mailto:Sandra.Lee@kiwirail.co.nz)>

**Subject:** FW: KR final NZGB Southern Stations - station names changes

Hi team

Auckland Council are asking whether we wish to change the names of the interchange and accessway designations associated with Drury and Paerātā in the AUP OP as set out below.

I think that 'Drury ~~Railway~~ **Station** Interchange and Accessway' is better. The use of 'railway' in the suggested title is just too broad.

Who makes the call about ATs preference here please?

If you can make the call, please advise AT's preference.

Thanks Pam

Ngā mihi | Regards

**Pam Butler | Senior RMA Advisor**

MOB: +64 0275 708571

Level 1, KiwiRail Building, 604 Great South Road, Ellerslie, Auckland 1051 | Private Bag 92138, Victoria Street West, Auckland 1142



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**From:** Andrew An <[andrew.an@aucklandcouncil.govt.nz](mailto:andrew.an@aucklandcouncil.govt.nz)>

**Sent:** Tuesday, January 16, 2024 11:55 AM

**To:** Pam Butler <[Pam.Butler@kiwirail.co.nz](mailto:Pam.Butler@kiwirail.co.nz)>

**Subject:** RE: KR final NZGB Southern Stations - station names changes

**CAUTION EXTERNAL EMAIL: Do not click links or open attachments unless you know the content is safe.**

Hi Pam,

Could you please also suggest if the names of *Drury Central Interchange* and *Paerata Interchange and Accessary* in the Designations (6309 and 6311) need to be updated?

The existing train station names: Drury Central Station, and Paerata Station will be updated as: Drury Railway Station and Paerātā Railway Station. These updates may affect names of relevant interchanges and the possible new names of interchanges can be Drury Railway Interchanges and Paerātā Railway Interchange and Accessary.

It would be great if you could suggest if new names of the interchanges are needed. If yes, please confirm the new names and I will ensure they are updated accordingly.

Thank you for the support.

**Kind regards**

**Andrew An | Policy Planner  
Central & South Planning | Plans and Places**

**Chief Planning Office**

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---

**From:** Andrew An

**Sent:** Monday, 15 January 2024 10:52 am

**To:** Pam Butler <[Pam.Butler@kiwirail.co.nz](mailto:Pam.Butler@kiwirail.co.nz)>

**Subject:** RE: KR final NZGB Southern Stations - station names changes

Hi Pam,

Happy New Year! Hope you had a great holiday.

I am still waiting for the GIS shape files of Paerātā Railway Station and Interchange.

It would be great if you could help in sending these files to me. I will get the station name changed timely once the map is updated.

Thank you for the support.

**Kind regards**

**Andrew An | Policy Planner  
Central & South Planning | Plans and Places**

**Chief Planning Office**

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**From:** Andrew An

**Sent:** Monday, 27 November 2023 3:42 pm

**To:** Pam Butler <[Pam.Butler@kiwirail.co.nz](mailto:Pam.Butler@kiwirail.co.nz)>

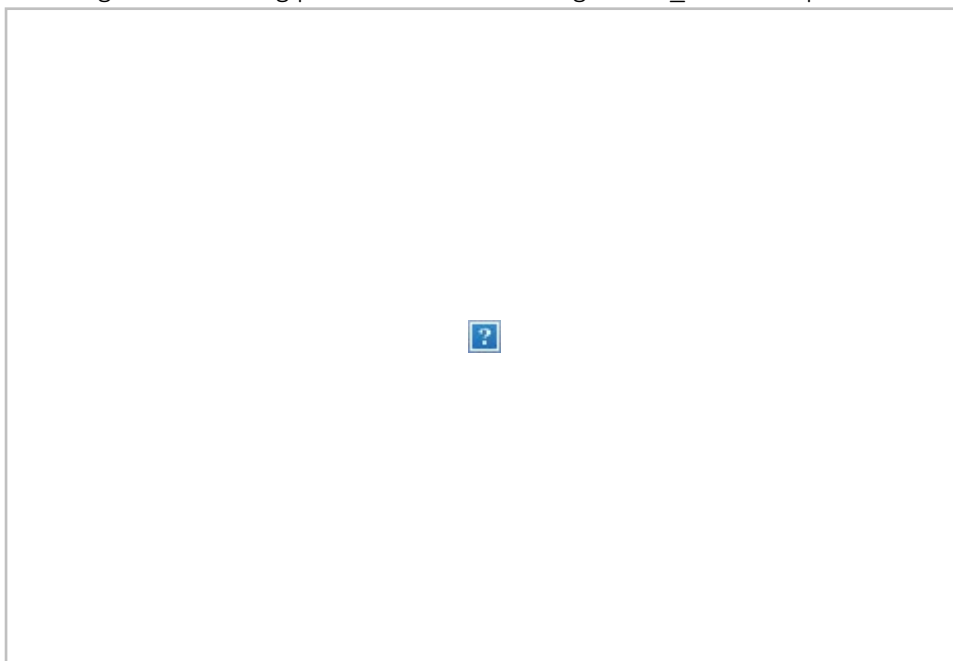
**Subject:** RE: KR final NZGB Southern Stations - station names changes

Hi Pam,

Could you please help in sending the GIS shape files of Paerātā Railway Station and Interchange? Please ensure the file is in Shapefile format with coordinate system (NZGB 2000 NZTM).

The acronym of Paerātā Railway Station on the existing plan needs to be updated as well,

referring to the existing plan below. The existing NOR P\_S will be updated as NOR PR\_S.



Thanks again for your support.

**Kind regards**

**Andrew An | Policy Planner**  
**Central & South Planning | Plans and Places**  
**Chief Planning Office**

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---

**From:** Andrew An

**Sent:** Monday, November 27, 2023 2:23 PM

**To:** Pam Butler <[Pam.Butler@kiwirail.co.nz](mailto:Pam.Butler@kiwirail.co.nz)>

**Cc:** Craig Cairncross <[Craig.Cairncross@aucklandcouncil.govt.nz](mailto:Craig.Cairncross@aucklandcouncil.govt.nz)>; Craig Hind <[craig.hind@supportinggrowth.nz](mailto:craig.hind@supportinggrowth.nz)>; Craig Hind <[craig.hind@supportinggrowth.nz](mailto:craig.hind@supportinggrowth.nz)>

**Subject:** RE: KR final NZGB Southern Stations - station names confirmed

Hi Pam,

Thank you for the comments.

The name "Paerātā Railway Station" will be used.

**Kind regards**

**Andrew An | Policy Planner**  
**Central & South Planning | Plans and Places**  
**Chief Planning Office**

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---

**From:** Pam Butler <[Pam.Butler@kiwirail.co.nz](mailto:Pam.Butler@kiwirail.co.nz)>

**Sent:** Monday, November 27, 2023 2:20 PM

**To:** Andrew An <[andrew.an@aucklandcouncil.govt.nz](mailto:andrew.an@aucklandcouncil.govt.nz)>

**Cc:** Craig Cairncross <[Craig.Cairncross@aucklandcouncil.govt.nz](mailto:Craig.Cairncross@aucklandcouncil.govt.nz)>; Craig Hind <[craig.hind@supportinggrowth.nz](mailto:craig.hind@supportinggrowth.nz)>; Craig Hind <[craig.hind@supportinggrowth.nz](mailto:craig.hind@supportinggrowth.nz)>

**Subject:** KR final NZGB Southern Stations - station names confirmed

Many thanks Andrew – that looks great.

The Paerātā station name has macrons - is that something you can accommodate please?  
Ngā mihi | Regards

**Pam Butler | Senior RMA Advisor**

MOB: +64 0275 708571

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**From:** Andrew An <[andrew.an@aucklandcouncil.govt.nz](mailto:andrew.an@aucklandcouncil.govt.nz)>

**Sent:** Monday, 27 November 2023 2:01 pm

**To:** Pam Butler <[Pam.Butler@kiwirail.co.nz](mailto:Pam.Butler@kiwirail.co.nz)>

**Cc:** Craig Cairncross <[Craig.Cairncross@aucklandcouncil.govt.nz](mailto:Craig.Cairncross@aucklandcouncil.govt.nz)>; Craig Hind <[craig.hind@supportinggrowth.nz](mailto:craig.hind@supportinggrowth.nz)>

**Subject:** RE: NZGB Southern Stations - station names confirmed

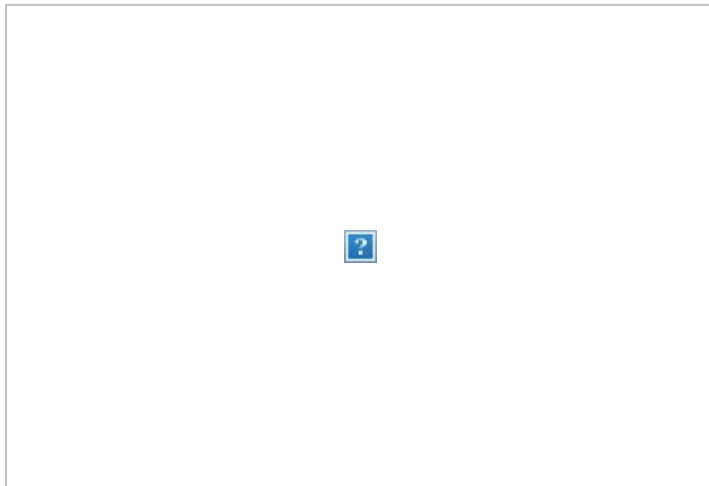
**CAUTION EXTERNAL EMAIL: Do not click links or open attachments unless you know the content is safe.**

Hi Pam,

Thank you for confirming the use of the plan.

I am writing to inform you know that the plan has been updated, with exception of the Auckland Council Logo. Please refer to the revised plan below.

The updated plan will be utilized for the change of the train station names (new names: Drury Railway Station, Paerata Railway Station) in Auckland Unitary Plan under Clause 20A, Schedule 1 AUP(OP).



**Kind regards**

**Andrew An | Policy Planner  
Central & South Planning | Plans and Places**

**Chief Planning Office**

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Level 16, 135 Albert St, City Centre, Auckland

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**From:** Pam Butler <[Pam.Butler@kiwirail.co.nz](mailto:Pam.Butler@kiwirail.co.nz)>

**Sent:** Monday, November 20, 2023 8:37 AM

**To:** Andrew An <[andrew.an@aucklandcouncil.govt.nz](mailto:andrew.an@aucklandcouncil.govt.nz)>

**Cc:** Craig Cairncross <[Craig.Cairncross@aucklandcouncil.govt.nz](mailto:Craig.Cairncross@aucklandcouncil.govt.nz)>; Craig Hind <[craig.hind@supportinggrowth.nz](mailto:craig.hind@supportinggrowth.nz)>

**Subject:** RE: NZGB Southern Stations - station names confirmed

Hi Andrew

My apologies for the delay.

While the new plan is at a slightly different scale it is clearer and follows the same designation boundary shape(s) as the lodged plan.

I confirm that its acceptable to use the new plan.

I would, however, prefer removing the AC logo as this plan sits in a KiwiRail designation.

I think this is the result of the plan coming via SGA.

Can the logo just be blanked out/deleted your end please?

Please ask if you have any further queries.

Ngā mihi | Regards

**Pam Butler | Senior RMA Advisor**

MOB: +64 0275 708571

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**From:** Andrew An <[andrew.an@aucklandcouncil.govt.nz](mailto:andrew.an@aucklandcouncil.govt.nz)>

**Sent:** Friday, 17 November 2023 1:54 pm

**To:** Pam Butler <[Pam.Butler@kiwirail.co.nz](mailto:Pam.Butler@kiwirail.co.nz)>

**Cc:** Craig Cairncross <[Craig.Cairncross@aucklandcouncil.govt.nz](mailto:Craig.Cairncross@aucklandcouncil.govt.nz)>

**Subject:** RE: NZGB Southern Stations - station names confirmed

**CAUTION EXTERNAL EMAIL: Do not click links or open attachments unless you know the content is safe.**

Hi Pam,

Hope this email finds you well.

Could you please suggest the use of the updated map sent to you in below email on 25 October 2023?

It would be highly appreciated if your comments are received.

**Kind regards**

**Andrew An | Policy Planner  
Central & South Planning | Plans and Places**

**Chief Planning Office**

Waea pūkoro / Phone: 027 212 5025

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---

**From:** Andrew An

**Sent:** Wednesday, October 25, 2023 3:57 PM

**To:** Pam Butler <[Pam.Butler@kiwirail.co.nz](mailto:Pam.Butler@kiwirail.co.nz)>

**Cc:** Craig Cairncross <[Craig.Cairncross@aucklandcouncil.govt.nz](mailto:Craig.Cairncross@aucklandcouncil.govt.nz)>

**Subject:** RE: NZGB Southern Stations - station names confirmed

Hi Pam,

Thank you for sharing.

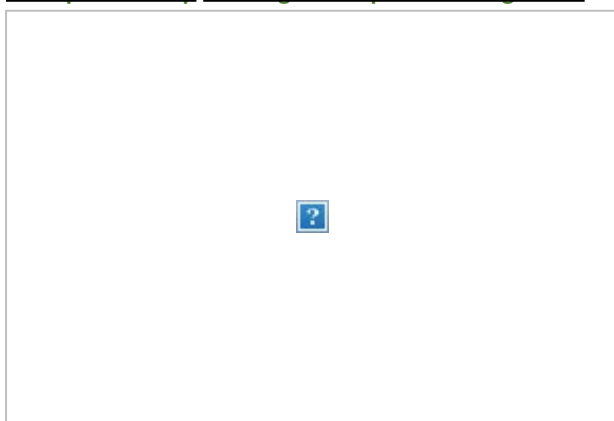
The required shapefiles of the railway line have been found and the map has been updated, as shown in the attachment, and the screenshot below.

The updated map shows the correct acronym of train station names but looks slightly different from the original map included in the Designation 6308 Drury Central Station and 6309 Drury Central Interchange. More specifically, the Council logo is included on the map, and the scale is different. There may be other differences on the updated map.

Could you please have your team engaged to confirm if this map includes accurate information about your proposal and can be used in the updated designation?

A map with updated information will be needed from the requiring authority if you are unsure about the consistency of the updated map with the original map of the proposal, or wish to use a map made by the requiring authority.

**The updated map** **The original map in the designation**



Thank you for your support.

**Kind regards**

**Andrew An | Policy Planner  
Central & South Planning | Plans and Places**

**Chief Planning Office**

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**From:** Andrew An

**Sent:** Wednesday, October 25, 2023 10:54 AM

**To:** Pam Butler <[Pam.Butler@kiwirail.co.nz](mailto:Pam.Butler@kiwirail.co.nz)>

**Cc:** Craig Cairncross <[Craig.Cairncross@aucklandcouncil.govt.nz](mailto:Craig.Cairncross@aucklandcouncil.govt.nz)>

**Subject:** RE: NZGB Southern Stations - station names confirmed

Hi Pam,

Thank you for the help.

I have one of geospatial specialist looking at the file. Once the information is found I will let you know.

**Kind regards**

**Andrew An | Policy Planner  
Central & South Planning | Plans and Places**

**Chief Planning Office**

Waea pūkoro / Phone: 027 212 5025

Te Kaunihera o Tāmaki Makaurau / Auckland Council,

Level 16, 135 Albert St, City Centre, Auckland

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**From:** Pam Butler <[Pam.Butler@kiwirail.co.nz](mailto:Pam.Butler@kiwirail.co.nz)>

**Sent:** Wednesday, October 25, 2023 8:46 AM

**To:** Andrew An <[andrew.an@aucklandcouncil.govt.nz](mailto:andrew.an@aucklandcouncil.govt.nz)>

**Cc:** Craig Cairncross <[Craig.Cairncross@aucklandcouncil.govt.nz](mailto:Craig.Cairncross@aucklandcouncil.govt.nz)>

**Subject:** RE: NZGB Southern Stations - station names confirmed

Hi Andrew

I've retrieved the original shapefile (I believe) from SGA (attached) – but haven't looked at it to check it is correct.

Do you want to have a look?

Jodie has left KiwiRail.

Ngā mihi | Regards

**Pam Butler | Senior RMA Advisor**

MOB: +64 0275 708571

Level 1, KiwiRail Building, 604 Great South Road, Ellerslie, Auckland 1051 | Private Bag 92138, Victoria Street West, Auckland 1142



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**From:** Andrew An <[andrew.an@aucklandcouncil.govt.nz](mailto:andrew.an@aucklandcouncil.govt.nz)>

**Sent:** Tuesday, 24 October 2023 4:08 pm

**To:** Jodie Mitchell <[Jodie.Mitchell@kiwirail.co.nz](mailto:Jodie.Mitchell@kiwirail.co.nz)>; Pam Butler <[Pam.Butler@kiwirail.co.nz](mailto:Pam.Butler@kiwirail.co.nz)>

**Cc:** Craig Cairncross <[Craig.Cairncross@aucklandcouncil.govt.nz](mailto:Craig.Cairncross@aucklandcouncil.govt.nz)>

**Subject:** RE: NZGB Southern Stations - station names confirmed

**CAUTION EXTERNAL EMAIL: Do not click links or open attachments unless you know the content is safe.**

Hi Jodie and Pam,

Hope you have had a nice long weekend.

Could you provide an update on the need of GIS Shape file including railway lines for the change of train station names?

Below is my last email with detailed information about the file.

Please let me know if you need any further information.

**Kind regards**

**Andrew An | Policy Planner**

**Central & South Planning | Plans and Places**

**Chief Planning Office**

Waea pūkoro / Phone: 027 212 5025

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**From:** Andrew An

**Sent:** Friday, October 13, 2023 1:42 PM

**To:** 'Jodie.Mitchell@kiwirail.co.nz' <[Jodie.Mitchell@kiwirail.co.nz](mailto:Jodie.Mitchell@kiwirail.co.nz)>

**Cc:** Craig Cairncross <[Craig.Cairncross@aucklandcouncil.govt.nz](mailto:Craig.Cairncross@aucklandcouncil.govt.nz)>; 'Pam.Butler@kiwirail.co.nz' <[Pam.Butler@kiwirail.co.nz](mailto:Pam.Butler@kiwirail.co.nz)>

**Subject:** FW: NZGB Southern Stations - station names confirmed

Hi Jodie,

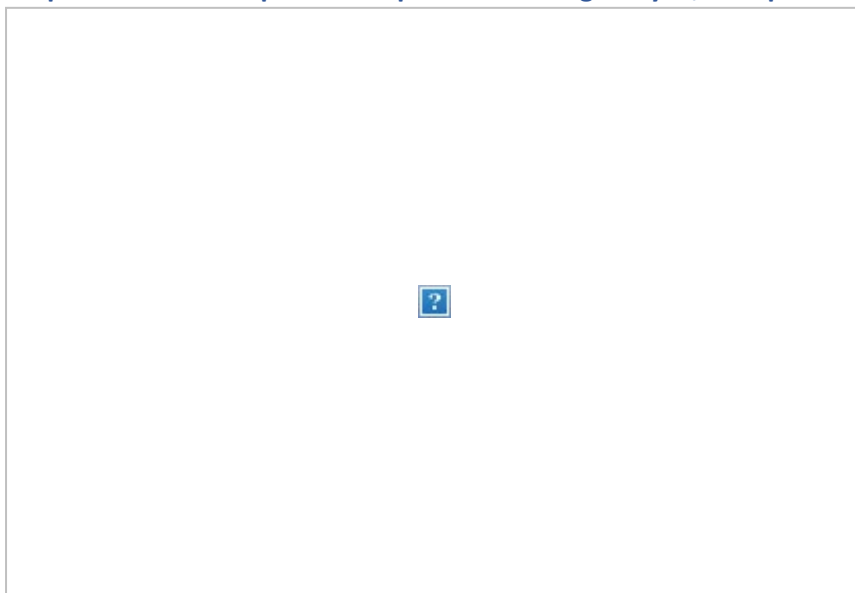
Hope this email finds you well.

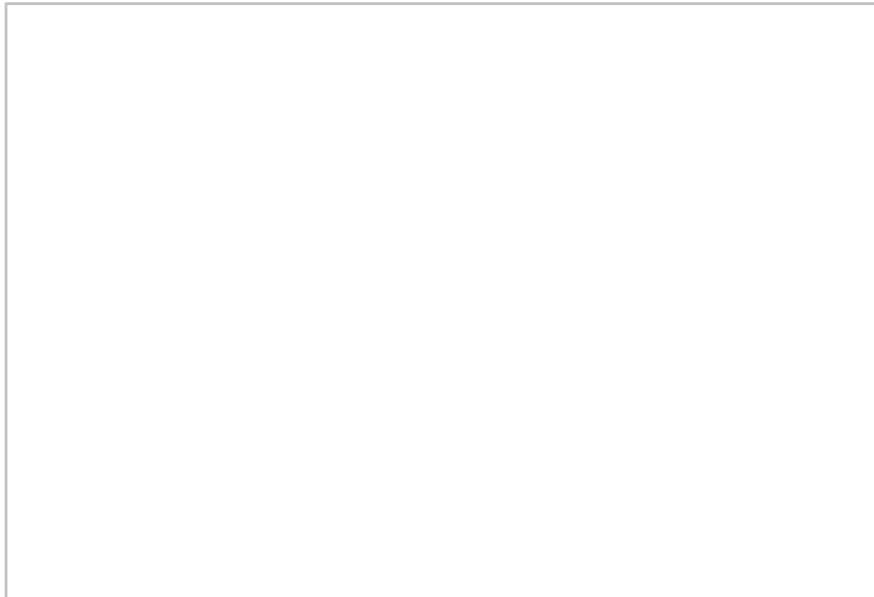
I am working on updating Drury train station name in the Designation 6308-9 in AUP (OP) and would like to have GIS shapefile (including railway lines, shown on Maps 1 below) of the Dury Central Station and Interchange. The lodged documents with the shapefile only show the boundary of the station and interchange, shown on Map 2 below.

The change of train station name will include amendment of the relevant acronym, circulated on the Map 1 in the designation. The existing NOR DC\_S will be replaced by NOR DR\_S.

I wonder whether you could help in providing the GIS shapefile or updating this map with correct acronym. If you would like to send GIS shapefile, please ensure the file is in Shapefile format with coordinate system (NZGB 2000 NZTM). It also would be great if you could provide the revised Map 1 with the correct acronym.

**Map 1 needs to be updated Map 2 from Aching Konyak, GIS specialist**





Thank you for the help.

**Kind regards**

**Andrew An | Policy Planner  
Central & South Planning | Plans and Places**

**Chief Planning Office**

Waea pūkoro / Phone: 027 212 5025

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Level 16, 135 Albert St, City Centre, Auckland

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**From:** Craig Cairncross <[Craig.Cairncross@aucklandcouncil.govt.nz](mailto:Craig.Cairncross@aucklandcouncil.govt.nz)>

**Sent:** Wednesday, September 20, 2023 8:07 AM

**To:** Unitary Plan <[unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz)>

**Subject:** FW: NZGB Southern Stations - station names confirmed

Hi UP,

Cl20A would be best I suspect. We can't do Drury West yet as we are awaiting the Direct Referral Enviro Court decision.

Thanks

Craig

---

**From:** Russell Butchers <[russell.butchers@aucklandcouncil.govt.nz](mailto:russell.butchers@aucklandcouncil.govt.nz)>

**Sent:** Wednesday, September 20, 2023 6:58 AM

**To:** Craig Cairncross <[Craig.Cairncross@aucklandcouncil.govt.nz](mailto:Craig.Cairncross@aucklandcouncil.govt.nz)>

**Subject:** Fwd: NZGB Southern Stations - station names confirmed

Fyi

Russell

---

**From:** Pam Butler <[Pam.Butler@kiwirail.co.nz](mailto:Pam.Butler@kiwirail.co.nz)>

**Sent:** Tuesday, September 19, 2023 6:43:49 PM

**To:** Joy LaNauze <[Joy.LaNauze@aucklandcouncil.govt.nz](mailto:Joy.LaNauze@aucklandcouncil.govt.nz)>; Unitary Plan

<[unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz)>

**Cc:** Russell Butchers <[russell.butchers@aucklandcouncil.govt.nz](mailto:russell.butchers@aucklandcouncil.govt.nz)>; Harry Barnes

<[harry.barnes@aucklandcouncil.govt.nz](mailto:harry.barnes@aucklandcouncil.govt.nz)>

**Subject:** NZGB Southern Stations - station names confirmed

Hi and apologies for the broadcast email.

I note that the station names in the AUP OP – which were placeholders, pending the NZ



Geographic Board decision, need to be changed. This is noted at the head of the two confirmed designations.

I'm forwarding an email with the station names, including Drury West which is currently waiting on the Env Court Direct referral decision. I note that the NoR has the gifted spelling. Once it is confirmed (hopefully) it can take on the final approved name in the schedule (Ngākōroa Railway Station).

Do I need to do anything more formal to have the names changed in the AUP OP please?

Happy to clarify.

Ngā mihi I regards

**Pam Butler | Senior RMA Advisor**

MOB: +64 0275 708571

Level 1, KiwiRail Building, 604 Great South Road, Ellerslie, Auckland 1051 | Private Bag 92138, Victoria Street West, Auckland 1142



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**From:** Jodie Mitchell

**Sent:** Thursday, 16 March 2023 1:21 pm

**To:** Andrew Swan <[Andrew.Swan@kiwirail.co.nz](mailto:Andrew.Swan@kiwirail.co.nz)>; John Fellows <[John.Fellows@mottmac.com](mailto:John.Fellows@mottmac.com)>; Marija Batistich <[Marija.Batistich@kiwirail.co.nz](mailto:Marija.Batistich@kiwirail.co.nz)>; Pam Butler <[Pam.Butler@kiwirail.co.nz](mailto:Pam.Butler@kiwirail.co.nz)>; Kathya Smith <[Kathya.Smith@kiwirail.co.nz](mailto:Kathya.Smith@kiwirail.co.nz)>; Niten Singh <[Niten.Singh@kiwirail.co.nz](mailto:Niten.Singh@kiwirail.co.nz)>; Mike Cooper <[Mike.Cooper@kiwirail.co.nz](mailto:Mike.Cooper@kiwirail.co.nz)>; Darryl Wong <[Darryl.Wong@kiwirail.co.nz](mailto:Darryl.Wong@kiwirail.co.nz)>; Ross Kaufusi <[Ross.Kaufusi@kiwirail.co.nz](mailto:Ross.Kaufusi@kiwirail.co.nz)>; Alireza Mokhtar <[Alireza.Mokhtar@kiwirail.co.nz](mailto:Alireza.Mokhtar@kiwirail.co.nz)>; Sandra Lee <[Sandra.Lee@kiwirail.co.nz](mailto:Sandra.Lee@kiwirail.co.nz)>; KC Wong <[KC.Wong@kiwirail.co.nz](mailto:KC.Wong@kiwirail.co.nz)>; [roly.frost@outlook.com](mailto:roly.frost@outlook.com); Mitchell Bray <[Mitchell.Bray@kiwirail.co.nz](mailto:Mitchell.Bray@kiwirail.co.nz)>; Scott Winton <[Scott.Winton@kiwirail.co.nz](mailto:Scott.Winton@kiwirail.co.nz)>; Jo Reeves <[Jo.Reeves@kiwirail.co.nz](mailto:Jo.Reeves@kiwirail.co.nz)>; Hiraina Morice <[Hiraina.Morice@kiwirail.co.nz](mailto:Hiraina.Morice@kiwirail.co.nz)>; Endah England <[Endah.England@kiwirail.co.nz](mailto:Endah.England@kiwirail.co.nz)>

**Subject:** NZGB Southern Stations - station names confirmed

**Importance:** High

Kia ora koutou katoa,

This morning, the NZGB advised KiwiRail and AT that following the NZGB December board meeting Minister O'Connor (who consulted Minister Wood) has endorsed NZGB's recommendation to adopt the following railway station names:

- **Drury Railway Station**
- **Ngākōroa Railway Station**
- **Paerātā Railway Station**

As these names differ from those gifted by Mana Whenua (Maketuu, Ngaakoora and Paeraataa) to KiwiRail and AT, there may possibly be disappointment around this outcome. The NZGB decision has been communicated to Mana Whenua.

NZGB advise there will be a press release issued later today confirming the DRS station names (the press release will also cover CRL). Part of the formal NZGB notification process involves publishing the names in newspapers.

Please cascade this communication as you consider appropriate.

Ngā mihi nui I Kind Regards

**Jodie Mitchell | Senior RMA Advisor**

MOB: +64 027 202 3822

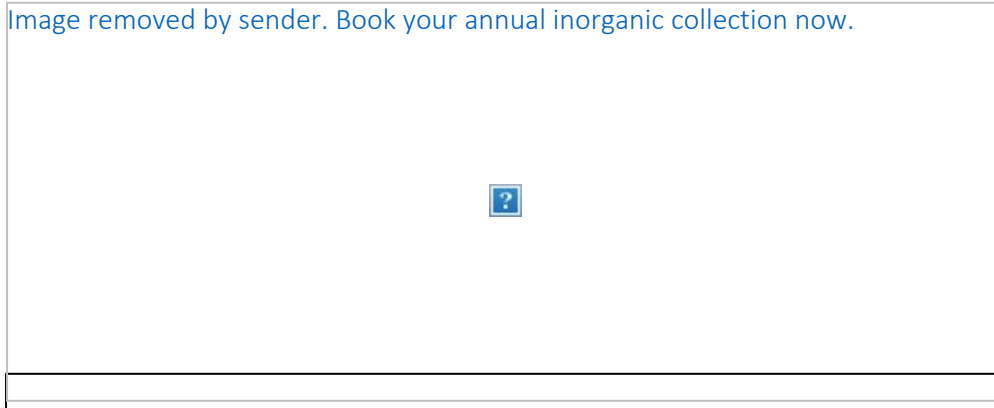
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**Attachment 2: Corrections to text  
(~~strikethrough~~/underlines)**

~~Interim designation name only, the name of the station is to be supplied once approved by the New Zealand Geographic Board~~

### 6308 Drury Central 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	Certification shall be achieved by confirmation from the Council 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: (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	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> <li>• geotechnical investigations (including trial embankments)</li> <li>• archaeological site investigations</li> <li>• formation of access for geotechnical investigations</li> <li>• establishment of site yards, site entrances and fencing</li> <li>• constructing and sealing site access roads</li> <li>• demolition or removal of buildings and structures</li> </ul>

	<ul style="list-style-type: none"> <li>relocation of services</li> <li>ecological surveys</li> <li>vegetation removal ancillary to Enabling Works</li> <li>establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)</li> </ul>
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Project	For NOR DGR-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 DGS-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: <ul style="list-style-type: none"> <li>Kiwi Property Holdings No. 2 Limited;</li> <li>Oyster Capital Limited;</li> <li>Fulton Hogan Land Development Limited;</li> <li>Watercare Services Limited;</li> <li>Counties Power;</li> <li>Minister of Housing; and</li> </ul> The owners and occupiers of: <ul style="list-style-type: none"> <li>The land on which the Project is to be undertaken; and</li> <li>The Surrounding Land (as defined below).</li> </ul>
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

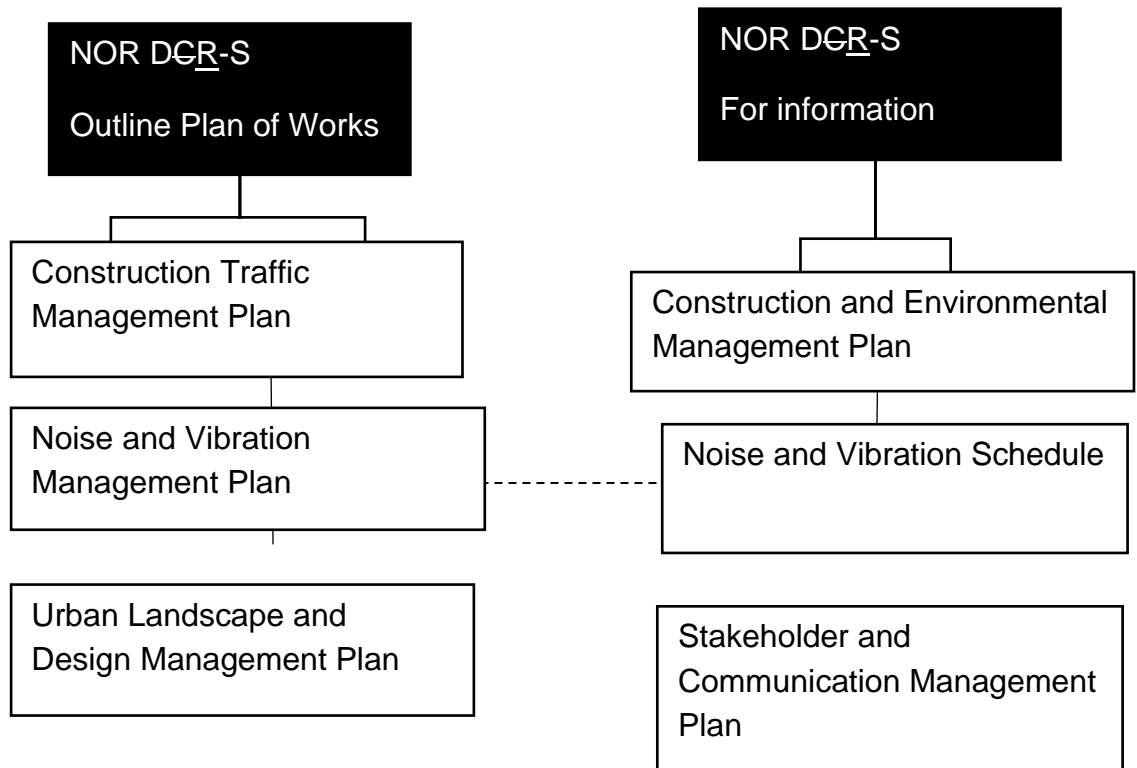
BPO	Best Practicable Option
CEMP	Construction and Environmental Management Plan
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic Management Plan
MEF	Mana Whenua Engagement Forum
NOR	Notice of Requirement
NOR DCR-S	Notice of Requirement - Drury <del>Central</del> <u>Railway Station</u>
NOR DCS-IA	Notice of Requirement – Drury <del>Central</del> <u>Station Interchange and Accessway</u>
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 ~~Central~~ Railway Station

Ref	Notice of Requirement Purpose
NOR DCR-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 DGR-S may be prepared as a joint document with NOR DGS-IA.



## Drury Central Railway Station: NoR conditions

Ref	Condition
<b>General Conditions</b>	
<b>1</b>	<p><b>Activity in general accordance with plans and information</b>            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.</p>
<b>2</b>	<p><b>Designation Review</b>            As soon as practicable following Completion of Construction the Requiring Authority shall:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(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.</li> </ul>
<b>3</b>	<p><b>Designation Lapse</b>            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.  <b>Advice Note</b> – For the avoidance of doubt the designation will be given effect to at the implementation of Stage 1.</p>
<b>Outline Plan of Works</b>	
<b>4</b>	<ul style="list-style-type: none"> <li>(a) An Outline Plan for the Project shall be prepared and submitted to the Council in accordance with these conditions.</li> <li>(b) An Outline Plan shall include any relevant management plan for the particular design, construction, or operational matters being addressed in the Outline Plan.</li> <li>(c) An Outline Plan shall be prepared in consultation with Stakeholders, where the works involve any of the matters identified in condition 12(a).</li> <li>(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"> <li>(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;</li> <li>(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</li> <li>(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.</li> </ul> </li> </ul>



Ref	Condition
5	<p><b>Management Plans</b></p> <p>(a) Any management plan shall be:</p> <ul style="list-style-type: none"> <li>(i) prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 6-17);</li> <li>(ii) prepared by a Suitably Qualified and Experienced Person(s); and</li> <li>(iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CEMPs and CNVMP Schedules.</li> </ul> <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"> <li>(i) Been incorporated; and</li> <li>(ii) Where not incorporated, the reasons why;</li> </ul> <p>(c) Any management plan developed in accordance with Condition 5 may:</p> <ul style="list-style-type: none"> <li>(i) Be prepared and submitted as a joint document for both Projects.</li> <li>(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> <li>(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> <li>(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;</li> </ul> <p>(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>(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)**

<b>6</b>	<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"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) drawings of the proposed site layouts (including construction yards, temporary buildings and construction vehicle parking),</li> <li>(v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vi) methods for providing for the health and safety of the general public;</li> <li>(vii) procedures for incident management;</li> <li>(viii) methods to ensure prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances;</li> <li>(ix) procedures for responding to complaints about Construction Works;</li> <li>(x) details of any environmental awareness training procedures for staff as relevant;</li> <li>(xi) methods for amending and updating the CEMP as required;</li> <li>(xii) identification of cultural monitoring activities as set out in the Cultural Monitoring Plan;</li> <li>(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</li> <li>(xiv) any other measures to achieve the objective set out in Condition 6(b).</li> </ul> <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
<b>Construction Traffic Management Plan (CTMP)</b>	
<b>7</b>	<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"> <li>(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);</li> <li>(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"> <li>a. identification of detour routes</li> <li>b. temporary speed limits; and</li> <li>c. other methods to safely manage and maintain traffic flows, pedestrians and cyclists, on existing roads (e.g. Great South Road);</li> </ul> </li> <li>(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;</li> <li>(iv) methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services (including along Great South Road);</li> <li>(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;</li> <li>(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;</li> <li>(vii) identification of any appropriate traffic management measures;</li> <li>(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);</li> <li>(ix) any other measures to achieve the objective set out in Condition 8(b).</li> </ul> <p><b>Advice Note</b> - 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 <a href="http://www.aucklandtransport.govt.nz">www.aucklandtransport.govt.nz</a> for more information.</p>
<b>Construction Noise and Vibration</b>	
<b>8</b>	<p><b>Construction Noise standards</b></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 1: Construction noise standards**

Day of week	Time period	L <sub>Aeq</sub> (15min)	L <sub>AFmax</sub>
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

**Ref Condition**

**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 comply with the vibration standards set out in the following table as far as practicable.

**Table 2 Construction vibration criteria**

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

(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.

Ref	Condition
10	<p data-bbox="284 271 1066 300"><b>Construction Noise and Vibration Management Plan (CNVMP)</b></p> <p data-bbox="284 315 1342 344">(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p data-bbox="284 353 1382 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="284 546 1382 651">(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="363 674 1198 703">(i) Description of the works and anticipated equipment/processes;</li> <li data-bbox="363 725 1362 792">(ii) Hours of operation, including times and days when construction activities will occur;</li> <li data-bbox="363 808 1190 837">(iii) The construction noise and vibration standards for the Project;</li> <li data-bbox="363 846 1267 875">(iv) Identification of receivers where noise and vibration standards apply;</li> <li data-bbox="363 884 1374 952">(v) Management and mitigation options, and identification of the Best Practicable Option;</li> <li data-bbox="363 960 1385 1028">(vi) Methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li data-bbox="363 1037 1078 1066">(vii) Procedure for responding to monitored exceedances</li> <li data-bbox="363 1075 1342 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> <li data-bbox="363 1225 1198 1254">(ix) Contact details of the Project Liaison Person or site supervisor;</li> <li data-bbox="363 1263 1374 1368">(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> <li data-bbox="363 1377 1390 1444">(xi) Procedures for monitoring construction noise and vibration and reporting to the Council.</li> <li data-bbox="363 1453 1347 1594">(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> <li data-bbox="363 1603 1385 1792">(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> <li data-bbox="363 1800 1094 1830">(xiv) Procedures for review and update of the CNVMP; and</li> <li data-bbox="363 1839 1023 1868">(xv) Any other measures to achieve Condition 10(b).</li> </ul>

Ref	Condition
11	<p><b>Schedule to a CNVMP</b></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"> <li>(i) Construction noise is either predicted or measured to exceed the noise standards in Condition 8, except where the exceedance of the <math>L_{Aeq}</math> criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> <li>a. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or</li> <li>b. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</li> </ul> </li> <li>(ii) Construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 9.</li> </ul> <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"> <li>(i) activity location, start and finish dates;</li> <li>(ii) The nearest neighbours to the activity;</li> <li>(iii) a location plan;</li> <li>(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);</li> <li>(v) The proposed Best Practicable Option mitigation for the activity/location;</li> <li>(vi) The proposed communications with neighbours; and</li> <li>(vii) Location, times and types of monitoring.</li> </ul>
<b>Urban Landscape and Design Management Plan (ULDMP)</b>	
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"> <li>(i) The design of the Stage One works; and</li> <li>(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).</li> </ul> <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"> <li>(i) How the works in the Outline Plan will be integrated into the surrounding existing and planned-urban environment, with particular regard to:</li> </ul>

Ref	Condition
	<ul style="list-style-type: none"> <li>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;</li> <li>b. Ensuring that the new Flanagan Road alignment is constructed and operational prior to the existing alignment of this road being closed;</li> <li>c. The specific elements listed and alphabetically referenced at the approximate locations shown in Schedule 3 (as relevant to the specific designation);</li> <li>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</li> <li>e. The Urban Design Evaluation and Framework.</li> </ul> <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"> <li>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;</li> <li>b. The location and design of connecting roads between the Project and the surrounding existing and planned urban environment;</li> <li>c. The timing of works planned on Surrounding Land; and</li> <li>d. Any other relevant access, servicing, engineering, or other matters.</li> </ul> <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"> <li>a. Crime Prevention through Environmental Design principles (CPTED); and</li> <li>b. Safety in Design principles (SID).</li> </ul> <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"> <li>a. the reinstatement of construction and site compound areas, treatment of cut-and-fill slopes and interface of stormwater devices; and</li> <li>b. how the Project's permanent works will be integrated into the built environment and the landscape context;</li> </ul> <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"> <li>a. the intended plant species, planting locations and plant sizes at the time of planting and on maturity;</li> <li>b. the planting methodology and programme; and</li> <li>c. a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants.</li> </ul> <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
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Ref	Condition
<b>Mana Whenua Engagement Forum (MEF)</b>	
<b>13</b>	<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"> <li>(i) roles and responsibilities of Mana Whenua, including in relation to design and development of the Project;</li> <li>(ii) preparation of management plans;</li> <li>(iii) cultural monitoring activities to be undertaken;</li> <li>(iv) developing and participating in archaeological investigations and processes;</li> <li>(v) identifying opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the project area;</li> <li>(vi) Mana Whenua outcomes and wellbeing aspirations; and</li> <li>(vii) incorporating cultural narratives into the design of the Project.</li> </ul> <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"> <li>(i) Ngāi Tai ki Tāmaki Tribal Trust;</li> <li>(ii) Ngāti Maru Runanga;</li> <li>(iii) Ngāti Tamaoho Trust;</li> <li>(iv) Ngaati Te Ata Waiohua;</li> <li>(v) Ngaati Whanaunga Inc Soc;</li> <li>(vi) Te Ākitai Waiohua;</li> <li>(vii) Te Ahiwaru Waiohua;</li> </ul> <p><b>Advice Note</b> – 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
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Stakeholder and Communication Management Plan (SCMP)	
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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"> <li>(i) Provide the contact details for the Project Liaison Person which shall be prominently displayed at the main entrance(s) to the site(s);</li> <li>(ii) Communicate with stakeholders, infrastructure service providers, transport operators, organisations, businesses, and the public;</li> <li>(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;</li> <li>(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;</li> <li>(v) Inform the stakeholders and parties consulted of construction progress and future construction activities;</li> <li>(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;</li> <li>(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;</li> <li>(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;</li> <li>(ix) Outline any linkages and cross-references to communication methods set out in other conditions and management plans where relevant;</li> <li>(x) any arrangements for post-construction communications; and</li> <li>(xi) any other measures to achieve Condition 14(b).</li> </ul> <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>
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Ref	Condition
<b>Building Damage Pre-Condition Survey</b>	
<b>15</b>	<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"> <li>(i) building classification (i.e. commercial, industrial, historic or other sensitive structure);</li> <li>(ii) building specific vibration damage risk thresholds;</li> <li>(iii) recordings (including photographs) of major building features, including location, type, construction type (including foundation type), age and present condition; and</li> <li>(iv) any damage, either aesthetic or structural.</li> </ul> <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"> <li>(i) The Requiring Authority's specialist has visited the building and assessed the pre-construction condition of the building; or</li> <li>(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</li> <li>(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</li> <li>(iv) The building owner cannot, after reasonable enquiry, be found prior to Start of Construction of the Project.</li> </ul> <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>
<b>16</b>	<p><b>Building Damage Rectification</b></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 (<b>Building Damage Rectification</b>).</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"> <li>(i) The Requiring Authority has completed Building Damage Rectification to the building; or</li> </ul>

Ref	Condition
	<ul style="list-style-type: none"> <li>(ii) An alternative agreement is reached between the Requiring Authority and the building owner; or</li> <li>(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</li> <li>(iv) The building owner cannot, after reasonable enquiry, be found post Completion of Construction of the Project.</li> </ul>
<b>Cultural Monitoring Plan</b>	
17	<ul style="list-style-type: none"> <li>(a) Prior to the start of Construction Works, a Cultural Monitoring Plan (CMP) shall be prepared in collaboration with Mana Whenua through the MEF.</li> <li>(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.</li> <li>(c) The Cultural Monitoring Plan shall include: <ul style="list-style-type: none"> <li>(i) requirements for formal dedication and / or cultural oversight to be undertaken prior to start of Construction;</li> <li>(ii) requirements and protocols for cultural inductions for contractors and subcontractors working on the site;</li> <li>(iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) identification of personnel to undertake cultural monitoring; and</li> <li>(v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition 18.</li> </ul> </li> <li>(d) If the Requiring Authority and Mana Whenua agree, other matters can be included in the CMP.</li> <li>(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.</li> </ul> <p><b>Advice Note</b> - Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>

Ref	Condition
18	<p><b>Accidental Discovery Protocol</b></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><b>Heritage Monitoring Report</b></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>

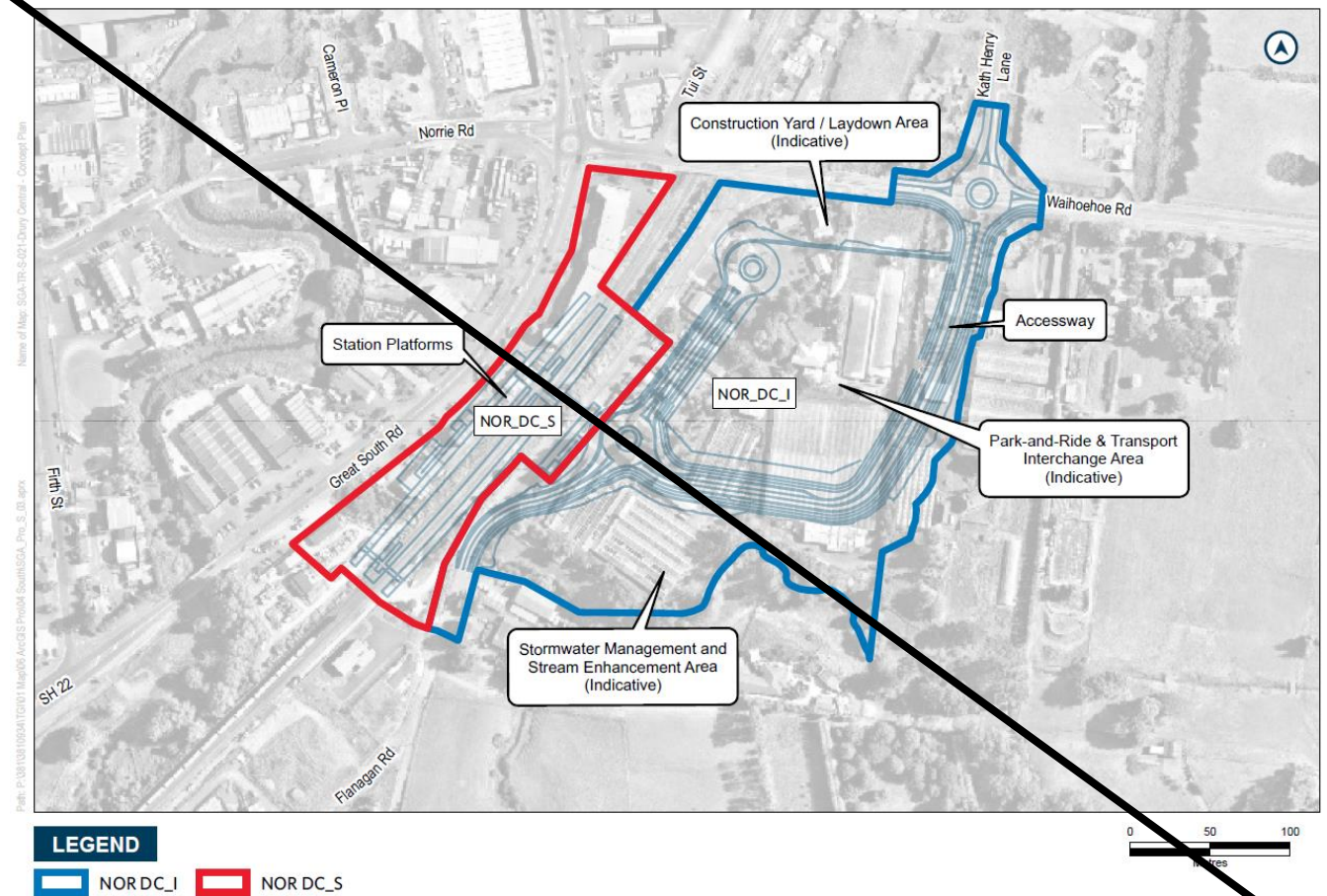
# Schedule 1: General Accordance Plans

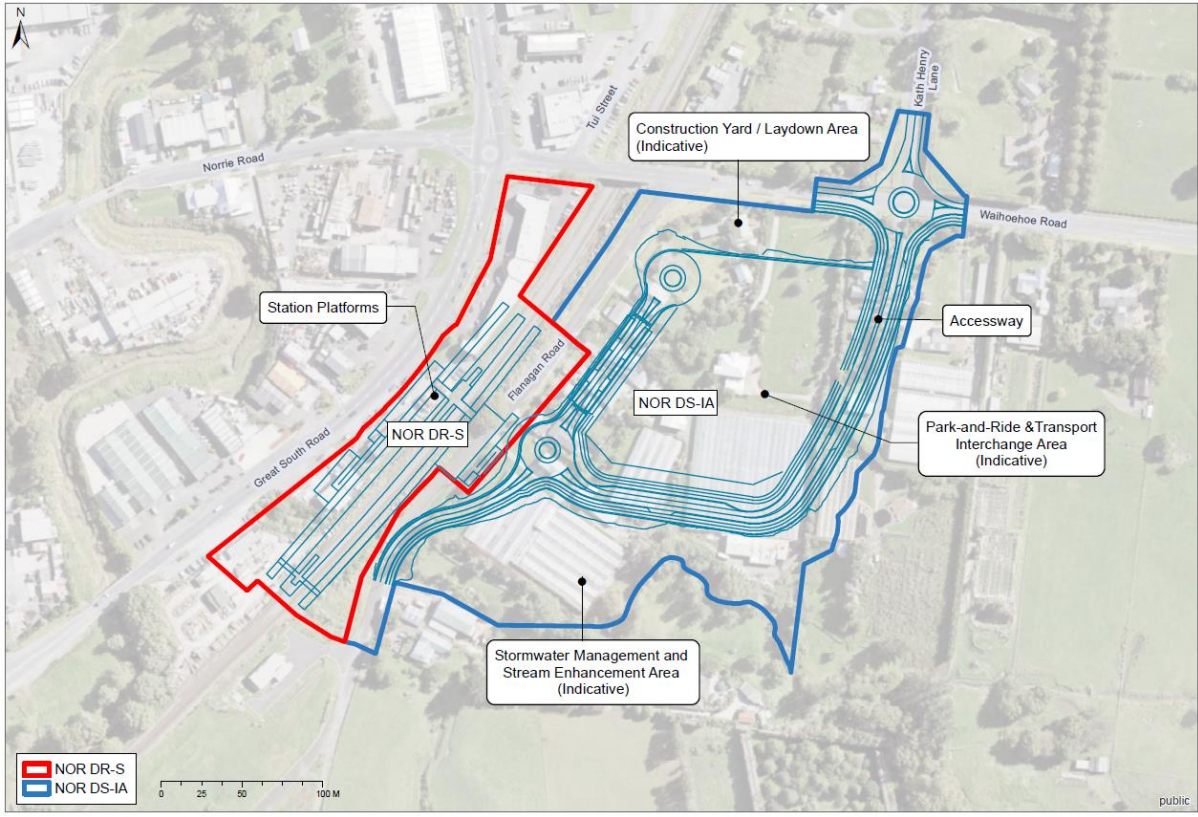
## (NOR DGR-S) Drury Central Railway Station Project Description

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 DGR-S Concept Plan





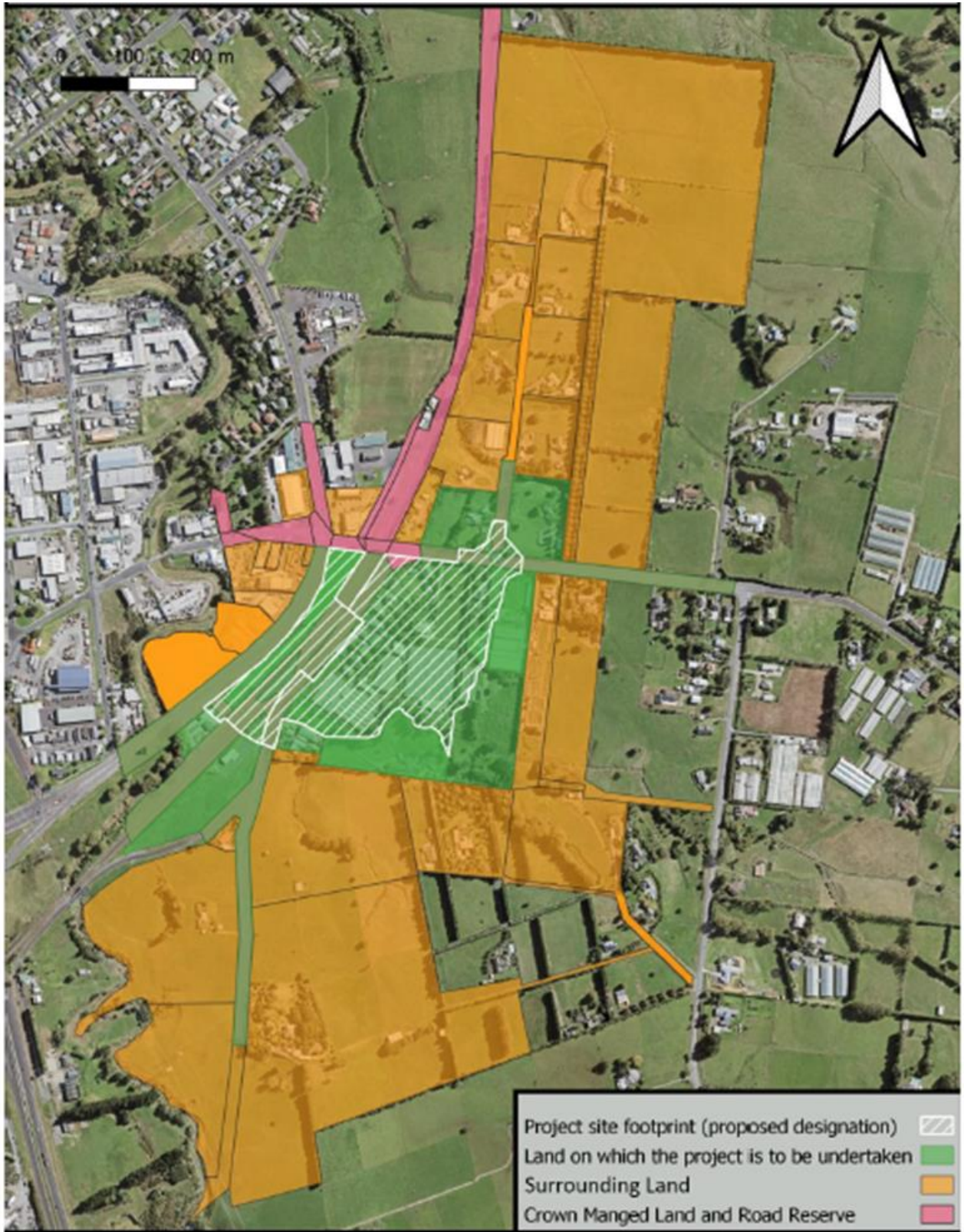


## Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

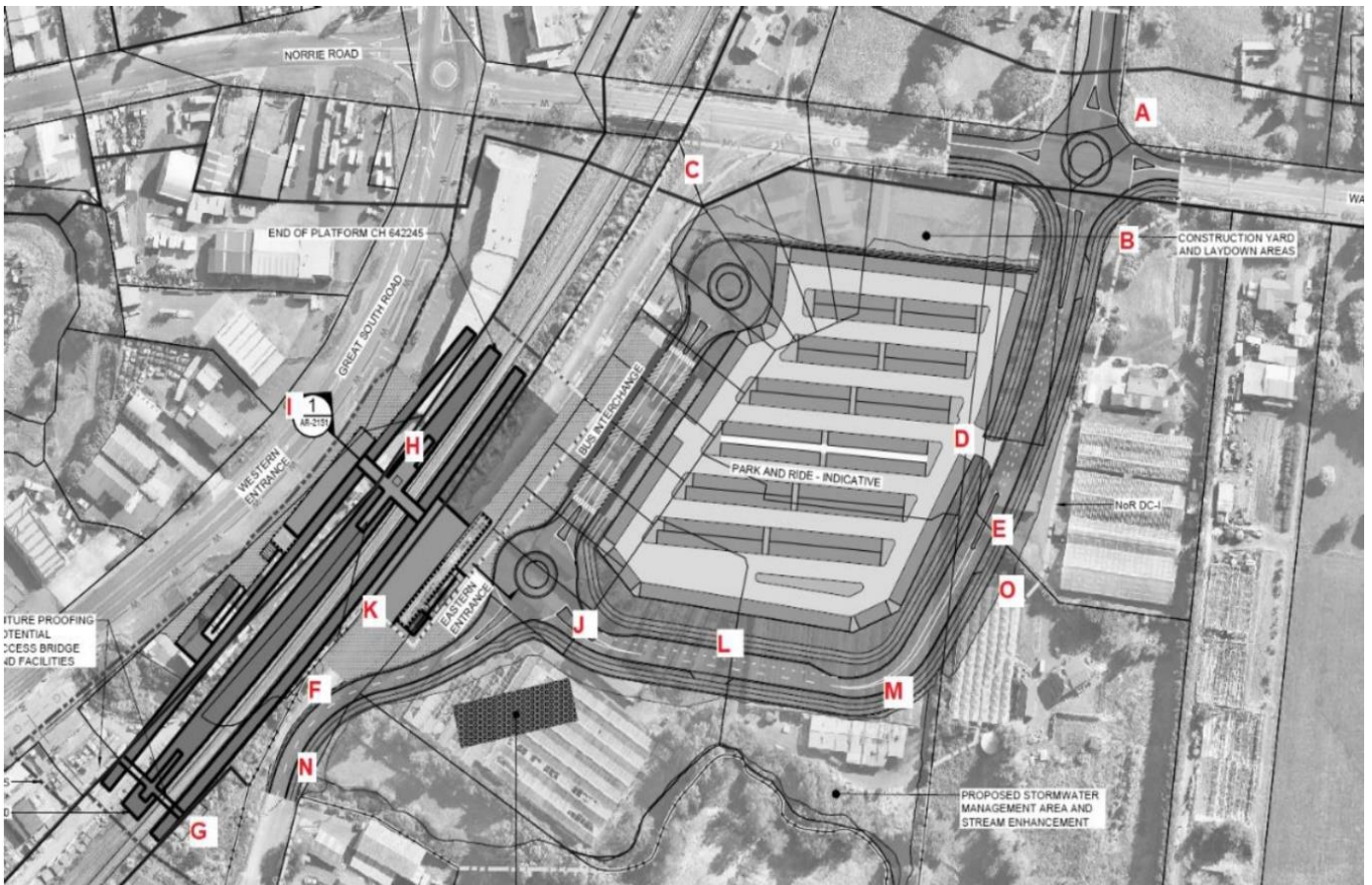
Address	Legal Description
108 Flanagan Road	Pt Lot 1 DP 62094, Lot 1 DP 80559
116 Flanagan Road	Part Lot 1 DP 620994
132 Flanagan Road	Part Allotment 33 Parish of Opaheke
120 Flanagan Road	NA99D/313 Lot 1 DP 165262, 1/6 SH Lot 10 DP 165262
68 Flanagan Road	Lot 8 DP 165262
117 Fitzgerald Road	Pt Allot 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.	DGS-IA
B	Active mode crossings with raised traffic calming and active mode priority at the roundabout.	DGS-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.	DGS-IA
D	A raised priority crossing with the walkway and cycleway recessed allowing a vehicle to wait between the crossing and the access road.	DGS-IA
E	Omission of the median island, should this not be required.	DGS-IA
F	Cycle and walking facilities on the western side of Flanagan Road.	DGS-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.	DGR-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.	DGR-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.	DGR-S
J	Safe crossings on all sides of the southwestern roundabout, with active mode priority.	DGS-IA
K	Pedestrian entrances into the station building and an overbridge from the southwest.	DGR-S
L	Drop-off spaces to be designed in a way that ensures safety for patrons, pedestrians, and cyclists.	DGS-IA
M	At the southeast bend of the entry road, enabling a connection southward to provide a link to the new Drury Metropolitan Centre.	DGS-IA
N	Cycleways are compliant with regulatory requirements for safe cycleways.	DGS-IA
O	Prioritisation of active mode safety on crossings.	DGS-IA



## Attachments

No attachments.

~~Interim designation name only, the name of the station is to be supplied once approved by the New Zealand Geographic Board~~

### 6309 Drury Central 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	Certification shall be achieved by confirmation from the Council 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: (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	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> <li>• geotechnical investigations (including trial embankments)</li> <li>• archaeological site investigations</li> <li>• formation of access for geotechnical investigations</li> <li>• establishment of site yards, site entrances and fencing</li> <li>• constructing and sealing site access roads</li> <li>• demolition or removal of buildings and structures</li> <li>• relocation of services</li> </ul>

	<ul style="list-style-type: none"> <li>ecological surveys</li> <li>vegetation removal ancillary to Enabling Works</li> <li>establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)</li> </ul>
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Project	For NOR DGR-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 DCS-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: <ul style="list-style-type: none"> <li>Kiwi Property Holdings No. 2 Limited;</li> <li>Oyster Capital Limited;</li> <li>Fulton Hogan Land Development Limited;</li> <li>Watercare Services Limited;</li> <li>Counties Power;</li> <li>Minister of Housing; and</li> </ul> The owners and occupiers of: <ul style="list-style-type: none"> <li>The land on which the Project is to be undertaken; and</li> <li>The Surrounding Land (as defined below).</li> </ul>
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



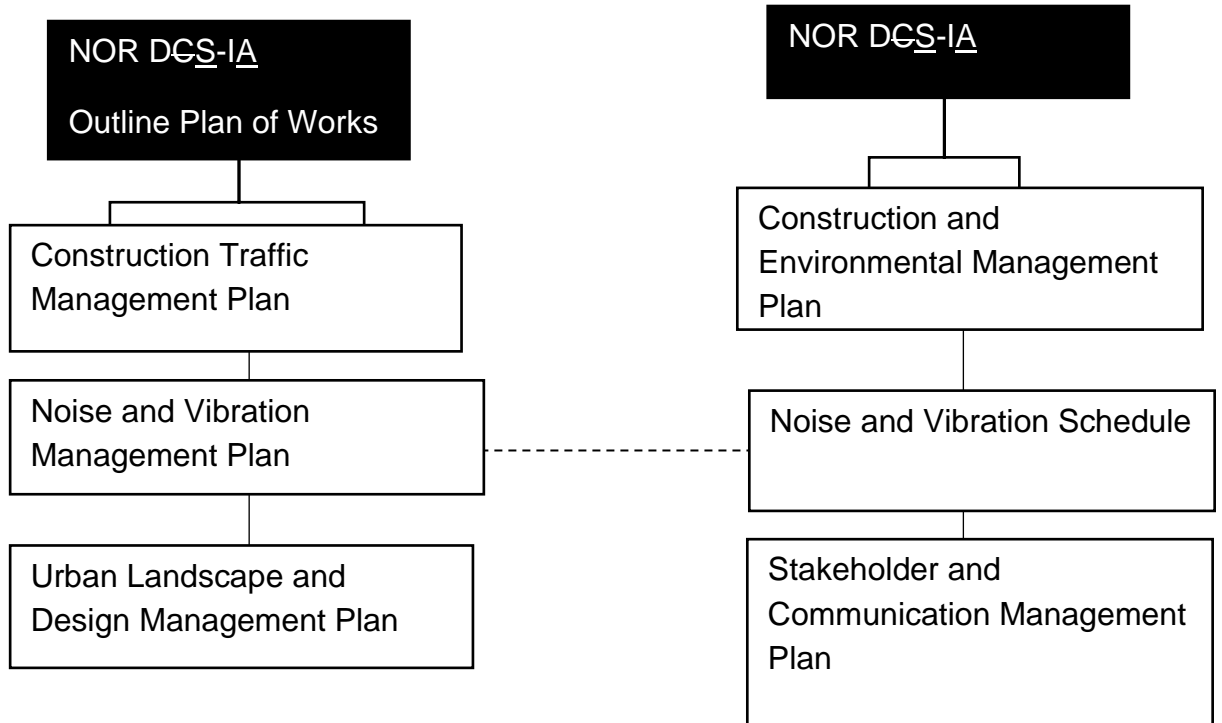
BPO	Best Practicable Option
CEMP	Construction and Environmental Management Plan
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic Management Plan
MEF	Mana Whenua Engagement Forum
NOR	Notice of Requirement
NOR DCR-S	Notice of Requirement - Drury <del>Central</del> Railway Station
NOR DCS-IA	Notice of Requirement – Drury <del>Central</del> 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 ~~Central~~ Station Interchange and Accessway

Ref	Notice of Requirement Purpose
NOR DCS-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 DCS-IA may be prepared as a joint document with NOR DCR-S.



# Drury Central Station Interchange and Accessway: NOR conditions

Ref	Condition
<b>General Conditions</b>	
<b>1</b>	<p><b>Activity in general accordance with plans and information</b>            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.</p>
<b>2</b>	<p><b>Designation Review</b>            As soon as practicable following Completion of Construction the Requiring Authority shall:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(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.</li> </ul>
<b>3</b>	<p><b>Designation Lapse</b>            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.  <b>Advice Note</b> – For the avoidance of doubt the designation will be given effect to at the implementation of Stage 1.</p>
<b>Outline Plan of Works</b>	
<b>4</b>	<ul style="list-style-type: none"> <li>(a) An Outline Plan for the Project shall be prepared and submitted to the Council in accordance with these conditions.</li> <li>(b) An Outline Plan shall include any relevant management plan for the particular design, construction, or operational matters being addressed in the Outline Plan.</li> <li>(c) An Outline Plan shall be prepared in consultation with Stakeholders, where the works involve any of the matters identified in condition 12(a).</li> <li>(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"> <li>(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;</li> <li>(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</li> <li>(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.</li> </ul> </li> </ul>

Ref	Condition
5	<p><b>Management Plans</b></p> <p>(a) Any management plan shall be:</p> <ul style="list-style-type: none"> <li>(i) prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 6-17);</li> <li>(ii) prepared by a Suitably Qualified and Experienced Person(s); and</li> <li>(iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CEMPs and CNVMP Schedules-</li> </ul> <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"> <li>(i) Been incorporated; and</li> <li>(ii) Where not incorporated, the reasons why;</li> </ul> <p>(c) Any management plan developed in accordance with Condition 5 may:</p> <ul style="list-style-type: none"> <li>(i) Be prepared and submitted as a joint document for both Projects.</li> <li>(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> <li>(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> <li>(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;</li> </ul> <p>(d) Any material changes to the SCMPs or CEMPs 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>
<b>Construction and Environmental Management Plan (CEMP)</b>	
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"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) drawings of the proposed site layouts (including construction yards, temporary</li> </ul>

Ref	Condition
	<p>buildings and construction vehicle parking),</p> <ul style="list-style-type: none"> <li>(v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vi) methods for providing for the health and safety of the general public;</li> <li>(vii) procedures for incident management;</li> <li>(viii) methods to ensure prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances;</li> <li>(ix) procedures for responding to complaints about Construction Works;</li> <li>(x) details of any environmental awareness training procedures for staff as relevant;</li> <li>(xi) methods for amending and updating the CEMP as required;</li> <li>(xii) identification of cultural monitoring activities as set out in the Cultural Monitoring Plan;</li> <li>(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</li> <li>(xiv) any other measures to achieve the objective set out in Condition 6(b).</li> </ul> <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>
<b>Construction Traffic Management Plan (CTMP)</b>	
7	<ul style="list-style-type: none"> <li>(a) A CTMP shall be prepared prior to the Start of Construction.</li> <li>(b) A CTMP shall be submitted to the Manager for information at least 10 working days prior to the start of construction.</li> <li>(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"> <li>(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);</li> <li>(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"> <li>a. identification of detour routes</li> <li>b. temporary speed limits; and</li> <li>c. other methods to safely manage and maintain traffic flows, pedestrians and cyclists, on existing roads (e.g. Great South Road);</li> </ul> </li> <li>(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;</li> <li>(iv) methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services (including along Great South Road);</li> </ul> </li> </ul>

Ref	Condition																					
	<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 for plant, construction vehicles and the vehicles of workers and visitors;</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) any other measures to achieve the objective set out in Condition 7(b).</p> <p><b>Advice Note</b> - 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 <a href="http://www.aucklandtransport.govt.nz">www.aucklandtransport.govt.nz</a> for more information.</p>																					
<b>7A</b>	<b>Road Safety Audit</b>																					
	<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>(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).</p>																					
<b>Construction Noise and Vibration</b>																						
<b>8</b>	<b>Construction Noise standards</b>																					
	<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><b>Table 1: Construction noise standards</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 20%;">Day of week</th> <th style="width: 20%;">Time period</th> <th style="width: 20%;">L<sub>Aeq(15min)</sub></th> <th style="width: 20%;">L<sub>AFmax</sub></th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> <tr> <td rowspan="4" style="text-align: center; vertical-align: top;">Weekday</td> <td style="text-align: center;">0630h - 0730h</td> <td style="text-align: center;">55 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td style="text-align: center;">0730h - 1800h</td> <td style="text-align: center;">70 dB</td> <td style="text-align: center;">85 dB</td> </tr> <tr> <td style="text-align: center;">1800h - 2000h</td> <td style="text-align: center;">65 dB</td> <td style="text-align: center;">80 dB</td> </tr> <tr> <td style="text-align: center;">2000h - 0630h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> </tbody> </table>	Day of week	Time period	L <sub>Aeq(15min)</sub>	L <sub>AFmax</sub>	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
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	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			
<b>9</b>	<b>Construction Vibration Standards</b>			
	(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.			
	<b>Table 2 Construction vibration criteria</b>			
	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	
	(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.			
<b>10</b>	<b>Construction Noise and Vibration Management Plan (CNVMP)</b>			
	(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"> <li>(i) Description of the works and anticipated equipment/processes;</li> <li>(ii) Hours of operation, including times and days when construction activities will occur;</li> <li>(iii) The construction noise and vibration standards for the Project;</li> <li>(iv) Identification of receivers where noise and vibration standards apply;</li> <li>(v) Management and mitigation options, and identification of the Best Practicable Option;</li> <li>(vi) Methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li>(vii) Procedure for responding to monitored exceedances</li> <li>(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> <li>(ix) Contact details of the Project Liaison Person or site supervisor;</li> <li>(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> <li>(xi) Procedures for monitoring construction noise and vibration and reporting to the Council.</li> <li>(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> <li>(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> <li>(xiv) Procedures for review and update of the CNVMP; and</li> <li>(xv) Any other measures to achieve Condition 10(b).</li> </ul>
11	<p><b>Schedule to a CNVMP</b></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"> <li>(i) Construction noise is either predicted or measured to exceed the noise standards in Condition 8, except where the exceedance of the <math>L_{Aeq}</math> criteria is no</li> </ul>



Ref	Condition
	<p>greater than 5 decibels and does not exceed:</p> <ul style="list-style-type: none"> <li>a. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or</li> <li>b. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</li> </ul> <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"> <li>(i) Activity location, start and finish dates;</li> <li>(ii) The nearest neighbours to the activity;</li> <li>(iii) A location plan;</li> <li>(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);</li> <li>(v) The proposed Best Practicable Option mitigation for the activity/location;</li> <li>(vi) The proposed communications with neighbours; and</li> <li>(vii) Location, times and types of monitoring.</li> </ul>
<b>Urban Landscape and Design Management Plan (ULDMP)</b>	
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"> <li>(i) The design of the Stage One works; and</li> <li>(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).</li> </ul> <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"> <li>(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"> <li>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;</li> <li>b. Ensuring that the new Flanagan Road alignment is constructed and operational prior to the existing alignment of this road being closed;</li> <li>c. The specific elements listed and alphabetically referenced at the approximate locations shown in Schedule 3 (as relevant to the specific</li> </ul> </li> </ul>

Ref	Condition
	<p>designation):</p> <ul style="list-style-type: none"> <li>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</li> <li>e. The Urban Design Evaluation and Framework.</li> </ul> <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"> <li>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;</li> <li>b. The location and design of connecting roads between the Project and the surrounding existing and planned urban environment;</li> <li>c. The timing of works planned on Surrounding Land; and</li> <li>d. Any other relevant access, servicing, engineering, or other matters.</li> </ul> <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"> <li>a. Crime Prevention through Environmental Design principles (CPTED); and</li> <li>b. Safety in Design principles (SID).</li> </ul> <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"> <li>a. the reinstatement of construction and site compound areas, treatment of cut-and-fill slopes and interface of stormwater devices; and</li> <li>b. how the Project's permanent works will be integrated into the built environment and the landscape context;</li> </ul> <p>(ix) landscape treatments and planting with reference to the Urban Design Evaluation and Framework, such as:</p> <ul style="list-style-type: none"> <li>a. the intended plant species, planting locations and plant sizes at the time of planting and on maturity;</li> <li>b. the planting methodology and programme; and</li> <li>c. a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants.</li> </ul> <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.
<b>Mana Whenua Engagement Forum (MEF)</b>	
<b>13</b>	<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"> <li>(i) roles and responsibilities of Mana Whenua, including in relation to design and development of the Project;</li> <li>(ii) preparation of management plans;</li> <li>(iii) cultural monitoring activities to be undertaken;</li> <li>(iv) developing and participating in archaeological investigations and processes;</li> <li>(v) identifying opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the project area;</li> <li>(vi) Mana Whenua outcomes and wellbeing aspirations; and</li> <li>(vii) incorporating cultural narratives into the design of the Project.</li> </ul> <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"> <li>(i) Ngāi Tai ki Tāmaki Tribal Trust;</li> <li>(ii) Ngāti Maru Runanga;</li> <li>(iii) Ngāti Tamaoho Trust;</li> <li>(iv) Ngaati Te Ata Waiohua;</li> <li>(v) Ngaati Whanaunga Inc Soc;</li> <li>(vi) Te Ākitai Waiohua;</li> <li>(vii) Te Ahiwaru Waiohua;</li> </ul> <p><b>Advice Note</b> – 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>
<b>Stakeholder and Communication Management Plan (SCMP)</b>	
<b>14</b>	<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"> <li>(i) Provide the contact details for the Project Liaison Person which shall be prominently displayed at the main entrance(s) to the site(s);</li> <li>(ii) Communicate with stakeholders, infrastructure service providers, transport operators, organisations, businesses, and the public;</li> <li>(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;</li> <li>(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;</li> <li>(v) Inform the stakeholders and parties consulted of construction progress and future construction activities;</li> <li>(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;</li> <li>(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;</li> <li>(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;</li> <li>(ix) Outline any linkages and cross-references to communication methods set out in other conditions and management plans where relevant;</li> <li>(x) any arrangements for post-construction communications; and</li> <li>(xi) any other measures to achieve Condition 14(b).</li> </ul> <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>
<b>Building Damage Pre-Condition Survey</b>	
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"> <li>(i) building classification (i.e. commercial, industrial, historic or other sensitive structure);</li> <li>(ii) building specific vibration damage risk thresholds;</li> <li>(iii) recordings (including photographs) of major building features, including location,</li> </ul>

Ref	Condition
	<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>
<b>16</b>	<p><b>Building Damage Rectification</b></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 (<b>Building Damage Rectification</b>).</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>
<b>Cultural Monitoring Plan</b>	
17	(a) Prior to the start of Construction Works, a Cultural Monitoring Plan (CMP) shall be

Ref	Condition
	<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"> <li>(i) requirements for formal dedication and / or cultural oversight to be undertaken prior to start of Construction;</li> <li>(ii) requirements and protocols for cultural inductions for contractors and subcontractors working on the site;</li> <li>(iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) identification of personnel to undertake cultural monitoring; and</li> <li>(v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition 18.</li> </ul> <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><b>Advice Note</b> - Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>
18	<p><b>Accidental Discovery Protocol</b></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="279 271 628 297"><b>Heritage Monitoring Report</b></p> <p data-bbox="279 315 1401 423">(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="360 450 1401 629">(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> <li data-bbox="360 640 1347 703">(ii) A photographic record with supporting drawings and annotation sufficient to provide context.</li> </ul> <p data-bbox="279 730 1347 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 DCS-IA) Drury Central Station Interchange and Accessway Project Description

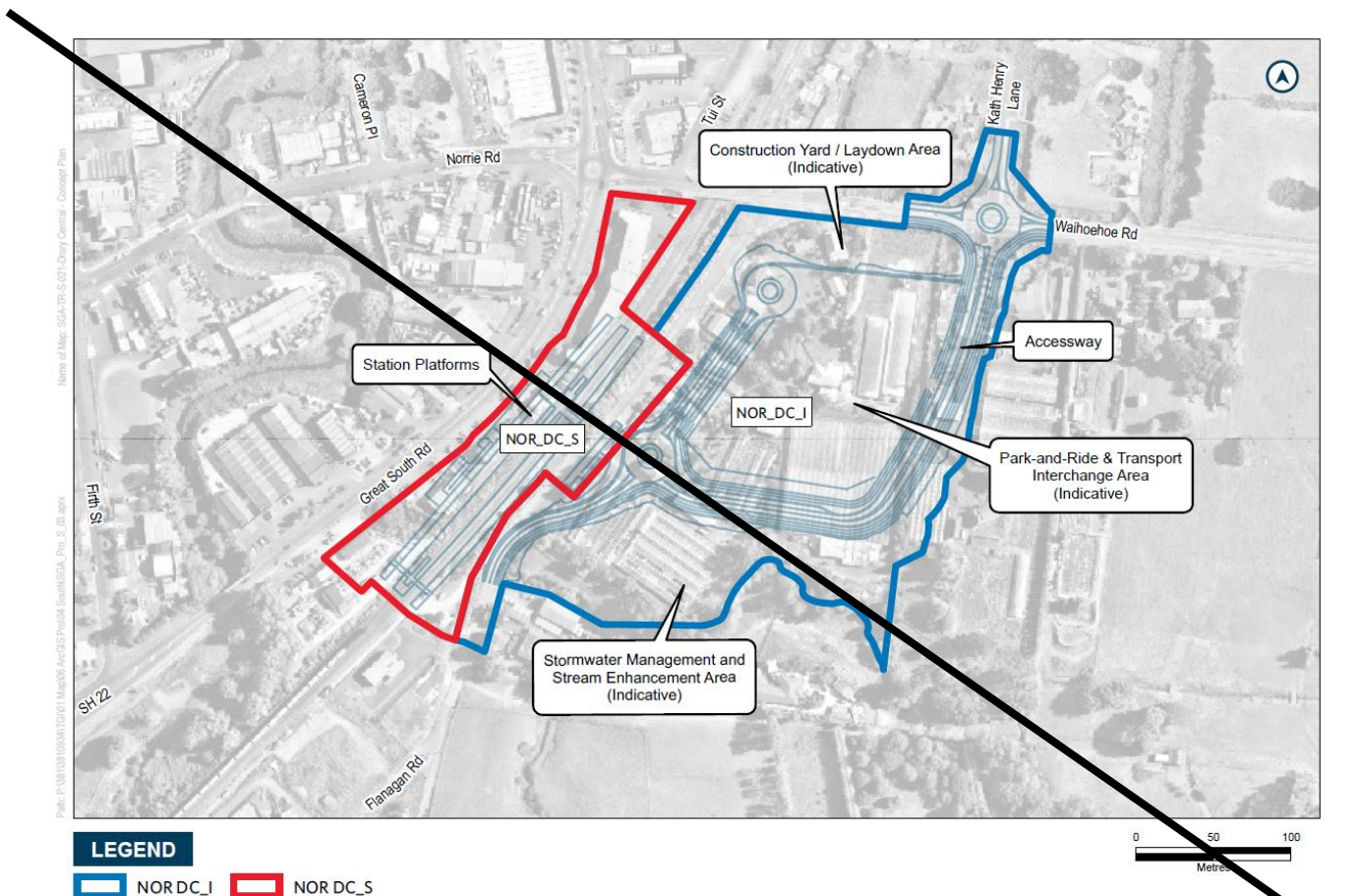
The proposed work is the construction, operation, and maintenance of the transport interchange, accessways, and ancillary and associated structures serving Drury Central Railway Station, including, but not limited to:

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

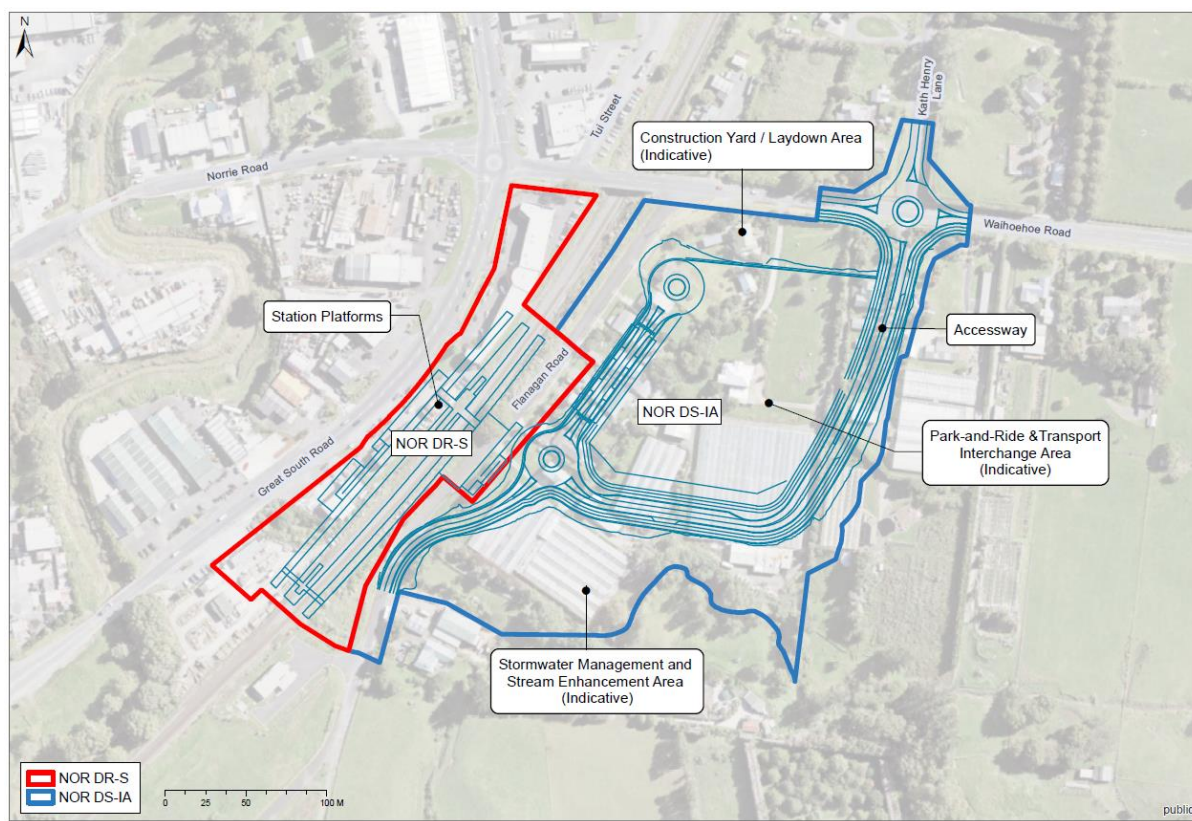
This will be located adjacent the Drury Central Railway Station, east of the existing rail line, between Waihoehoe Road and the Hingaia Stream tributary.

The proposed work is shown in the following Concept Plan.

#### NOR DCS-IA Concept Plan







## Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

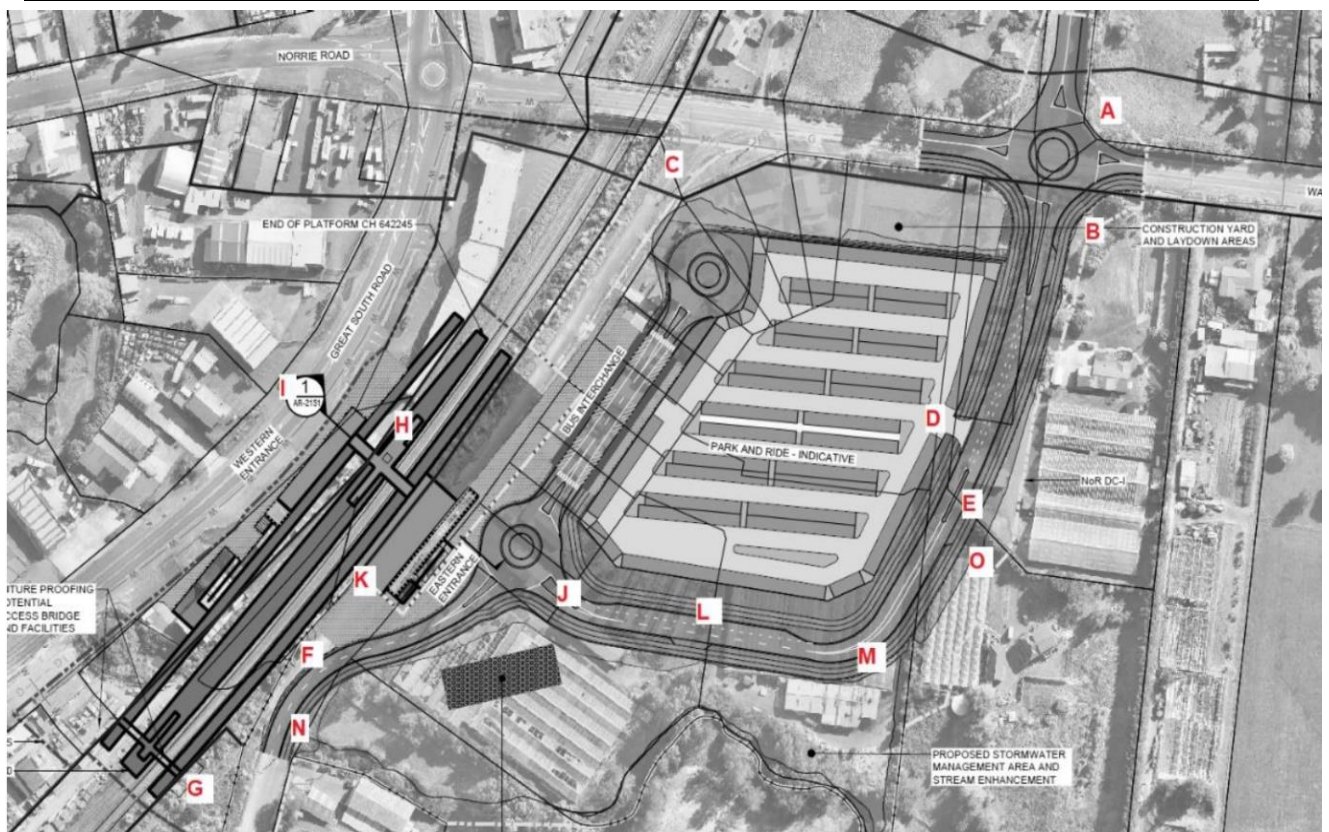
Address	Legal Description
108 Flanagan Road	Pt Lot 1 DP 62094, Lot 1 DP 80559
116 Flanagan Road	Part Lot 1 DP 620994
132 Flanagan Road	Part Allotment 33 Parish of Opaheke
120 Flanagan Road	NA99D/313 Lot 1 DP 165262, 1/6 SH Lot 10 DP 165262
68 Flanagan Road	Lot 8 DP 165262
117 Fitzgerald Road	Pt Allot 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.	DGS-IA
B	Active mode crossings with raised traffic calming and active mode priority at the roundabout.	DGS-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.	DGS-IA
D	A raised priority crossing with the walkway and cycleway recessed allowing a vehicle to wait between the crossing and the access road.	DGS-IA
E	Omission of the median island, should this not be required.	DGS-IA
F	Cycle and walking facilities on the western side of Flanagan Road.	DGS-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.	DCR-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.	DCR-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.	DCR-S
J	Safe crossings on all sides of the southwestern roundabout, with active mode priority.	DGS-IA
K	Pedestrian entrances into the station building and an overbridge from the southwest.	DCR-S
L	Drop-off spaces to be designed in a way that ensures safety for patrons, pedestrians, and cyclists.	DGS-IA
M	At the southeast bend of the entry road, enabling a connection southward to provide a link to the new Drury Metropolitan Centre.	DGS-IA
N	Cycleways are compliant with regulatory requirements for safe cycleways.	DGS-IA
O	Prioritisation of active mode safety on crossings.	DGS-IA



## Attachments

No attachments.

~~Interim designation name only, the name of the station is to be supplied once approved by the New Zealand Geographic Board~~

### 6310 Paerata 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> <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"> <li>• geotechnical investigations (including trial embankments)</li> <li>• archaeological site investigations</li> <li>• formation of access for geotechnical investigations</li> <li>• establishment of site yards, site entrances and fencing</li> <li>• constructing and sealing site access roads</li> <li>• demolition or removal of buildings and structures</li> <li>• relocation of services</li> <li>• ecological surveys</li> </ul>

	<ul style="list-style-type: none"> <li>• vegetation removal ancillary to Enabling Works</li> <li>• establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)</li> </ul>
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Project	<p>For NOR <u>PR-S</u> 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 <u>PS-IA</u> 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 parties:</p> <ul style="list-style-type: none"> <li>• Newland Holdings Pty Ltd;</li> <li>• Paerata 5 Farms Limited;</li> <li>• Grafton Downs Limited;</li> <li>• Counties Power;</li> <li>• The Minister of Housing; and</li> </ul> <p>The owners and occupiers of:</p> <ul style="list-style-type: none"> <li>• The land on which the Project is to be undertaken; and</li> <li>• The Surrounding Land (as defined below).</li> </ul>
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

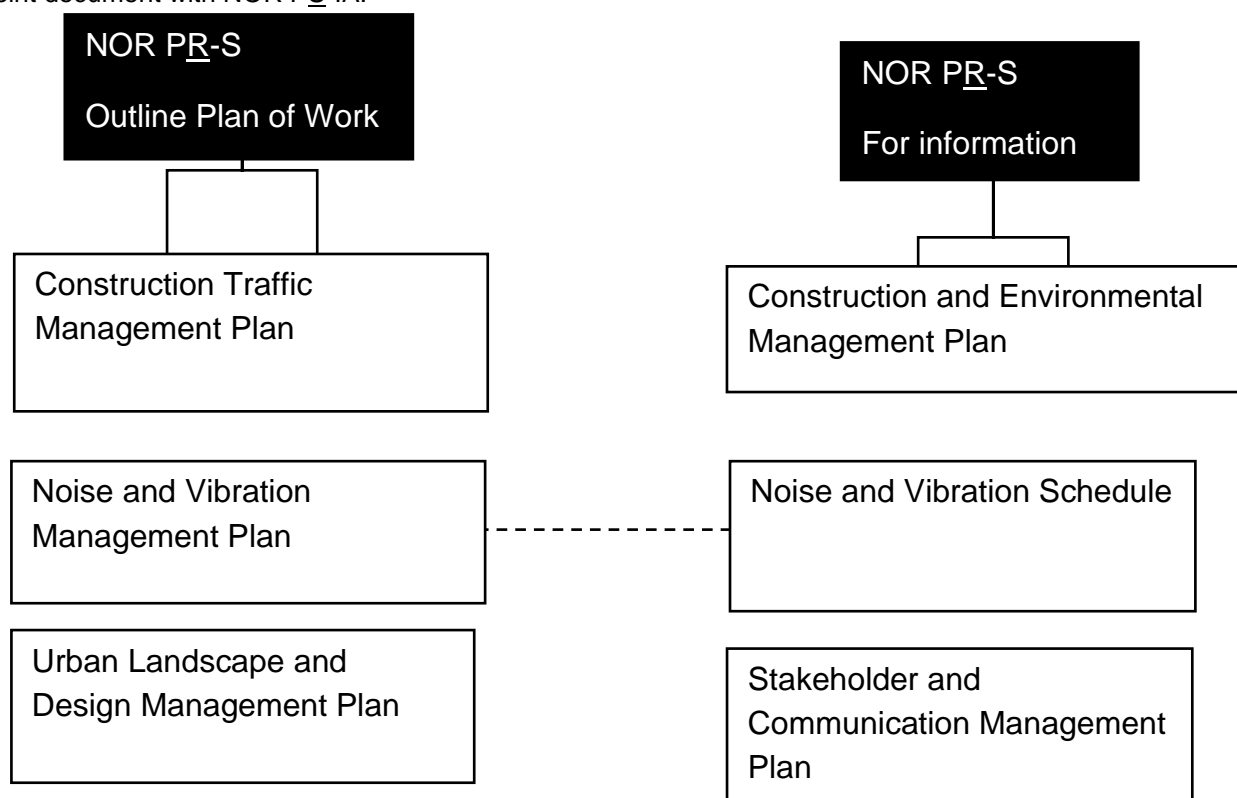
Acronym	Description
AUP:OP	Auckland Unitary Plan: Operative in Part
BPO	Best Practicable Option
CEMP	Construction Environmental Management Plan
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic Management Plan
MEF	Mana Whenua Engagement Forum
NoR	Notice of Requirement
NoR PR-S	Notice of Requirement – Paerata Paerātā Railway Station
NoR PS-IA	Notice of Requirement – Paerata 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

## Paerata 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.





## Paerata-Paerātā Railway Station: NoR Conditions

Ref.	Condition
<b>General Conditions</b>	
<b>1</b>	<b>Activity in General Accordance with Plans and Information</b> 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.
<b>2</b>	<b>Designation Review</b> As soon as practicable following Completion of Construction, the Requiring Authority shall: <ul style="list-style-type: none"> <li>(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</li> <li>(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.</li> </ul>
<b>3</b>	<b>Designation Lapse</b> 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. <b>Advice Note</b> – For the avoidance of doubt the designation will be given effect to at the implementation of Stage 1.
<b>Outline Plan of Works</b>	
<b>4</b>	<ul style="list-style-type: none"> <li>(a) An Outline Plan or Plans for the Project shall be prepared and submitted to the Council where required in accordance with these conditions.</li> <li>(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.</li> <li>(c) An Outline Plan shall be prepared in consultation with Stakeholders, where the works involve any of the matters identified in condition 12(a).</li> <li>(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"> <li>(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;</li> <li>(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</li> <li>(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.</li> </ul> </li> </ul>
<b>5</b>	<b>Management Plans</b> <ul style="list-style-type: none"> <li>(a) Any management plan shall be: <ul style="list-style-type: none"> <li>(i) prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 6 to 15);</li> <li>(ii) prepared by a Suitably Qualified and Experienced Person(s); and</li> </ul> </li> </ul>

Ref.	Condition
	<ul style="list-style-type: none"> <li>(iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CEMPs and CNVMP Schedules.</li> <li>(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"> <li>(i) been incorporated; and</li> <li>(ii) where not incorporated, the reasons why.</li> </ul> </li> <li>(c) Any management plan developed in accordance with Condition 5 may: <ul style="list-style-type: none"> <li>(i) be prepared and submitted as a joint document for both Projects.</li> <li>(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> <li>(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> <li>(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;</li> </ul> </li> <li>(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.</li> <li>(e) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 6 to 15.</li> </ul>
<b>Construction and Environmental Management Plan (CEMP)</b>	
6	<ul style="list-style-type: none"> <li>(a) A CEMP shall be prepared prior to the Start of Construction.</li> <li>(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"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) drawings of the proposed site layouts (including construction yards, temporary buildings and construction vehicle parking),</li> <li>(v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vi) methods for providing for the health and safety of the general public;</li> <li>(vii) procedures for incident management;</li> <li>(viii) methods to ensure prevention and mitigation of adverse effects associated with</li> </ul> </li> </ul>

Ref.	Condition
	<p>the storage, use, disposal, or transportation of hazardous substances;</p> <p>(ix) procedures for responding to complaints about Construction Works;</p> <p>(x) details of any environmental awareness training procedures for staff as relevant;</p> <p>(xi) methods for amending and updating the CEMP as required;</p> <p>(xii) identification of cultural monitoring activities as set out in the Cultural Monitoring Plan; and</p> <p>(xiii) any other measures to achieve the objective set out in Condition 6(b).</p> <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>
<b>Construction Traffic Management Plan (CTMP)</b>	
<b>7</b>	<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> <p>(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);</p> <p>(ii) measures to manage the safety of all transport users. This may include, but shall not be limited to:</p> <p style="margin-left: 40px;">a. identification of detour routes</p> <p style="margin-left: 40px;">b. temporary speed limits; and</p> <p style="margin-left: 40px;">c. other methods to safely manage and maintain traffic flows, pedestrians and cyclists, on existing roads;</p> <p>(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;</p> <p>(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;</p> <p>(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;</p> <p>(vi) identification of any appropriate traffic management measures;</p> <p>(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);</p> <p>(viii) any other measures to achieve the objective set out in Condition 7(b).</p> <p><b>Advice Note</b> - 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 <a href="http://www.aucklandtransport.govt.nz">www.aucklandtransport.govt.nz</a> 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 <sub>Aeq</sub> (15min)	L <sub>AFmax</sub>
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**

comply with the vibration standards set out in the following table as far as practicable.

**Table 2 Construction vibration criteria**

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

(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.

**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 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.
- (c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '*Acoustics – Construction Noise*' (NZS6803:1999) and shall as a minimum, address the following:
  - (i) Description of the works and anticipated equipment/processes;
  - (ii) Hours of operation, including times and days when construction activities 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"> <li>(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> <li>(xi) Procedures for monitoring construction noise and vibration and reporting to the Council.</li> <li>(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> <li>(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> <li>(xiv) Procedures for review and update of the CNVMP; and</li> <li>(xv) Any other measures to achieve Condition 10(b).</li> </ul>
11	<p><b>Schedule to a CNVMP</b></p> <ul style="list-style-type: none"> <li>(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"> <li>(i) Construction noise is either predicted or measured to exceed the noise standards in Condition 8, except where the exceedance of the <math>L_{Aeq}</math> criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> <li>a. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or</li> <li>b. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</li> </ul> </li> <li>(ii) Construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 9.</li> </ul> </li> <li>(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"> <li>(i) Activity location, start and finish dates;</li> <li>(ii) The nearest neighbours to the construction activity;</li> <li>(iii) A location plan;</li> <li>(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);</li> <li>(v) The proposed Best Practicable option mitigation for the activity/location, including measures to address impacts on farming operations (including animal safety and welfare);</li> <li>(vi) The proposed communications with neighbours; and</li> <li>(vii) Location, times and types of monitoring.</li> </ul> </li> </ul>

**Ref. Condition**

**Urban Landscape and Design Management Plan (ULDMP)**

<b>12</b>	<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"><li>(i) The design of the Stage One works; and</li><li>(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.</li></ul> <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"><li>(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"><li>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;</li><li>b. The Urban Design Evaluation and Framework;</li></ul></li><li>(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"><li>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;</li><li>b. How the finished levels will integrate with the adjacent land;</li><li>c. The location and design of connecting roads between the Project and surrounding land (including future connections to the accessway);</li><li>d. The timing of works planned on Surrounding Land;</li><li>e. Any delineation between temporary and permanent land take;</li><li>f. Any other relevant access, servicing, engineering, or other matters; and</li><li>g. Any adjustments to the extent of the designation in light of the above analysis.</li></ul></li><li>(iii) how the project will enable a safe and inclusive environment. This may be achieved by use of;</li></ul>
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Ref.	Condition
	<ul style="list-style-type: none"> <li>a. Crime Prevention through Environmental Design principles (CPTED); and</li> <li>b. Safety in Design principles (SID).</li> </ul> <ul style="list-style-type: none"> <li>(iv) how the project will provide for walking and cycling connectivity,</li> <li>(v) architectural treatment of major structures (e.g. bridges and retaining walls),</li> <li>(vi) accessway design, including roadside and median treatments (e.g. furniture and lighting);</li> <li>(vii) methods to enhance station legibility such as, arrival treatments, signage, wayfinding and interchange between transport modes;</li> <li>(viii) As relevant to the Stage of Work, details of: <ul style="list-style-type: none"> <li>a. the reinstatement of construction and site compound areas, treatment of cut-and-fill slopes and interface of stormwater devices; and</li> <li>b. how the Project's permanent works will be integrated into the built environment and the landscape context;</li> </ul> </li> <li>(ix) landscape treatments and planting, such as: <ul style="list-style-type: none"> <li>a. the intended plant species, planting locations and plant sizes at the time of planting and on maturity;</li> <li>b. the planting methodology and programme; and</li> </ul> </li> <li>(x) a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants.</li> </ul> <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>
<b>Mana Whenua Engagement Forum (MEF)</b>	
13	<ul style="list-style-type: none"> <li>(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.</li> <li>(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.</li> <li>(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.</li> <li>(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"> <li>(i) roles and responsibilities of Mana Whenua, including in relation to design and development of the Project;</li> </ul> </li> </ul>



Ref.	Condition
	<ul style="list-style-type: none"> <li>(ii) preparation of management plans;</li> <li>(iii) cultural monitoring activities to be undertaken;</li> <li>(iv) developing and participating in archaeological investigations and processes; and</li> <li>(v) identifying opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area;</li> <li>(vi) Mana Whenua outcomes and wellbeing aspirations; and</li> <li>(vii) incorporating cultural narratives into the design of the Project.</li> </ul> <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"> <li>(i) Ngāi Tai ki Tāmaki Tribal Trust;</li> <li>(ii) Ngāti Maru Runanga;</li> <li>(iii) Ngāti Tamaoho Trust;</li> <li>(iv) Ngaati Te Ata Waiohua;</li> <li>(v) Ngaati Whanaunga Inc Soc;</li> <li>(vi) Te Ākitai Waiohua;</li> <li>(vii) Te Ahiwaru Waiohua;</li> </ul> <p><b>Advice Note</b> – 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>
<b>Stakeholder and Communication Management Plan (SCMP)</b>	
14	<ul style="list-style-type: none"> <li>(a) A SCMP shall be prepared prior to the Start of Construction.</li> <li>(b) The objective of the SCMP is to set out how the public and stakeholders will be communicated with throughout the Construction Works.</li> <li>(c) The SCMP shall include the following details and measures setting out how the Requiring Authority will: <ul style="list-style-type: none"> <li>(i) Provide the contact details for the Project Liaison Person which shall be prominently displayed at the main entrance(s) to the site(s);</li> <li>(ii) Communicate with a list of stakeholders, infrastructure service providers, transport operators, organisations, businesses, and the public persons who will be communicated with;</li> <li>(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;</li> <li>(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;</li> <li>(v) Inform the stakeholders and parties consulted of construction progress and future construction activities;</li> <li>(vi) Specify methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to</li> </ul> </li> </ul>

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>
<b>Cultural Monitoring Plan (CMP)</b>	
<b>15</b>	<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"> <li>(i) requirements for formal dedication and or cultural oversight to be undertaken prior to Start of Construction;</li> <li>(ii) requirements and protocols for cultural inductions for contractors and subcontractors working on the site;</li> <li>(iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) identification of personnel to undertake cultural monitoring; and</li> <li>(v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition 16.</li> </ul> <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><b>Advice Note</b> - Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>
<b>16</b>	<b>Accidental Discovery Protocol</b>

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>

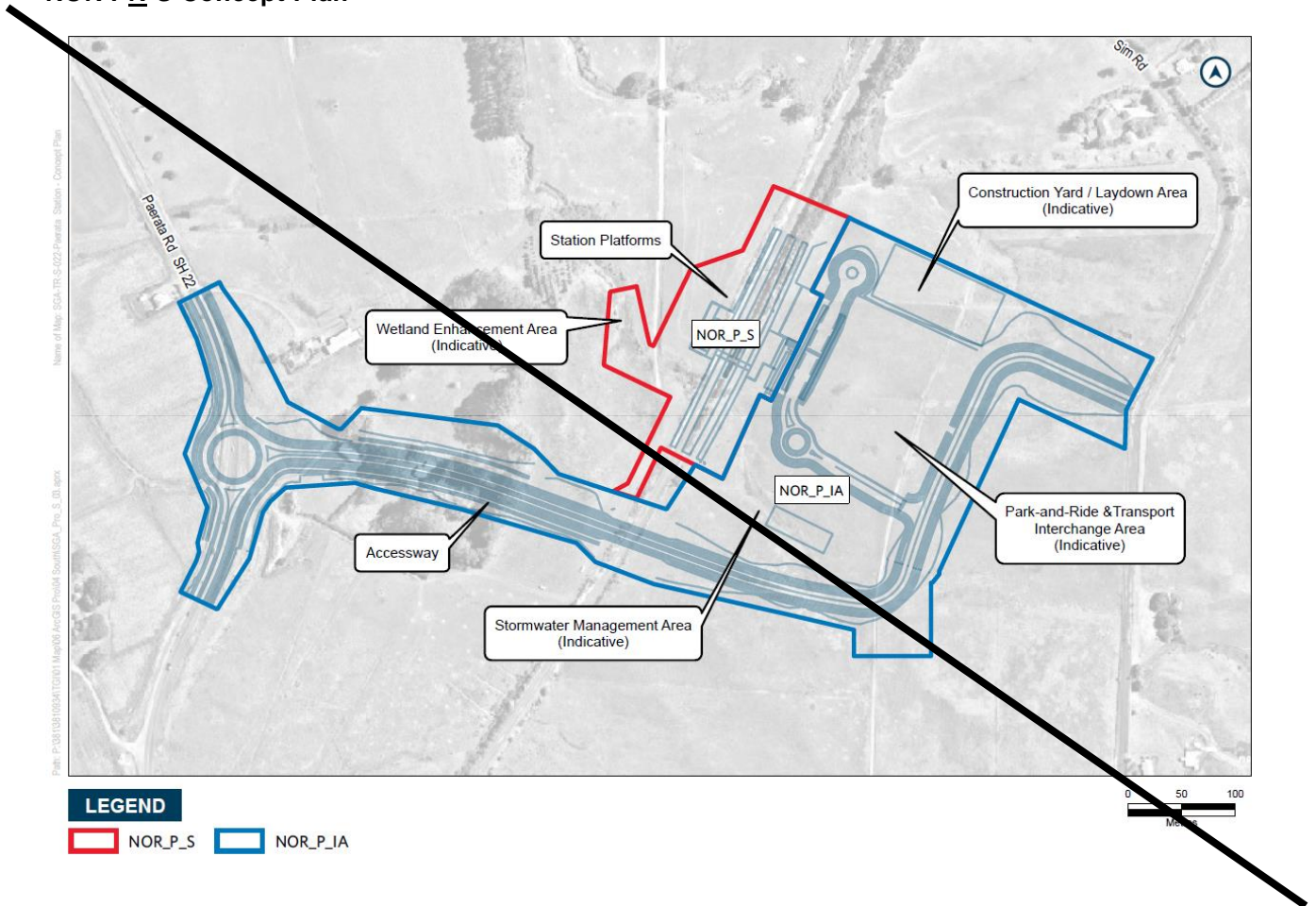
## Schedule 1: General Accordance

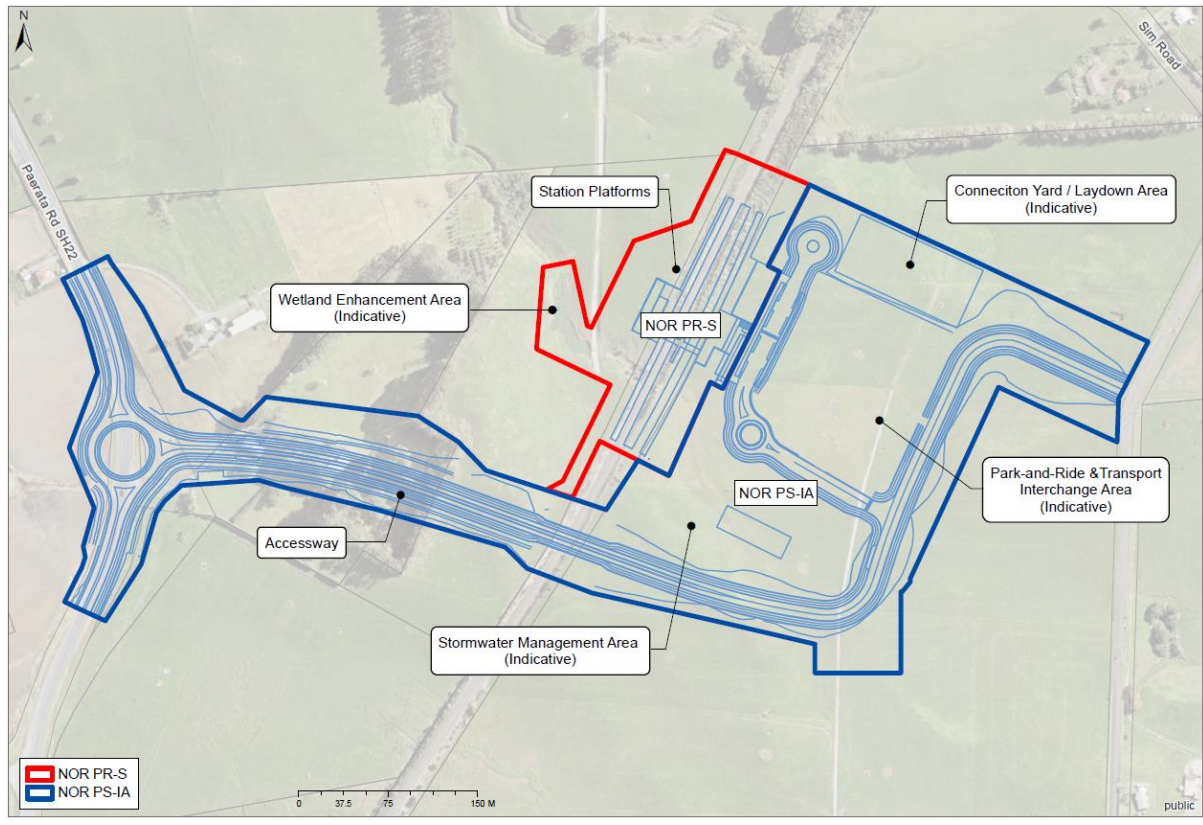
### (NOR PR-S) Paerata Paerātā Railway Station Project Description

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

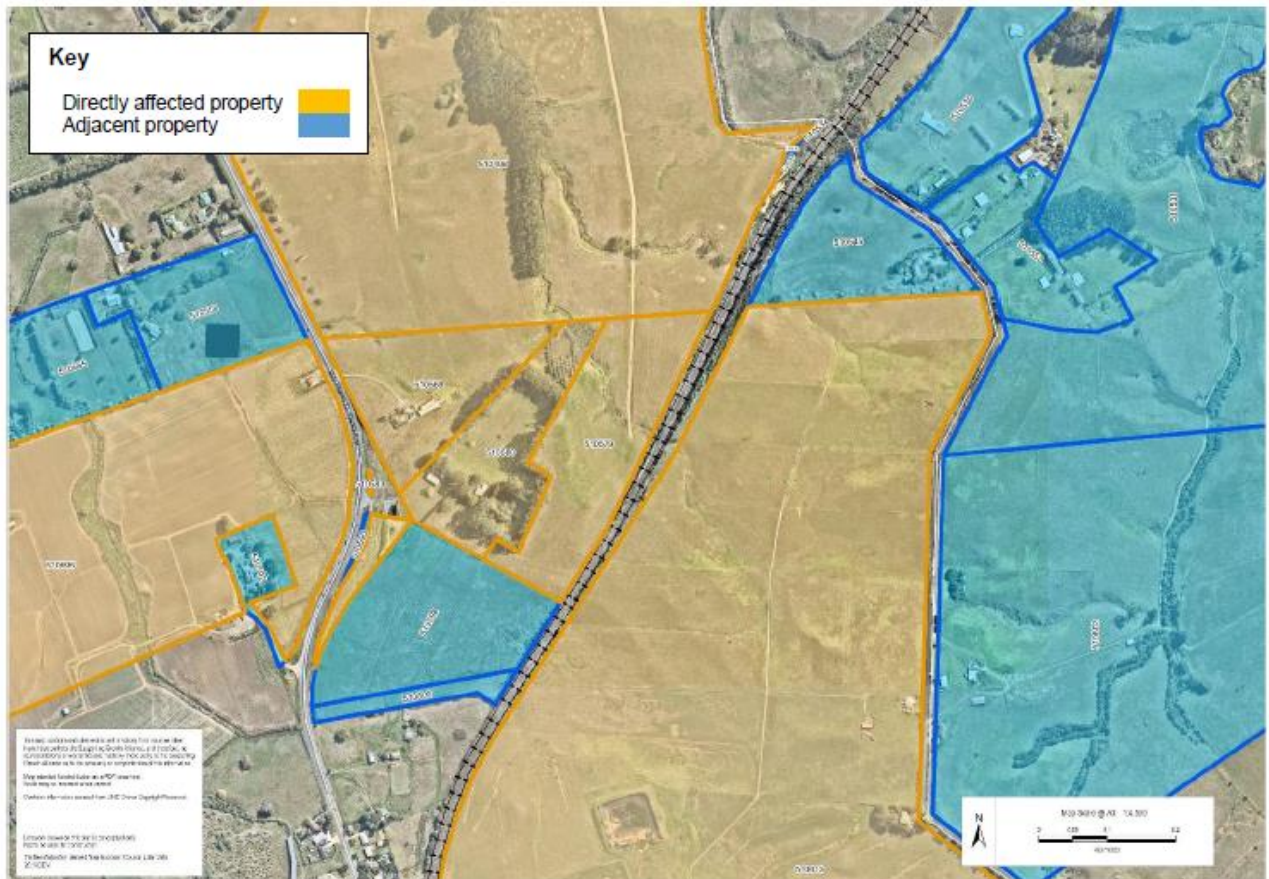




## Schedule 2 – Surrounding Land

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.

~~Interim designation name only, the name of the station is to be supplied once approved by the New Zealand Geographic Board~~

### 6311 Paerata-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> <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"> <li>• geotechnical investigations (including trial embankments)</li> <li>• archaeological site investigations</li> <li>• formation of access for geotechnical investigations</li> <li>• establishment of site yards, site entrances and fencing</li> <li>• constructing and sealing site access roads</li> <li>• demolition or removal of buildings and structures</li> <li>• relocation of services</li> </ul>

	<ul style="list-style-type: none"> <li>ecological surveys</li> <li>vegetation removal ancillary to Enabling Works</li> <li>establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)</li> </ul>
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Project	<p>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.</p> <p>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.</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 parties:</p> <ul style="list-style-type: none"> <li>Newland Holdings Pty Ltd;</li> <li>Paerata 5 Farms Limited;</li> <li>Grafton Downs Limited;</li> <li>Counties Power;</li> <li>The Minister of Housing; and</li> </ul> <p>The owners and occupiers of:</p> <ul style="list-style-type: none"> <li>The land on which the Project is to be undertaken; and</li> <li>The Surrounding Land (as defined below).</li> </ul>
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 (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

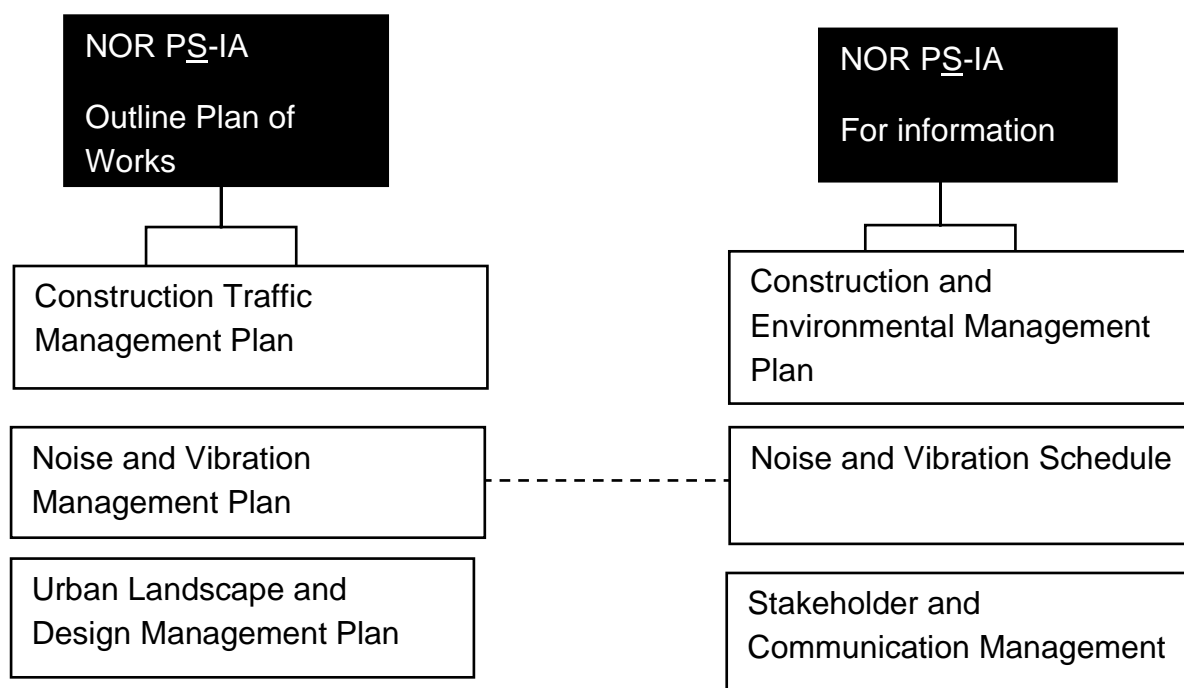
Acronym	Description
AUP:OP	Auckland Unitary Plan: Operative in Part
BPO	Best Practicable Option
CEMP	Construction Environmental Management Plan
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic Management Plan
MEF	Mana Whenua Engagement Forum
NOR	Notice of Requirement
NOR PR-S	Notice of Requirement – <del>Paerata</del> <u>Paerātā</u> Railway Station
NOR PS-IA	Notice of Requirement – <del>Paerata</del> <u>Paerātā</u> 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

### ~~Paerata~~ 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.





## Paerata-Paerātā Station Interchange and Accessway: NoR Conditions

Ref.	Condition
<b>General Conditions</b>	
<b>1</b>	<p><b>Activity in General Accordance with Plans and Information</b>            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.</p>
<b>2</b>	<p><b>Designation Review</b>            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:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(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.</li> </ul>
<b>3</b>	<p><b>Designation Lapse</b>            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.  <b>Advice Note</b> – For the avoidance of doubt the designation will be given effect to at the implementation of Stage 1.</p>
<b>Outline Plan of Works</b>	
<b>4</b>	<ul style="list-style-type: none"> <li>(a) An Outline Plan for the Project shall be prepared and submitted to the Council in accordance with these conditions.</li> <li>(b) An Outline Plan shall include any relevant management plan for the particular design, construction, or operational matters being addressed in the Outline Plan.</li> <li>(c) An Outline Plan shall be prepared in consultation with Stakeholders, where the works involve any of the matters identified in condition 12(a).</li> <li>(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"> <li>(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;</li> <li>(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</li> <li>(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.</li> </ul> </li> </ul>
<b>5</b>	<p><b>Management Plans</b></p> <ul style="list-style-type: none"> <li>(a) Any management plan shall be:           <ul style="list-style-type: none"> <li>(i) prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 6 to 14);</li> <li>(ii) prepared by a Suitably Qualified and Experienced Person(s); and</li> </ul> </li> </ul>

Ref.	Condition
	<p>(iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CEMPs 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 CEMPs 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>
<b>Construction and Environmental Management Plan (CEMP)</b>	
<b>6</b>	<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"> <li>(ix) procedures for responding to complaints about Construction Works;</li> <li>(x) details of any environmental awareness training procedures for staff as relevant;</li> <li>(xi) methods for amending and updating the CEMP as required;</li> <li>(xii) identification of cultural monitoring activities as set out in the Cultural Monitoring Plan; and</li> <li>(xiii) any other measures to achieve the objective set out in Condition 6(b).</li> </ul> <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>
<b>Construction Traffic Management Plan (CTMP)</b>	
<b>7</b>	<ul style="list-style-type: none"> <li>(a) A CTMP shall be prepared prior to the Start of Construction.</li> <li>(b) A CTMP shall be submitted to the Manager for information at least 10 working days prior to the start of construction.</li> <li>(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"> <li>(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);</li> <li>(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"> <li>a. identification of detour routes</li> <li>b. temporary speed limits; and</li> <li>c. other methods to safely manage and maintain traffic flows, pedestrians and cyclists, on existing roads;</li> </ul> </li> <li>(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;</li> <li>(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;</li> <li>(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;</li> <li>(vi) identification of any appropriate traffic management measures;</li> <li>(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);</li> <li>(viii) any other measures to achieve the objective set out in Condition 7(b).</li> </ul> </li> </ul> <p><b>Advice Note</b> - 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 <a href="http://www.aucklandtransport.govt.nz">www.aucklandtransport.govt.nz</a> for more information.</p> <p><b>Advice Note</b> – 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 <a href="mailto:networkaccess@asm.nzta.nz">networkaccess@asm.nzta.nz</a> a minimum of fourteen working days prior to the commencement of any works on the state highway; longer is advised for complex works.																																															
<b>7A</b>	<p><b>Road Safety Audit</b></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>																																															
<b>Construction Noise and Vibration Management Plan (CNVMP)</b>																																																
<b>8</b>	<p><b>Construction Noise standards</b></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><b>Table 1: Construction noise standards</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L<sub>Aeq</sub>(15min)</th> <th>L<sub>AFmax</sub></th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> <tr> <td rowspan="4" style="text-align: center;">Weekday</td> <td style="text-align: center;">0630h - 0730h</td> <td style="text-align: center;">55 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td style="text-align: center;">0730h - 1800h</td> <td style="text-align: center;">70 dB</td> <td style="text-align: center;">85 dB</td> </tr> <tr> <td style="text-align: center;">1800h - 2000h</td> <td style="text-align: center;">65 dB</td> <td style="text-align: center;">80 dB</td> </tr> <tr> <td style="text-align: center;">2000h - 0630h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td rowspan="4" style="text-align: center;">Saturday</td> <td style="text-align: center;">0630h - 0730h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td style="text-align: center;">0730h - 1800h</td> <td style="text-align: center;">70 dB</td> <td style="text-align: center;">85 dB</td> </tr> <tr> <td style="text-align: center;">1800h - 2000h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td style="text-align: center;">2000h - 0630h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td rowspan="4" style="text-align: center;">Sunday and Public Holidays</td> <td style="text-align: center;">0630h - 0730h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td style="text-align: center;">0730h - 1800h</td> <td style="text-align: center;">55 dB</td> <td style="text-align: center;">85 dB</td> </tr> <tr> <td style="text-align: center;">1800h - 2000h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td style="text-align: center;">2000h - 0630h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> </tbody> </table>	Day of week	Time period	L <sub>Aeq</sub> (15min)	L <sub>AFmax</sub>	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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<b>9</b>	<p><b>Construction Vibration Standards</b></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><b>Table 2 Construction vibration criteria</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Receiver</th> <th style="width: 30%;">Details</th> <th style="width: 15%;">Category A</th> <th style="width: 15%;">Category B</th> </tr> </thead> <tbody> <tr> <td rowspan="2" style="text-align: center; vertical-align: middle;">Occupied Activities sensitive to noise</td> <td style="text-align: center;">Night-time 2000h - 0630h</td> <td style="text-align: center;">0.3mm/s ppv</td> <td style="text-align: center;">2mm/s ppv</td> </tr> <tr> <td style="text-align: center;">Daytime 0630h - 2000h</td> <td style="text-align: center;">2mm/s ppv</td> <td style="text-align: center;">5mm/s ppv</td> </tr> <tr> <td style="text-align: center;">Other occupied buildings</td> <td style="text-align: center;">Daytime 0630h - 2000h</td> <td style="text-align: center;">2mm/s ppv</td> <td style="text-align: center;">5mm/s ppv</td> </tr> <tr> <td style="text-align: center;">All other buildings</td> <td style="text-align: center;">At all other times</td> <td colspan="2" style="text-align: center;">Tables 1 and 3 of DIN4150-3:1999</td> </tr> </tbody> </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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<b>10</b>	<p><b>Construction Noise and Vibration Management Plan (CNVMP)</b></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"> <li>(i) Description of the works and anticipated equipment/processes;</li> <li>(ii) Hours of operation, including times and days when construction activities will</li> </ul>																			

Ref.	Condition
	<p>occur;</p> <ul style="list-style-type: none"> <li>(iii) The construction noise and vibration standards for the Project;</li> <li>(iv) Identification of receivers where noise and vibration standards apply;</li> <li>(v) Management and mitigation options, and identification of the Best Practicable Option;</li> <li>(vi) Methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li>(vii) Procedure for responding to monitored exceedances</li> <li>(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> <li>(ix) Contact details of the Project Liaison Person or site supervisor;</li> <li>(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> <li>(xi) Procedures for monitoring construction noise and vibration and reporting to the Council.</li> <li>(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> <li>(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> <li>(xiv) Procedures for review and update of the CNVMP; and</li> <li>(xv) Any other measures to achieve Condition 10(b).</li> </ul>
<b>11</b>	<p><b>Schedule to a CNVMP</b></p> <ul style="list-style-type: none"> <li>(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"> <li>(i) Construction noise is either predicted or measured to exceed the noise standards in Condition 8, except where the exceedance of the <math>L_{Aeq}</math> criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> <li>a. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or</li> <li>b. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</li> </ul> </li> <li>(ii) Construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 9.</li> </ul> </li> <li>(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:</li> </ul>



Ref.	Condition
	<ul style="list-style-type: none"> <li>(i) Activity location, start and finish dates;</li> <li>(ii) The nearest neighbours to the construction activity;</li> <li>(iii) A location plan;</li> <li>(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);</li> <li>(v) The proposed Best Practicable Option mitigation for the activity/location, including measures to address impacts on farming operations (including animal safety and welfare);</li> <li>(vi) The proposed communications with neighbours;</li> <li>(vii) Location, times and types of monitoring.</li> </ul>
<b>Urban Landscape and Design Management Plan (ULDMP)</b>	
12	<ul style="list-style-type: none"> <li>(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"> <li>(i) The design of the Stage One works; and</li> <li>(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.</li> </ul> </li> <li>(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.</li> <li>(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"> <li>(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"> <li>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;</li> <li>b. The Urban Design Evaluation and Framework;</li> </ul> </li> <li>(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"> <li>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;</li> <li>b. How the finished levels will integrate with the adjacent land;</li> </ul> </li> </ul> </li> </ul>

Ref.	Condition
	<ul style="list-style-type: none"> <li>c. The location and design of connecting roads between the Project and surrounding land (including future connections to the accessway);</li> <li>d. The timing of works planned on Surrounding Land;</li> <li>e. Any delineation between temporary and permanent land take; and</li> <li>f. Any other relevant access, servicing, engineering, or other matters; and</li> <li>g. Any adjustments to the extent of the designation in light of the above analysis.</li> </ul> <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"> <li>a. Crime Prevention through Environmental Design principles (CPTED); and</li> <li>b. Safety in Design principles (SID).</li> </ul> <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"> <li>a. the reinstatement of construction and site compound areas, treatment of cut-and-fill slopes and interface of stormwater devices; and</li> <li>b. how the Project's permanent works will be integrated into the built environment and the landscape context;</li> </ul> <p>(ix) landscape treatments and planting, such as:</p> <ul style="list-style-type: none"> <li>a. the intended plant species, planting locations and plant sizes at the time of planting and on maturity;</li> <li>b. the planting methodology and programme; and</li> <li>c. a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants.</li> </ul> <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>
<b>Mana Whenua Engagement Forum (MEF)</b>	
13	<ul style="list-style-type: none"> <li>(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.</li> <li>(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</li> </ul>

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"> <li>(i) roles and responsibilities of Mana Whenua, including in relation to design and development of the Project;</li> <li>(ii) preparation of management plans;</li> <li>(iii) cultural monitoring activities to be undertaken;</li> <li>(iv) developing and participating in archaeological investigations and processes; and</li> <li>(v) identifying opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area;</li> <li>(vi) Mana Whenua outcomes and wellbeing aspirations; and</li> <li>(vii) incorporating cultural narratives into the design of the Project.</li> </ul> <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"> <li>(i) Ngāi Tai ki Tāmaki Tribal Trust;</li> <li>(ii) Ngāti Maru Runanga;</li> <li>(iii) Ngāti Tamaoho Trust;</li> <li>(iv) Ngaati Te Ata Waiohua;</li> <li>(v) Ngaati Whanaunga Inc Soc;</li> <li>(vi) Te Ākitai Waiohua;</li> <li>(vii) Te Ahiwaru Waiohua;</li> </ul> <p><b>Advice Note</b> – 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>
<b>Stakeholder and Communication Management Plan (SCMP)</b>	
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"> <li>(i) Provide the contact details for the Project Liaison Person which shall be prominently displayed at the main entrance(s) to the site(s);</li> <li>(ii) Communicate with stakeholders, infrastructure service providers, transport operators, organisations, businesses, and the public;</li> <li>(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</li> </ul>

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>
<b>Cultural Monitoring Plan (CMP)</b>	
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><b>Advice Note</b> - Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>
16	<p><b>Accidental Discovery Protocol</b></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

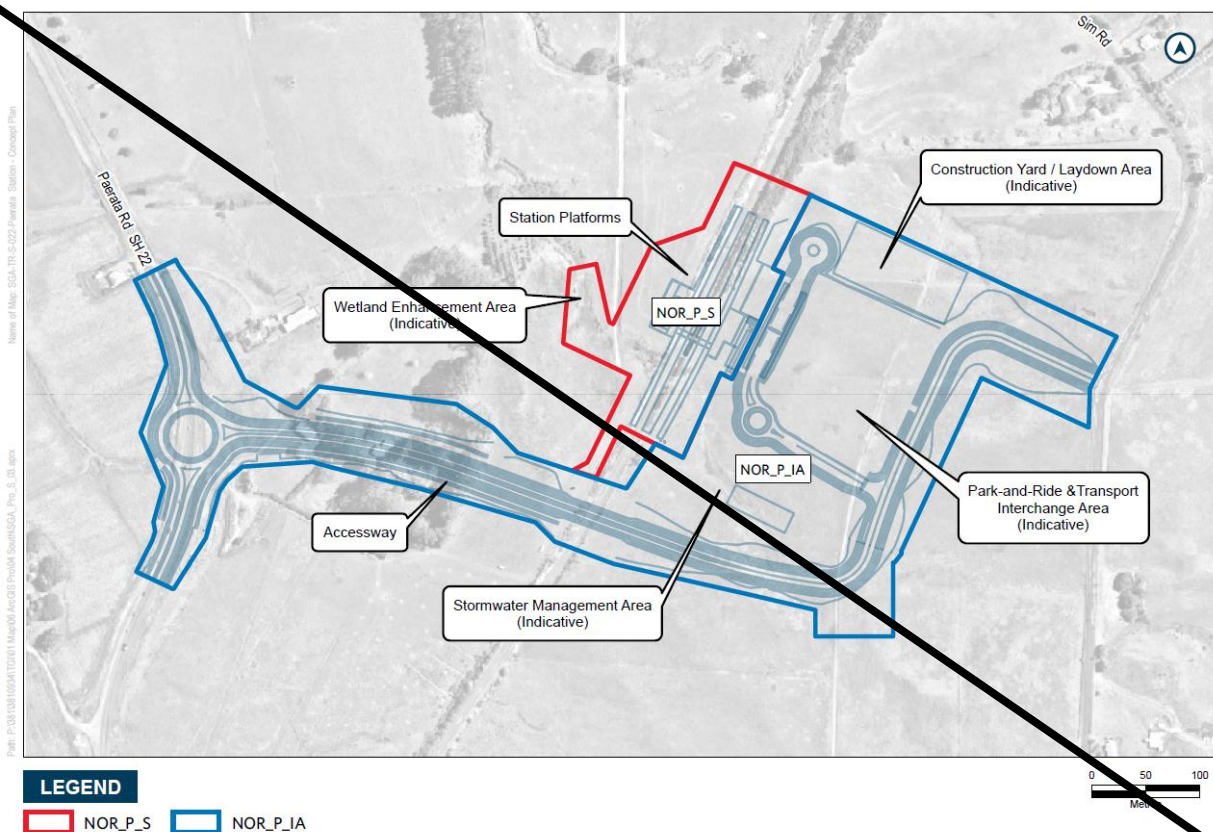
### (NOR PS-IA) Paerata-Paerātā Station Interchange and Accessway Project Description

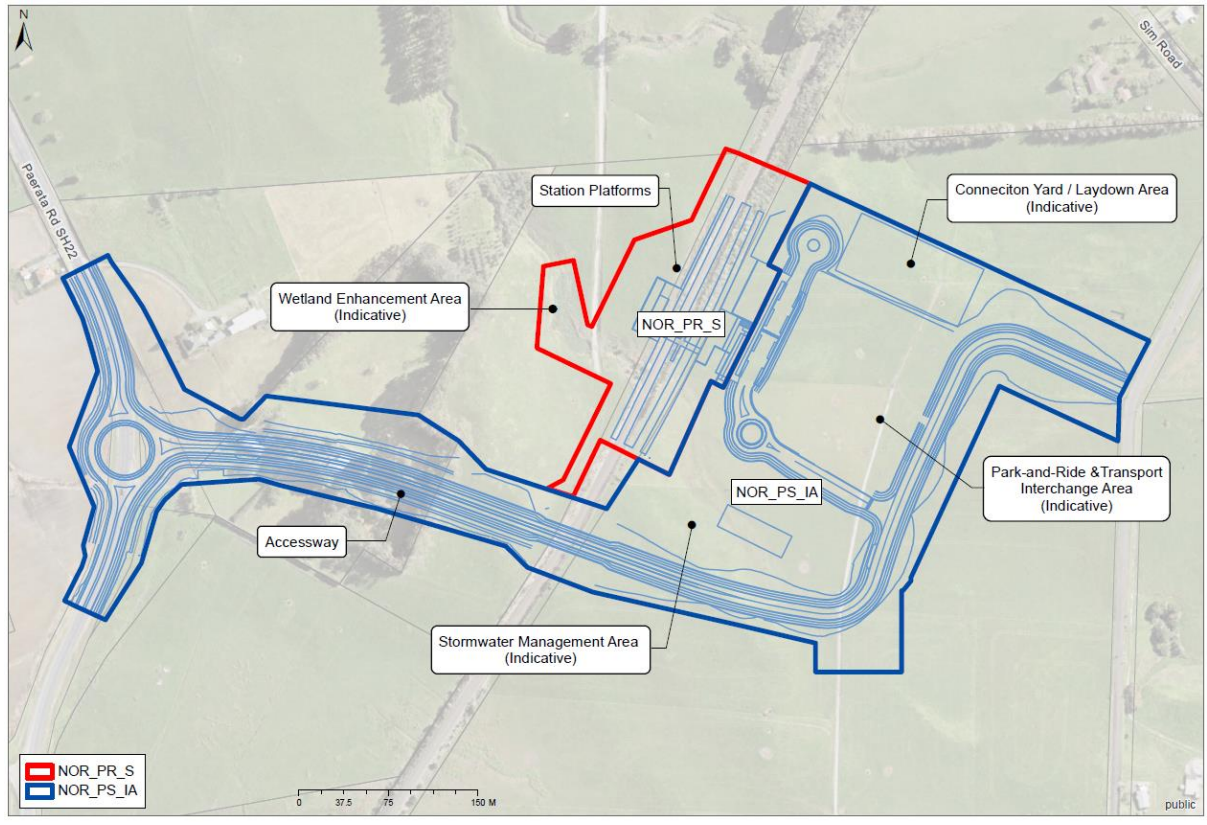
The proposed work is the construction, operation, and maintenance of the transport interchange, accessways, and ancillary and associated structures and facilities serving Paerata Paerātā Station and includes, but is not limited to:

- 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

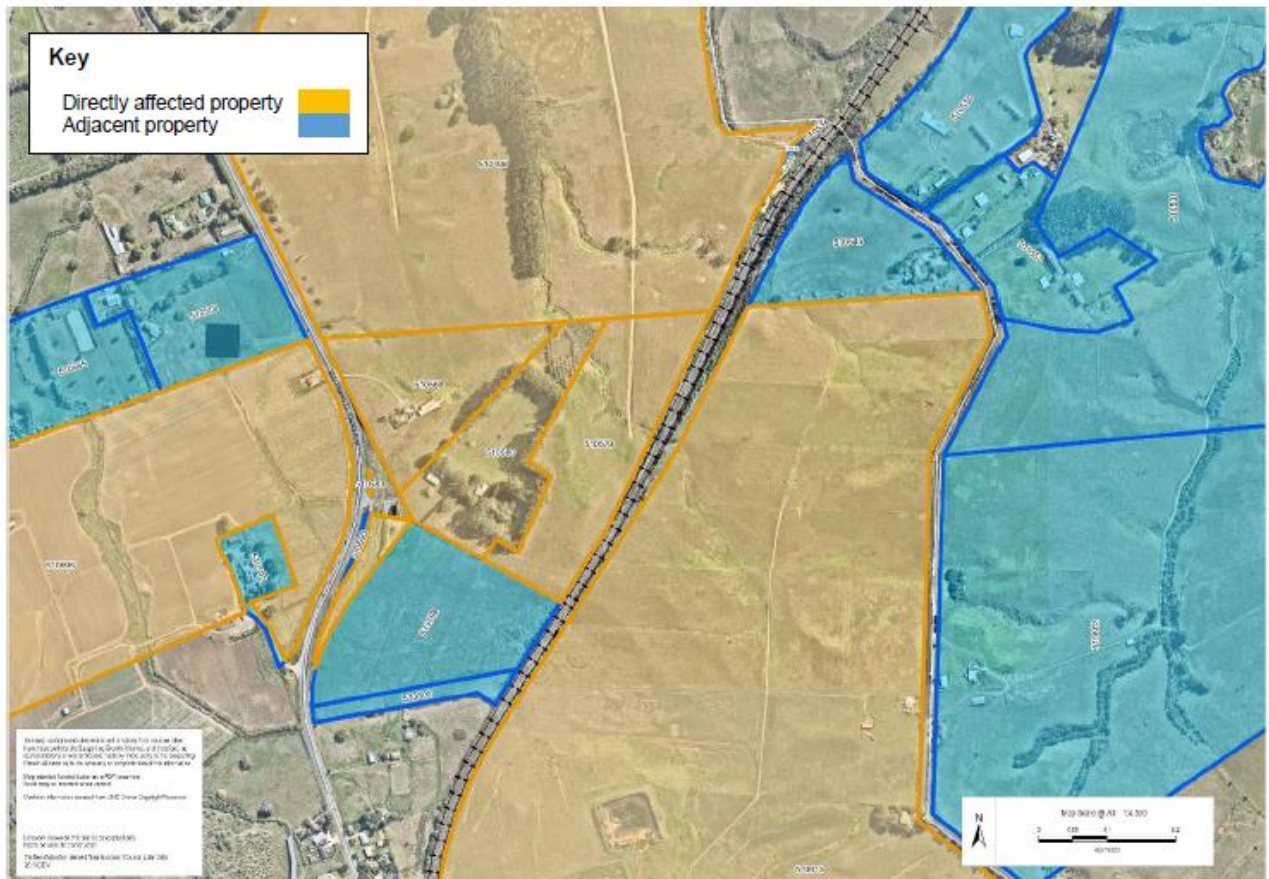




## Schedule 2 – Surrounding Land

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.



## **Attachment 3: Corrected text**

## 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> <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"> <li>• geotechnical investigations (including trial embankments)</li> <li>• archaeological site investigations</li> <li>• formation of access for geotechnical investigations</li> <li>• establishment of site yards, site entrances and fencing</li> <li>• constructing and sealing site access roads</li> <li>• demolition or removal of buildings and structures</li> <li>• relocation of services</li> <li>• ecological surveys</li> </ul>

	<ul style="list-style-type: none"> <li>• vegetation removal ancillary to Enabling Works</li> <li>• establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)</li> </ul>
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Project	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. 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. 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: <ul style="list-style-type: none"> <li>• Kiwi Property Holdings No. 2 Limited;</li> <li>• Oyster Capital Limited;</li> <li>• Fulton Hogan Land Development Limited;</li> <li>• Watercare Services Limited;</li> <li>• Counties Power;</li> <li>• Minister of Housing; and</li> </ul> The owners and occupiers of: <ul style="list-style-type: none"> <li>• The land on which the Project is to be undertaken; and</li> <li>• The Surrounding Land (as defined below).</li> </ul>
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

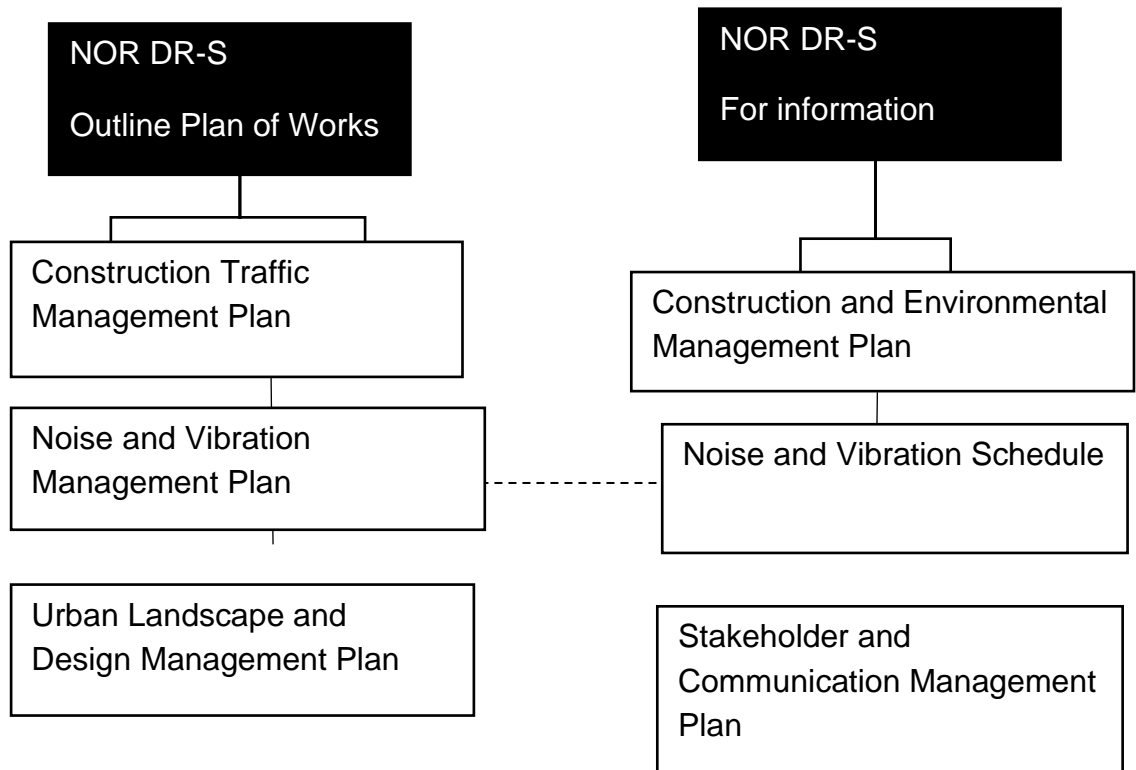
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic Management Plan
MEF	Mana Whenua Engagement Forum
NOR	Notice of Requirement
NOR DR-S	Notice of Requirement - Drury Railway Station
NOR DS-IA	Notice of Requirement – Drury 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

<b>Ref</b>	<b>Notice of Requirement Purpose</b>
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
<b>General Conditions</b>	
<b>1</b>	<p><b>Activity in general accordance with plans and information</b>            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.</p>
<b>2</b>	<p><b>Designation Review</b>            As soon as practicable following Completion of Construction the Requiring Authority shall:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(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.</li> </ul>
<b>3</b>	<p><b>Designation Lapse</b>            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.  <b>Advice Note</b> – For the avoidance of doubt the designation will be given effect to at the implementation of Stage 1.</p>
<b>Outline Plan of Works</b>	
<b>4</b>	<ul style="list-style-type: none"> <li>(a) An Outline Plan for the Project shall be prepared and submitted to the Council in accordance with these conditions.</li> <li>(b) An Outline Plan shall include any relevant management plan for the particular design, construction, or operational matters being addressed in the Outline Plan.</li> <li>(c) An Outline Plan shall be prepared in consultation with Stakeholders, where the works involve any of the matters identified in condition 12(a).</li> <li>(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"> <li>(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;</li> <li>(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</li> <li>(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.</li> </ul> </li> </ul>

Ref	Condition
5	<p><b>Management Plans</b></p> <p>(a) Any management plan shall be:</p> <ul style="list-style-type: none"> <li>(i) prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 6-17);</li> <li>(ii) prepared by a Suitably Qualified and Experienced Person(s); and</li> <li>(iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CEMPs and CNVMP Schedules.</li> </ul> <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"> <li>(i) Been incorporated; and</li> <li>(ii) Where not incorporated, the reasons why;</li> </ul> <p>(c) Any management plan developed in accordance with Condition 5 may:</p> <ul style="list-style-type: none"> <li>(i) Be prepared and submitted as a joint document for both Projects.</li> <li>(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> <li>(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> <li>(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;</li> </ul> <p>(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>(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)**

<b>6</b>	<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"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) drawings of the proposed site layouts (including construction yards, temporary buildings and construction vehicle parking),</li> <li>(v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vi) methods for providing for the health and safety of the general public;</li> <li>(vii) procedures for incident management;</li> <li>(viii) methods to ensure prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances;</li> <li>(ix) procedures for responding to complaints about Construction Works;</li> <li>(x) details of any environmental awareness training procedures for staff as relevant;</li> <li>(xi) methods for amending and updating the CEMP as required;</li> <li>(xii) identification of cultural monitoring activities as set out in the Cultural Monitoring Plan;</li> <li>(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</li> <li>(xiv) any other measures to achieve the objective set out in Condition 6(b).</li> </ul> <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>
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Ref	Condition
<b>Construction Traffic Management Plan (CTMP)</b>	
<b>7</b>	<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"> <li>(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);</li> <li>(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"> <li>a. identification of detour routes</li> <li>b. temporary speed limits; and</li> <li>c. other methods to safely manage and maintain traffic flows, pedestrians and cyclists, on existing roads (e.g. Great South Road);</li> </ul> </li> <li>(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;</li> <li>(iv) methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services (including along Great South Road);</li> <li>(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;</li> <li>(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;</li> <li>(vii) identification of any appropriate traffic management measures;</li> <li>(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);</li> <li>(ix) any other measures to achieve the objective set out in Condition 8(b).</li> </ul> <p><b>Advice Note</b> - 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 <a href="http://www.aucklandtransport.govt.nz">www.aucklandtransport.govt.nz</a> for more information.</p>
<b>Construction Noise and Vibration</b>	
<b>8</b>	<p><b>Construction Noise standards</b></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 1: Construction noise standards**

Day of week	Time period	L <sub>Aeq(15min)</sub>	L <sub>AFmax</sub>
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

**Ref Condition**

**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 comply with the vibration standards set out in the following table as far as practicable.

**Table 2 Construction vibration criteria**

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

(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.

Ref	Condition
10	<p data-bbox="284 271 1066 300"><b>Construction Noise and Vibration Management Plan (CNVMP)</b></p> <p data-bbox="284 315 1342 344">(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p data-bbox="284 353 1382 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="284 546 1382 651">(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="363 674 1198 703">(i) Description of the works and anticipated equipment/processes;</li> <li data-bbox="363 725 1362 792">(ii) Hours of operation, including times and days when construction activities will occur;</li> <li data-bbox="363 808 1190 837">(iii) The construction noise and vibration standards for the Project;</li> <li data-bbox="363 846 1267 875">(iv) Identification of receivers where noise and vibration standards apply;</li> <li data-bbox="363 884 1374 952">(v) Management and mitigation options, and identification of the Best Practicable Option;</li> <li data-bbox="363 960 1385 1028">(vi) Methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li data-bbox="363 1037 1078 1066">(vii) Procedure for responding to monitored exceedances</li> <li data-bbox="363 1075 1342 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> <li data-bbox="363 1225 1198 1254">(ix) Contact details of the Project Liaison Person or site supervisor;</li> <li data-bbox="363 1263 1374 1368">(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> <li data-bbox="363 1377 1390 1444">(xi) Procedures for monitoring construction noise and vibration and reporting to the Council.</li> <li data-bbox="363 1453 1347 1594">(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> <li data-bbox="363 1603 1385 1794">(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> <li data-bbox="363 1803 1094 1832">(xiv) Procedures for review and update of the CNVMP; and</li> <li data-bbox="363 1841 1023 1870">(xv) Any other measures to achieve Condition 10(b).</li> </ul>

Ref	Condition
11	<p><b>Schedule to a CNVMP</b></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"> <li>(i) Construction noise is either predicted or measured to exceed the noise standards in Condition 8, except where the exceedance of the <math>L_{Aeq}</math> criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> <li>a. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or</li> <li>b. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</li> </ul> </li> <li>(ii) Construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 9.</li> </ul> <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"> <li>(i) activity location, start and finish dates;</li> <li>(ii) The nearest neighbours to the activity;</li> <li>(iii) a location plan;</li> <li>(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);</li> <li>(v) The proposed Best Practicable Option mitigation for the activity/location;</li> <li>(vi) The proposed communications with neighbours; and</li> <li>(vii) Location, times and types of monitoring.</li> </ul>
<b>Urban Landscape and Design Management Plan (ULDMP)</b>	
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"> <li>(i) The design of the Stage One works; and</li> <li>(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).</li> </ul> <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"> <li>(i) How the works in the Outline Plan will be integrated into the surrounding existing and planned-urban environment, with particular regard to:</li> </ul>

Ref	Condition
	<ul style="list-style-type: none"> <li>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;</li> <li>b. Ensuring that the new Flanagan Road alignment is constructed and operational prior to the existing alignment of this road being closed;</li> <li>c. The specific elements listed and alphabetically referenced at the approximate locations shown in Schedule 3 (as relevant to the specific designation);</li> <li>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</li> <li>e. The Urban Design Evaluation and Framework.</li> </ul> <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"> <li>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;</li> <li>b. The location and design of connecting roads between the Project and the surrounding existing and planned urban environment;</li> <li>c. The timing of works planned on Surrounding Land; and</li> <li>d. Any other relevant access, servicing, engineering, or other matters.</li> </ul> <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"> <li>a. Crime Prevention through Environmental Design principles (CPTED); and</li> <li>b. Safety in Design principles (SID).</li> </ul> <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"> <li>a. the reinstatement of construction and site compound areas, treatment of cut-and-fill slopes and interface of stormwater devices; and</li> <li>b. how the Project's permanent works will be integrated into the built environment and the landscape context;</li> </ul> <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"> <li>a. the intended plant species, planting locations and plant sizes at the time of planting and on maturity;</li> <li>b. the planting methodology and programme; and</li> <li>c. a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants.</li> </ul> <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
<b>Mana Whenua Engagement Forum (MEF)</b>	
<b>13</b>	<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"> <li>(i) roles and responsibilities of Mana Whenua, including in relation to design and development of the Project;</li> <li>(ii) preparation of management plans;</li> <li>(iii) cultural monitoring activities to be undertaken;</li> <li>(iv) developing and participating in archaeological investigations and processes;</li> <li>(v) identifying opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the project area;</li> <li>(vi) Mana Whenua outcomes and wellbeing aspirations; and</li> <li>(vii) incorporating cultural narratives into the design of the Project.</li> </ul> <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"> <li>(i) Ngāi Tai ki Tāmaki Tribal Trust;</li> <li>(ii) Ngāti Maru Runanga;</li> <li>(iii) Ngāti Tamaoho Trust;</li> <li>(iv) Ngaati Te Ata Waiohua;</li> <li>(v) Ngaati Whanaunga Inc Soc;</li> <li>(vi) Te Ākitai Waiohua;</li> <li>(vii) Te Ahiwaru Waiohua;</li> </ul> <p><b>Advice Note</b> – 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
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Stakeholder and Communication Management Plan (SCMP)	
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<b>14</b>	<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"> <li>(i) Provide the contact details for the Project Liaison Person which shall be prominently displayed at the main entrance(s) to the site(s);</li> <li>(ii) Communicate with stakeholders, infrastructure service providers, transport operators, organisations, businesses, and the public;</li> <li>(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;</li> <li>(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;</li> <li>(v) Inform the stakeholders and parties consulted of construction progress and future construction activities;</li> <li>(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;</li> <li>(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;</li> <li>(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;</li> <li>(ix) Outline any linkages and cross-references to communication methods set out in other conditions and management plans where relevant;</li> <li>(x) any arrangements for post-construction communications; and</li> <li>(xi) any other measures to achieve Condition 14(b).</li> </ul> <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>
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Ref	Condition
<b>Building Damage Pre-Condition Survey</b>	
<b>15</b>	<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"> <li>(i) building classification (i.e. commercial, industrial, historic or other sensitive structure);</li> <li>(ii) building specific vibration damage risk thresholds;</li> <li>(iii) recordings (including photographs) of major building features, including location, type, construction type (including foundation type), age and present condition; and</li> <li>(iv) any damage, either aesthetic or structural.</li> </ul> <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"> <li>(i) The Requiring Authority's specialist has visited the building and assessed the pre-construction condition of the building; or</li> <li>(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</li> <li>(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</li> <li>(iv) The building owner cannot, after reasonable enquiry, be found prior to Start of Construction of the Project.</li> </ul> <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>
<b>16</b>	<p><b>Building Damage Rectification</b></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 (<b>Building Damage Rectification</b>).</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"> <li>(i) The Requiring Authority has completed Building Damage Rectification to the building; or</li> </ul>

Ref	Condition
	<ul style="list-style-type: none"> <li>(ii) An alternative agreement is reached between the Requiring Authority and the building owner; or</li> <li>(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</li> <li>(iv) The building owner cannot, after reasonable enquiry, be found post Completion of Construction of the Project.</li> </ul>
<b>Cultural Monitoring Plan</b>	
17	<ul style="list-style-type: none"> <li>(a) Prior to the start of Construction Works, a Cultural Monitoring Plan (CMP) shall be prepared in collaboration with Mana Whenua through the MEF.</li> <li>(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.</li> <li>(c) The Cultural Monitoring Plan shall include: <ul style="list-style-type: none"> <li>(i) requirements for formal dedication and / or cultural oversight to be undertaken prior to start of Construction;</li> <li>(ii) requirements and protocols for cultural inductions for contractors and subcontractors working on the site;</li> <li>(iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) identification of personnel to undertake cultural monitoring; and</li> <li>(v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition 18.</li> </ul> </li> <li>(d) If the Requiring Authority and Mana Whenua agree, other matters can be included in the CMP.</li> <li>(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.</li> </ul> <p><b>Advice Note</b> - Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>

Ref	Condition
18	<p><b>Accidental Discovery Protocol</b></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><b>Heritage Monitoring Report</b></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> <ul style="list-style-type: none"> <li>(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> <li>(ii) A photographic record with supporting drawings and annotation sufficient to provide context.</li> </ul> <p>The Report shall be provided to Council and HNZPT within 12 months of completion of the construction works associated with the Project.</p>

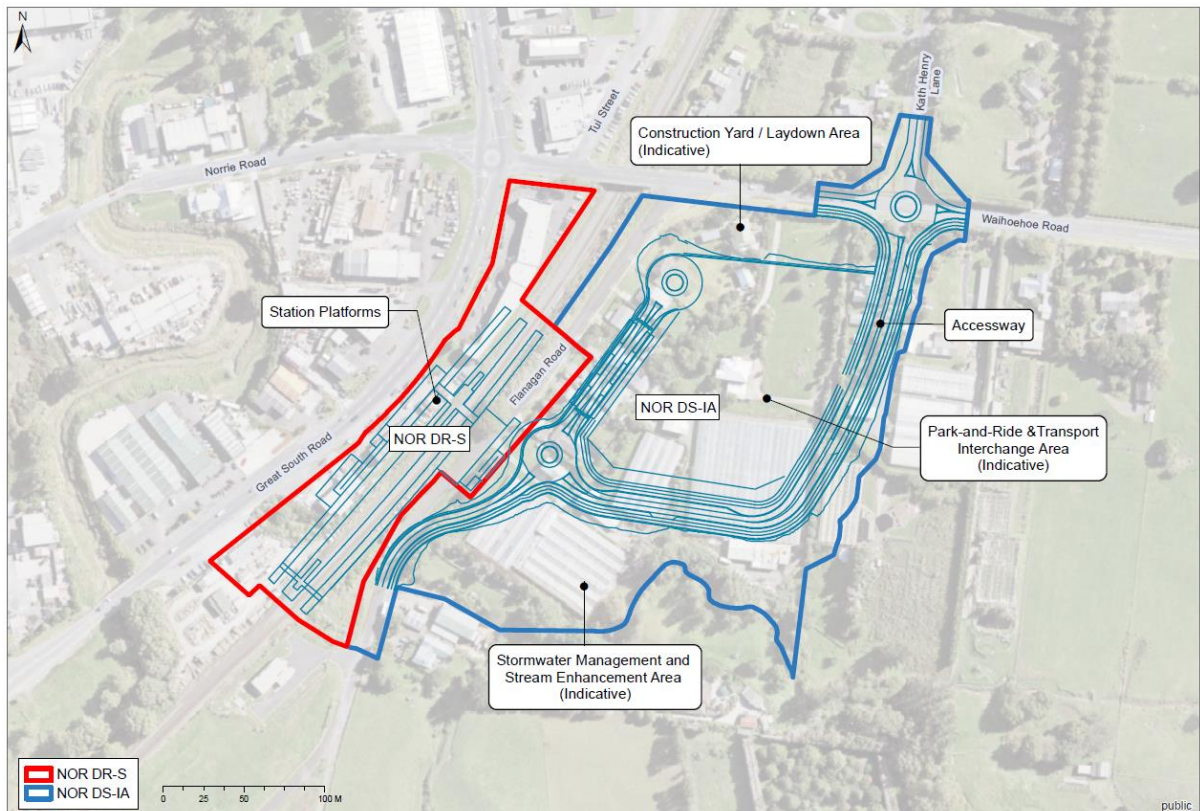
# Schedule 1: General Accordance Plans

## (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

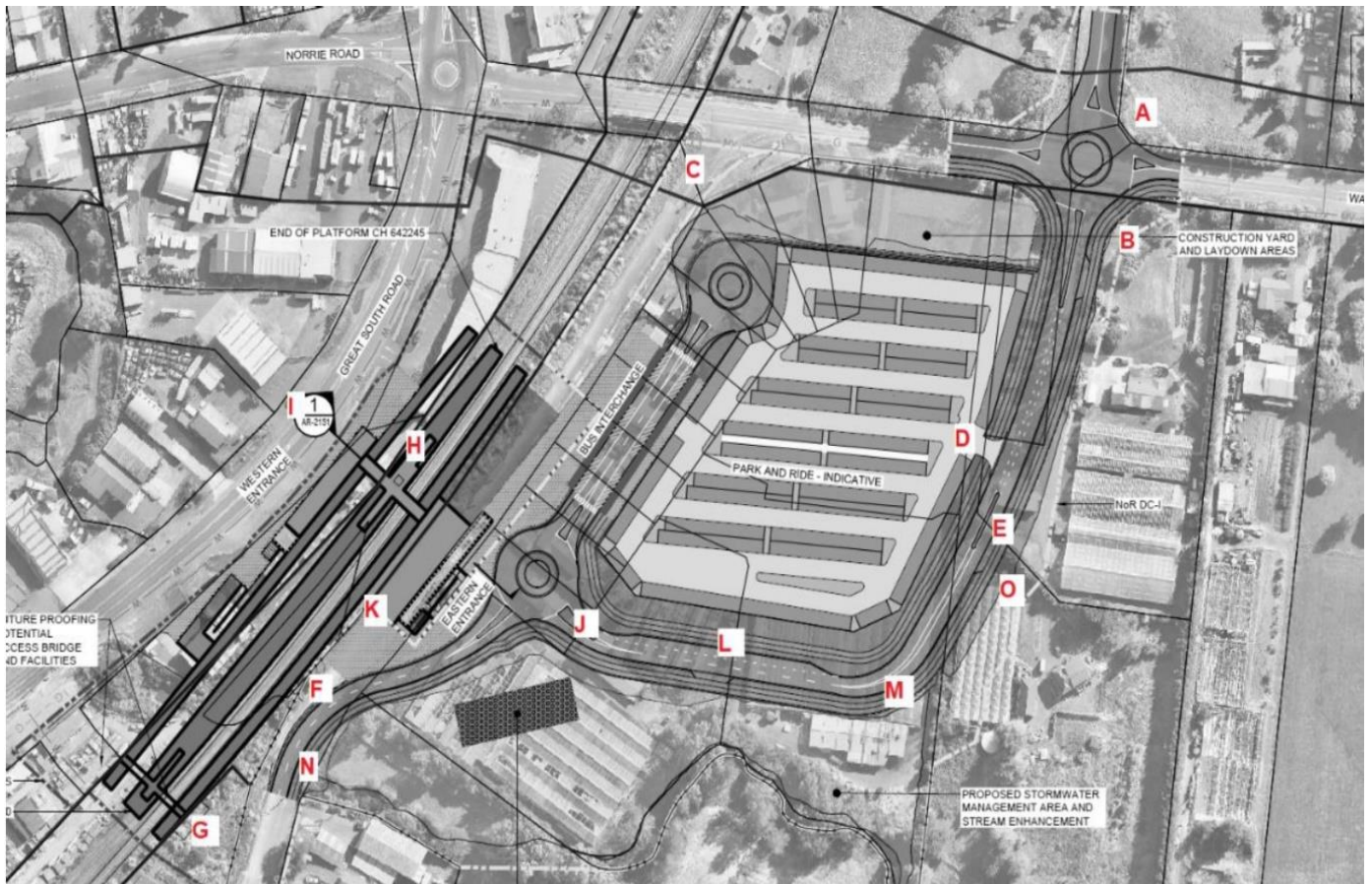
Address	Legal Description
49 Kath Henry Lane	NA80A/481 Lot 6 DP 135804, 1/6 SH Lot 12 DP 135804, 1/2 SH Lot 13 DP 135804
50 Kath Henry Lane	NA80A/480 Lot 5 DP 135804, 1/6 SH Lot 12 DP 135804, 1/2 SH Lot 13 DP 135804
44 Kath Henry Lane	NA80A/479 Lot 4 DP 135804 and 1/6 share Lot DP 135804
34 Kath Henry 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"> <li>• geotechnical investigations (including trial embankments)</li> <li>• archaeological site investigations</li> <li>• formation of access for geotechnical investigations</li> <li>• establishment of site yards, site entrances and fencing</li> <li>• constructing and sealing site access roads</li> <li>• demolition or removal of buildings and structures</li> <li>• relocation of services</li> <li>• ecological surveys</li> <li>• vegetation removal ancillary to Enabling Works</li> </ul>

	<ul style="list-style-type: none"> <li>establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)</li> </ul>
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Project	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. 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. 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: <ul style="list-style-type: none"> <li>Kiwi Property Holdings No. 2 Limited;</li> <li>Oyster Capital Limited;</li> <li>Fulton Hogan Land Development Limited;</li> <li>Watercare Services Limited;</li> <li>Counties Power;</li> <li>Minister of Housing; and</li> </ul> The owners and occupiers of: <ul style="list-style-type: none"> <li>The land on which the Project is to be undertaken; and</li> <li>The Surrounding Land (as defined below).</li> </ul>
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

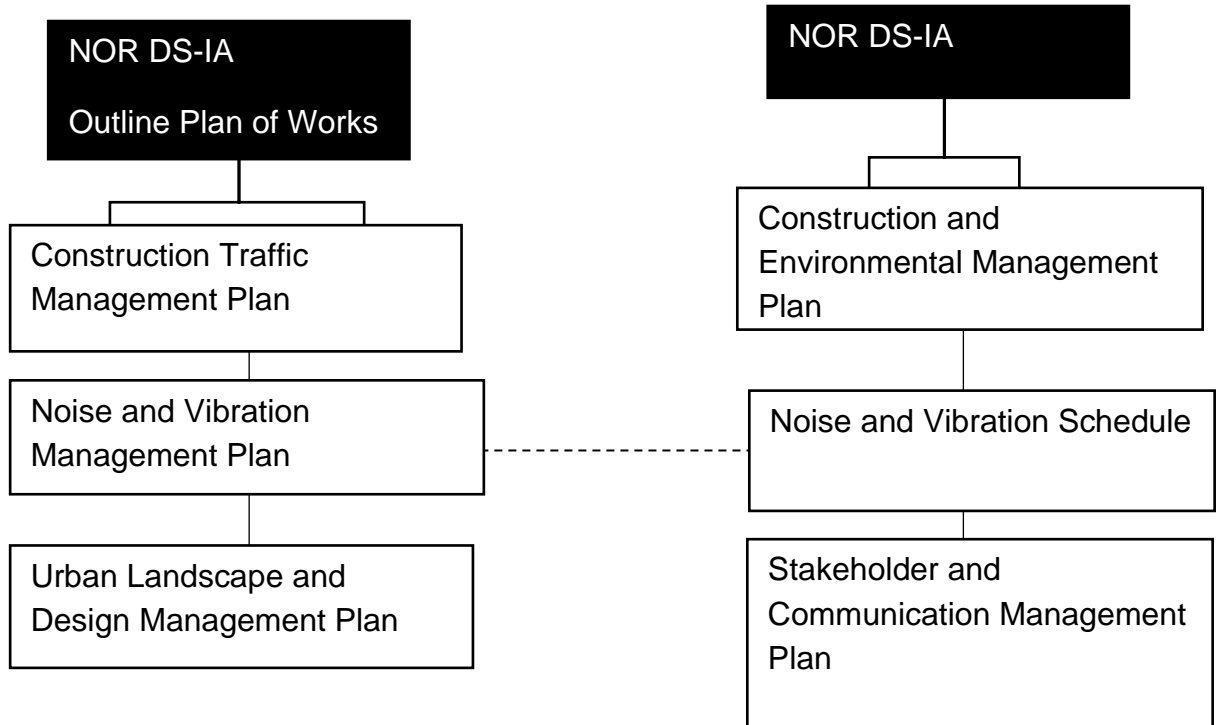
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic Management Plan
MEF	Mana Whenua Engagement Forum
NOR	Notice of Requirement
NOR DR-S	Notice of Requirement - Drury Railway Station
NOR DS-IA	Notice of Requirement – Drury 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
<b>General Conditions</b>	
<b>1</b>	<b>Activity in general accordance with plans and information</b> 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.
<b>2</b>	<b>Designation Review</b> As soon as practicable following Completion of Construction the Requiring Authority shall: <ul style="list-style-type: none"> <li>(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</li> <li>(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.</li> </ul>
<b>3</b>	<b>Designation Lapse</b> 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. <b>Advice Note</b> – For the avoidance of doubt the designation will be given effect to at the implementation of Stage 1.
<b>Outline Plan of Works</b>	
<b>4</b>	<ul style="list-style-type: none"> <li>(a) An Outline Plan for the Project shall be prepared and submitted to the Council in accordance with these conditions.</li> <li>(b) An Outline Plan shall include any relevant management plan for the particular design, construction, or operational matters being addressed in the Outline Plan.</li> <li>(c) An Outline Plan shall be prepared in consultation with Stakeholders, where the works involve any of the matters identified in condition 12(a).</li> <li>(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"> <li>(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;</li> <li>(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</li> <li>(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.</li> </ul> </li> </ul>



Ref	Condition
5	<p><b>Management Plans</b></p> <p>(a) Any management plan shall be:</p> <ul style="list-style-type: none"> <li>(i) prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 6-17);</li> <li>(ii) prepared by a Suitably Qualified and Experienced Person(s); and</li> <li>(iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CEMPs and CNVMP Schedules-</li> </ul> <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"> <li>(i) Been incorporated; and</li> <li>(ii) Where not incorporated, the reasons why;</li> </ul> <p>(c) Any management plan developed in accordance with Condition 5 may:</p> <ul style="list-style-type: none"> <li>(i) Be prepared and submitted as a joint document for both Projects.</li> <li>(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> <li>(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> <li>(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;</li> </ul> <p>(d) Any material changes to the SCMPs or CEMPs 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>
<b>Construction and Environmental Management Plan (CEMP)</b>	
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"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) drawings of the proposed site layouts (including construction yards, temporary</li> </ul>

Ref	Condition
	<p>buildings and construction vehicle parking),</p> <ul style="list-style-type: none"> <li>(v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vi) methods for providing for the health and safety of the general public;</li> <li>(vii) procedures for incident management;</li> <li>(viii) methods to ensure prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances;</li> <li>(ix) procedures for responding to complaints about Construction Works;</li> <li>(x) details of any environmental awareness training procedures for staff as relevant;</li> <li>(xi) methods for amending and updating the CEMP as required;</li> <li>(xii) identification of cultural monitoring activities as set out in the Cultural Monitoring Plan;</li> <li>(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</li> <li>(xiv) any other measures to achieve the objective set out in Condition 6(b).</li> </ul> <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>
<b>Construction Traffic Management Plan (CTMP)</b>	
7	<ul style="list-style-type: none"> <li>(a) A CTMP shall be prepared prior to the Start of Construction.</li> <li>(b) A CTMP shall be submitted to the Manager for information at least 10 working days prior to the start of construction.</li> <li>(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"> <li>(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);</li> <li>(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"> <li>a. identification of detour routes</li> <li>b. temporary speed limits; and</li> <li>c. other methods to safely manage and maintain traffic flows, pedestrians and cyclists, on existing roads (e.g. Great South Road);</li> </ul> </li> <li>(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;</li> <li>(iv) methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services (including along Great South Road);</li> </ul> </li> </ul>

Ref	Condition																					
	<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 for plant, construction vehicles and the vehicles of workers and visitors;</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) any other measures to achieve the objective set out in Condition 7(b).</p> <p><b>Advice Note</b> - 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 <a href="http://www.aucklandtransport.govt.nz">www.aucklandtransport.govt.nz</a> for more information.</p>																					
<b>7A</b>	<b>Road Safety Audit</b>																					
	<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>(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).</p>																					
<b>Construction Noise and Vibration</b>																						
<b>8</b>	<b>Construction Noise standards</b>																					
	<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><b>Table 1: Construction noise standards</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 20%;">Day of week</th> <th style="width: 20%;">Time period</th> <th style="width: 20%;">L<sub>Aeq(15min)</sub></th> <th style="width: 20%;">L<sub>AFmax</sub></th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> <tr> <td rowspan="4" style="text-align: center; vertical-align: middle;">Weekday</td> <td style="text-align: center;">0630h - 0730h</td> <td style="text-align: center;">55 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td style="text-align: center;">0730h - 1800h</td> <td style="text-align: center;">70 dB</td> <td style="text-align: center;">85 dB</td> </tr> <tr> <td style="text-align: center;">1800h - 2000h</td> <td style="text-align: center;">65 dB</td> <td style="text-align: center;">80 dB</td> </tr> <tr> <td style="text-align: center;">2000h - 0630h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> </tbody> </table>	Day of week	Time period	L <sub>Aeq(15min)</sub>	L <sub>AFmax</sub>	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 <sub>Aeq(15min)</sub>	L <sub>AFmax</sub>																			
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																			

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			
<b>9</b>	<b>Construction Vibration Standards</b>			
	(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.			
	<b>Table 2 Construction vibration criteria</b>			
	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	
	(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.			
<b>10</b>	<b>Construction Noise and Vibration Management Plan (CNVMP)</b>			
	(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"> <li>(i) Description of the works and anticipated equipment/processes;</li> <li>(ii) Hours of operation, including times and days when construction activities will occur;</li> <li>(iii) The construction noise and vibration standards for the Project;</li> <li>(iv) Identification of receivers where noise and vibration standards apply;</li> <li>(v) Management and mitigation options, and identification of the Best Practicable Option;</li> <li>(vi) Methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li>(vii) Procedure for responding to monitored exceedances</li> <li>(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> <li>(ix) Contact details of the Project Liaison Person or site supervisor;</li> <li>(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> <li>(xi) Procedures for monitoring construction noise and vibration and reporting to the Council.</li> <li>(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> <li>(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> <li>(xiv) Procedures for review and update of the CNVMP; and</li> <li>(xv) Any other measures to achieve Condition 10(b).</li> </ul>
11	<p><b>Schedule to a CNVMP</b></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"> <li>(i) Construction noise is either predicted or measured to exceed the noise standards in Condition 8, except where the exceedance of the <math>L_{Aeq}</math> criteria is no</li> </ul>

Ref	Condition
	<p>greater than 5 decibels and does not exceed:</p> <ul style="list-style-type: none"> <li>a. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or</li> <li>b. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</li> </ul> <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"> <li>(i) Activity location, start and finish dates;</li> <li>(ii) The nearest neighbours to the activity;</li> <li>(iii) A location plan;</li> <li>(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);</li> <li>(v) The proposed Best Practicable Option mitigation for the activity/location;</li> <li>(vi) The proposed communications with neighbours; and</li> <li>(vii) Location, times and types of monitoring.</li> </ul>
<b>Urban Landscape and Design Management Plan (ULDMP)</b>	
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"> <li>(i) The design of the Stage One works; and</li> <li>(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).</li> </ul> <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"> <li>(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"> <li>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;</li> <li>b. Ensuring that the new Flanagan Road alignment is constructed and operational prior to the existing alignment of this road being closed;</li> <li>c. The specific elements listed and alphabetically referenced at the approximate locations shown in Schedule 3 (as relevant to the specific</li> </ul> </li> </ul>

Ref	Condition
	<p>designation):</p> <ul style="list-style-type: none"> <li>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</li> <li>e. The Urban Design Evaluation and Framework.</li> </ul> <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"> <li>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;</li> <li>b. The location and design of connecting roads between the Project and the surrounding existing and planned urban environment;</li> <li>c. The timing of works planned on Surrounding Land; and</li> <li>d. Any other relevant access, servicing, engineering, or other matters.</li> </ul> <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"> <li>a. Crime Prevention through Environmental Design principles (CPTED); and</li> <li>b. Safety in Design principles (SID).</li> </ul> <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"> <li>a. the reinstatement of construction and site compound areas, treatment of cut-and-fill slopes and interface of stormwater devices; and</li> <li>b. how the Project's permanent works will be integrated into the built environment and the landscape context;</li> </ul> <p>(ix) landscape treatments and planting with reference to the Urban Design Evaluation and Framework, such as:</p> <ul style="list-style-type: none"> <li>a. the intended plant species, planting locations and plant sizes at the time of planting and on maturity;</li> <li>b. the planting methodology and programme; and</li> <li>c. a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants.</li> </ul> <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.
<b>Mana Whenua Engagement Forum (MEF)</b>	
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"> <li>(i) roles and responsibilities of Mana Whenua, including in relation to design and development of the Project;</li> <li>(ii) preparation of management plans;</li> <li>(iii) cultural monitoring activities to be undertaken;</li> <li>(iv) developing and participating in archaeological investigations and processes;</li> <li>(v) identifying opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the project area;</li> <li>(vi) Mana Whenua outcomes and wellbeing aspirations; and</li> <li>(vii) incorporating cultural narratives into the design of the Project.</li> </ul> <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"> <li>(i) Ngāi Tai ki Tāmaki Tribal Trust;</li> <li>(ii) Ngāti Maru Runanga;</li> <li>(iii) Ngāti Tamaoho Trust;</li> <li>(iv) Ngaati Te Ata Waiohua;</li> <li>(v) Ngaati Whanaunga Inc Soc;</li> <li>(vi) Te Ākitai Waiohua;</li> <li>(vii) Te Ahiwaru Waiohua;</li> </ul> <p><b>Advice Note</b> – 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>
<b>Stakeholder and Communication Management Plan (SCMP)</b>	
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"> <li>(i) Provide the contact details for the Project Liaison Person which shall be prominently displayed at the main entrance(s) to the site(s);</li> <li>(ii) Communicate with stakeholders, infrastructure service providers, transport operators, organisations, businesses, and the public;</li> <li>(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;</li> <li>(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;</li> <li>(v) Inform the stakeholders and parties consulted of construction progress and future construction activities;</li> <li>(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;</li> <li>(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;</li> <li>(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;</li> <li>(ix) Outline any linkages and cross-references to communication methods set out in other conditions and management plans where relevant;</li> <li>(x) any arrangements for post-construction communications; and</li> <li>(xi) any other measures to achieve Condition 14(b).</li> </ul> <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>
<b>Building Damage Pre-Condition Survey</b>	
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"> <li>(i) building classification (i.e. commercial, industrial, historic or other sensitive structure);</li> <li>(ii) building specific vibration damage risk thresholds;</li> <li>(iii) recordings (including photographs) of major building features, including location,</li> </ul>

Ref	Condition
	<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>
<b>16</b>	<p><b>Building Damage Rectification</b></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 (<b>Building Damage Rectification</b>).</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>
<b>Cultural Monitoring Plan</b>	
17	(a) Prior to the start of Construction Works, a Cultural Monitoring Plan (CMP) shall be

Ref	Condition
	<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"> <li>(i) requirements for formal dedication and / or cultural oversight to be undertaken prior to start of Construction;</li> <li>(ii) requirements and protocols for cultural inductions for contractors and subcontractors working on the site;</li> <li>(iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) identification of personnel to undertake cultural monitoring; and</li> <li>(v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition 18.</li> </ul> <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><b>Advice Note</b> - Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>
18	<p><b>Accidental Discovery Protocol</b></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="279 271 628 297"><b>Heritage Monitoring Report</b></p> <p data-bbox="279 315 1401 423">(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="360 450 1401 629">(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> <li data-bbox="360 640 1347 703">(ii) A photographic record with supporting drawings and annotation sufficient to provide context.</li> </ul> <p data-bbox="279 730 1347 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

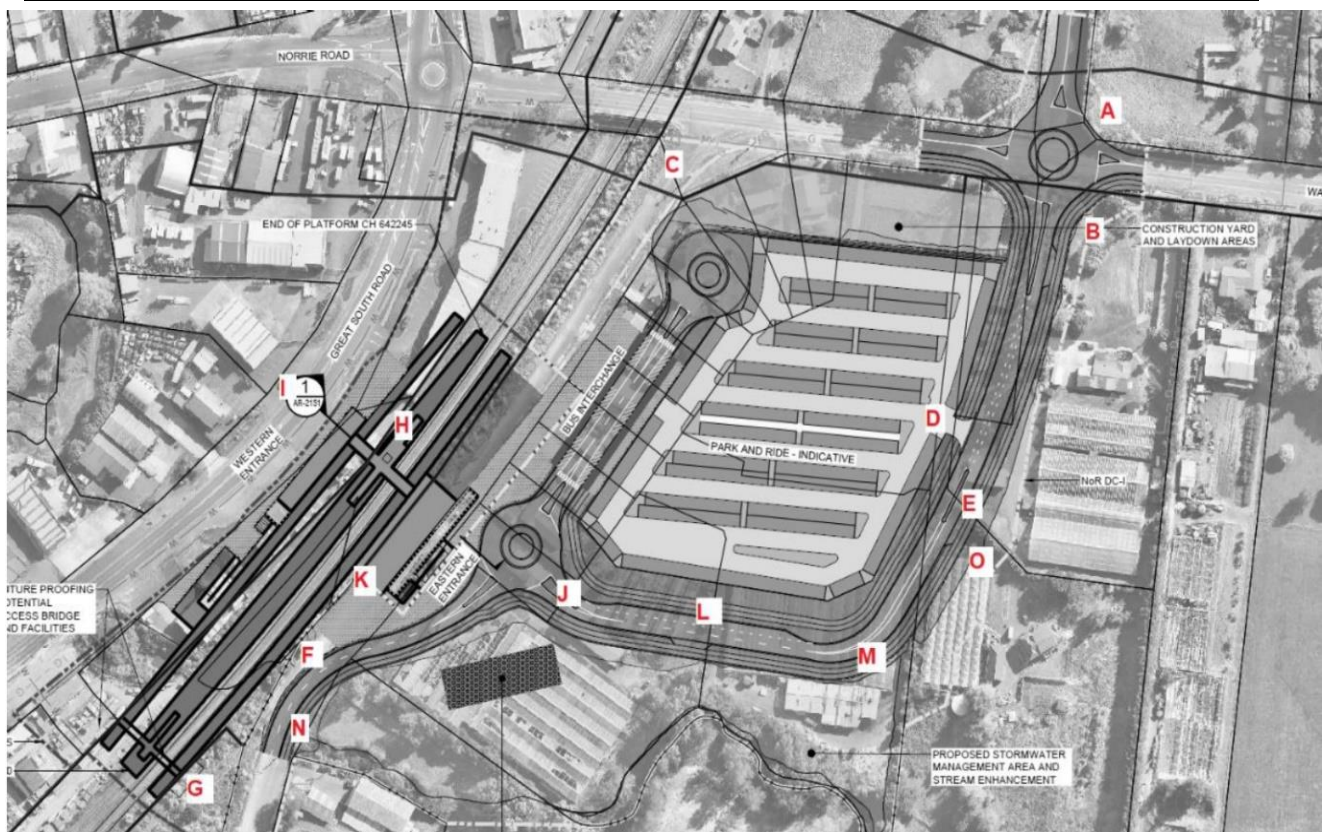
	135804
50 Kath Henry Lane	NA80A/480 Lot 5 DP 135804, 1/6 SH Lot 12 DP 135804, 1/2 SH Lot 13 DP 135804
44 Kath Henry Lane	NA80A/479 Lot 4 DP 135804 and 1/6 share Lot DP 135804
34 Kath Henry Lane	NA80A/478 Lot 3 DP 135804, 1/6 SH Lot 12 DP 135804
18 Kath Henry Lane	NA91D/603 Lot 2 DP 135804
76 Waihoehoe 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> <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"> <li>• geotechnical investigations (including trial embankments)</li> <li>• archaeological site investigations</li> <li>• formation of access for geotechnical investigations</li> <li>• establishment of site yards, site entrances and fencing</li> <li>• constructing and sealing site access roads</li> <li>• demolition or removal of buildings and structures</li> <li>• relocation of services</li> <li>• ecological surveys</li> <li>• vegetation removal ancillary to Enabling Works</li> <li>• establishment of mitigation measures (such as erosion and</li> </ul>

	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"> <li>• Newland Holdings Pty Ltd;</li> <li>• Paerata 5 Farms Limited;</li> <li>• Grafton Downs Limited;</li> <li>• Counties Power;</li> <li>• The Minister of Housing; and</li> </ul> The owners and occupiers of: <ul style="list-style-type: none"> <li>• The land on which the Project is to be undertaken; and</li> <li>• The Surrounding Land (as defined below).</li> </ul>
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

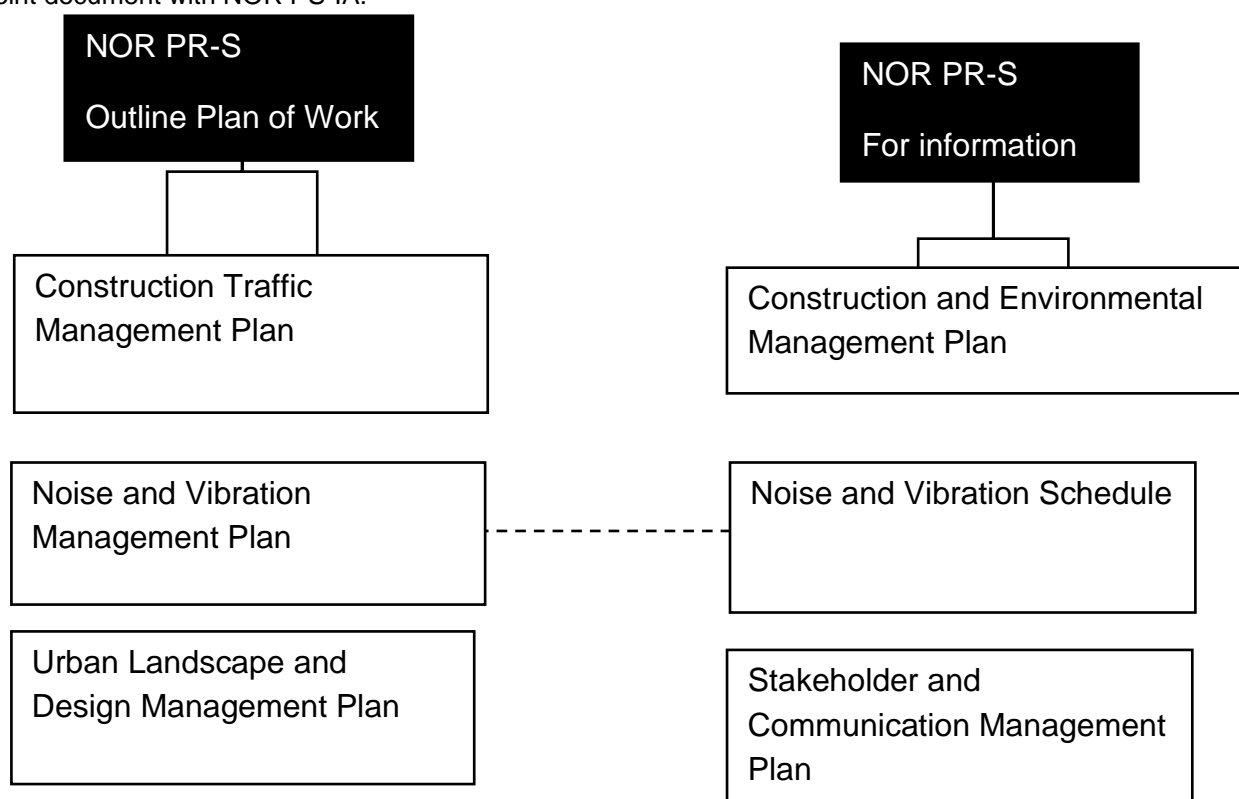
Acronym	Description
AUP:OP	Auckland Unitary Plan: Operative in Part
BPO	Best Practicable Option
CEMP	Construction Environmental Management Plan
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic 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
<b>General Conditions</b>	
<b>1</b>	<b>Activity in General Accordance with Plans and Information</b> 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.
<b>2</b>	<b>Designation Review</b> As soon as practicable following Completion of Construction, the Requiring Authority shall: <ul style="list-style-type: none"> <li>(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</li> <li>(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.</li> </ul>
<b>3</b>	<b>Designation Lapse</b> 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. <b>Advice Note</b> – For the avoidance of doubt the designation will be given effect to at the implementation of Stage 1.
<b>Outline Plan of Works</b>	
<b>4</b>	<ul style="list-style-type: none"> <li>(a) An Outline Plan or Plans for the Project shall be prepared and submitted to the Council where required in accordance with these conditions.</li> <li>(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.</li> <li>(c) An Outline Plan shall be prepared in consultation with Stakeholders, where the works involve any of the matters identified in condition 12(a).</li> <li>(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"> <li>(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;</li> <li>(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</li> <li>(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.</li> </ul> </li> </ul>
<b>5</b>	<b>Management Plans</b> <ul style="list-style-type: none"> <li>(a) Any management plan shall be: <ul style="list-style-type: none"> <li>(i) prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 6 to 15);</li> <li>(ii) prepared by a Suitably Qualified and Experienced Person(s); and</li> </ul> </li> </ul>

Ref.	Condition
	<p>(iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CEMPs 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 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>(e) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 6 to 15.</p>
<b>Construction and Environmental Management Plan (CEMP)</b>	
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</p>

Ref.	Condition
	<p>the storage, use, disposal, or transportation of hazardous substances;</p> <p>(ix) procedures for responding to complaints about Construction Works;</p> <p>(x) details of any environmental awareness training procedures for staff as relevant;</p> <p>(xi) methods for amending and updating the CEMP as required;</p> <p>(xii) identification of cultural monitoring activities as set out in the Cultural Monitoring Plan; and</p> <p>(xiii) any other measures to achieve the objective set out in Condition 6(b).</p> <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>
<b>Construction Traffic Management Plan (CTMP)</b>	
<b>7</b>	<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> <p>(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);</p> <p>(ii) measures to manage the safety of all transport users. This may include, but shall not be limited to:</p> <p style="margin-left: 40px;">a. identification of detour routes</p> <p style="margin-left: 40px;">b. temporary speed limits; and</p> <p style="margin-left: 40px;">c. other methods to safely manage and maintain traffic flows, pedestrians and cyclists, on existing roads;</p> <p>(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;</p> <p>(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;</p> <p>(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;</p> <p>(vi) identification of any appropriate traffic management measures;</p> <p>(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);</p> <p>(viii) any other measures to achieve the objective set out in Condition 7(b).</p> <p><b>Advice Note</b> - 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 <a href="http://www.aucklandtransport.govt.nz">www.aucklandtransport.govt.nz</a> 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 <sub>Aeq</sub> (15min)	L <sub>AFmax</sub>
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**

comply with the vibration standards set out in the following table as far as practicable.

**Table 2 Construction vibration criteria**

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

(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.

**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 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.
- (c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '*Acoustics – Construction Noise*' (NZS6803:1999) and shall as a minimum, address the following:
  - (i) Description of the works and anticipated equipment/processes;
  - (ii) Hours of operation, including times and days when construction activities 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"> <li>(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> <li>(xi) Procedures for monitoring construction noise and vibration and reporting to the Council.</li> <li>(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> <li>(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> <li>(xiv) Procedures for review and update of the CNVMP; and</li> <li>(xv) Any other measures to achieve Condition 10(b).</li> </ul>
11	<p><b>Schedule to a CNVMP</b></p> <ul style="list-style-type: none"> <li>(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"> <li>(i) Construction noise is either predicted or measured to exceed the noise standards in Condition 8, except where the exceedance of the <math>L_{Aeq}</math> criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> <li>a. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or</li> <li>b. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</li> </ul> </li> <li>(ii) Construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 9.</li> </ul> </li> <li>(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"> <li>(i) Activity location, start and finish dates;</li> <li>(ii) The nearest neighbours to the construction activity;</li> <li>(iii) A location plan;</li> <li>(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);</li> <li>(v) The proposed Best Practicable option mitigation for the activity/location, including measures to address impacts on farming operations (including animal safety and welfare);</li> <li>(vi) The proposed communications with neighbours; and</li> <li>(vii) Location, times and types of monitoring.</li> </ul> </li> </ul>

**Ref. Condition**

**Urban Landscape and Design Management Plan (ULDMP)**

<b>12</b>	<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"><li>(i) The design of the Stage One works; and</li><li>(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.</li></ul> <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"><li>(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"><li>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;</li><li>b. The Urban Design Evaluation and Framework;</li></ul></li><li>(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"><li>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;</li><li>b. How the finished levels will integrate with the adjacent land;</li><li>c. The location and design of connecting roads between the Project and surrounding land (including future connections to the accessway);</li><li>d. The timing of works planned on Surrounding Land;</li><li>e. Any delineation between temporary and permanent land take;</li><li>f. Any other relevant access, servicing, engineering, or other matters; and</li><li>g. Any adjustments to the extent of the designation in light of the above analysis.</li></ul></li><li>(iii) how the project will enable a safe and inclusive environment. This may be achieved by use of;</li></ul>
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Ref.	Condition
	<ul style="list-style-type: none"> <li>a. Crime Prevention through Environmental Design principles (CPTED); and</li> <li>b. Safety in Design principles (SID).</li> </ul> <ul style="list-style-type: none"> <li>(iv) how the project will provide for walking and cycling connectivity,</li> <li>(v) architectural treatment of major structures (e.g. bridges and retaining walls),</li> <li>(vi) accessway design, including roadside and median treatments (e.g. furniture and lighting);</li> <li>(vii) methods to enhance station legibility such as, arrival treatments, signage, wayfinding and interchange between transport modes;</li> <li>(viii) As relevant to the Stage of Work, details of: <ul style="list-style-type: none"> <li>a. the reinstatement of construction and site compound areas, treatment of cut-and-fill slopes and interface of stormwater devices; and</li> <li>b. how the Project's permanent works will be integrated into the built environment and the landscape context;</li> </ul> </li> <li>(ix) landscape treatments and planting, such as: <ul style="list-style-type: none"> <li>a. the intended plant species, planting locations and plant sizes at the time of planting and on maturity;</li> <li>b. the planting methodology and programme; and</li> </ul> </li> <li>(x) a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants.</li> </ul> <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>
<b>Mana Whenua Engagement Forum (MEF)</b>	
13	<ul style="list-style-type: none"> <li>(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.</li> <li>(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.</li> <li>(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.</li> <li>(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"> <li>(i) roles and responsibilities of Mana Whenua, including in relation to design and development of the Project;</li> </ul> </li> </ul>

Ref.	Condition
	<ul style="list-style-type: none"> <li>(ii) preparation of management plans;</li> <li>(iii) cultural monitoring activities to be undertaken;</li> <li>(iv) developing and participating in archaeological investigations and processes; and</li> <li>(v) identifying opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area;</li> <li>(vi) Mana Whenua outcomes and wellbeing aspirations; and</li> <li>(vii) incorporating cultural narratives into the design of the Project.</li> </ul> <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"> <li>(i) Ngāi Tai ki Tāmaki Tribal Trust;</li> <li>(ii) Ngāti Maru Runanga;</li> <li>(iii) Ngāti Tamaoho Trust;</li> <li>(iv) Ngaati Te Ata Waiohua;</li> <li>(v) Ngaati Whanaunga Inc Soc;</li> <li>(vi) Te Ākitai Waiohua;</li> <li>(vii) Te Ahiwaru Waiohua;</li> </ul> <p><b>Advice Note</b> – 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>
<b>Stakeholder and Communication Management Plan (SCMP)</b>	
14	<ul style="list-style-type: none"> <li>(a) A SCMP shall be prepared prior to the Start of Construction.</li> <li>(b) The objective of the SCMP is to set out how the public and stakeholders will be communicated with throughout the Construction Works.</li> <li>(c) The SCMP shall include the following details and measures setting out how the Requiring Authority will: <ul style="list-style-type: none"> <li>(i) Provide the contact details for the Project Liaison Person which shall be prominently displayed at the main entrance(s) to the site(s);</li> <li>(ii) Communicate with a list of stakeholders, infrastructure service providers, transport operators, organisations, businesses, and the public persons who will be communicated with;</li> <li>(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;</li> <li>(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;</li> <li>(v) Inform the stakeholders and parties consulted of construction progress and future construction activities;</li> <li>(vi) Specify methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to</li> </ul> </li> </ul>

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>
<b>Cultural Monitoring Plan (CMP)</b>	
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"> <li>(i) requirements for formal dedication and or cultural oversight to be undertaken prior to Start of Construction;</li> <li>(ii) requirements and protocols for cultural inductions for contractors and subcontractors working on the site;</li> <li>(iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) identification of personnel to undertake cultural monitoring; and</li> <li>(v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition 16.</li> </ul> <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><b>Advice Note</b> - Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>
16	<b>Accidental Discovery Protocol</b>

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>



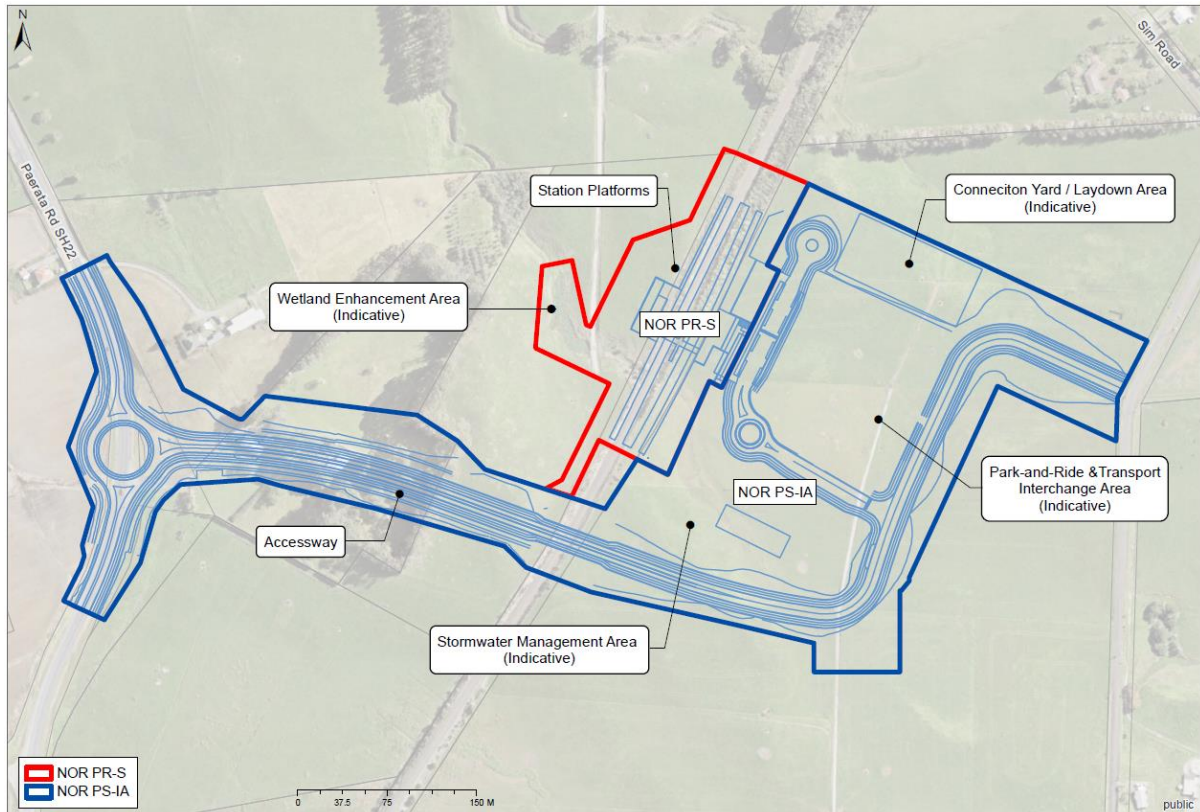
## Schedule 1: General Accordance

### (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.

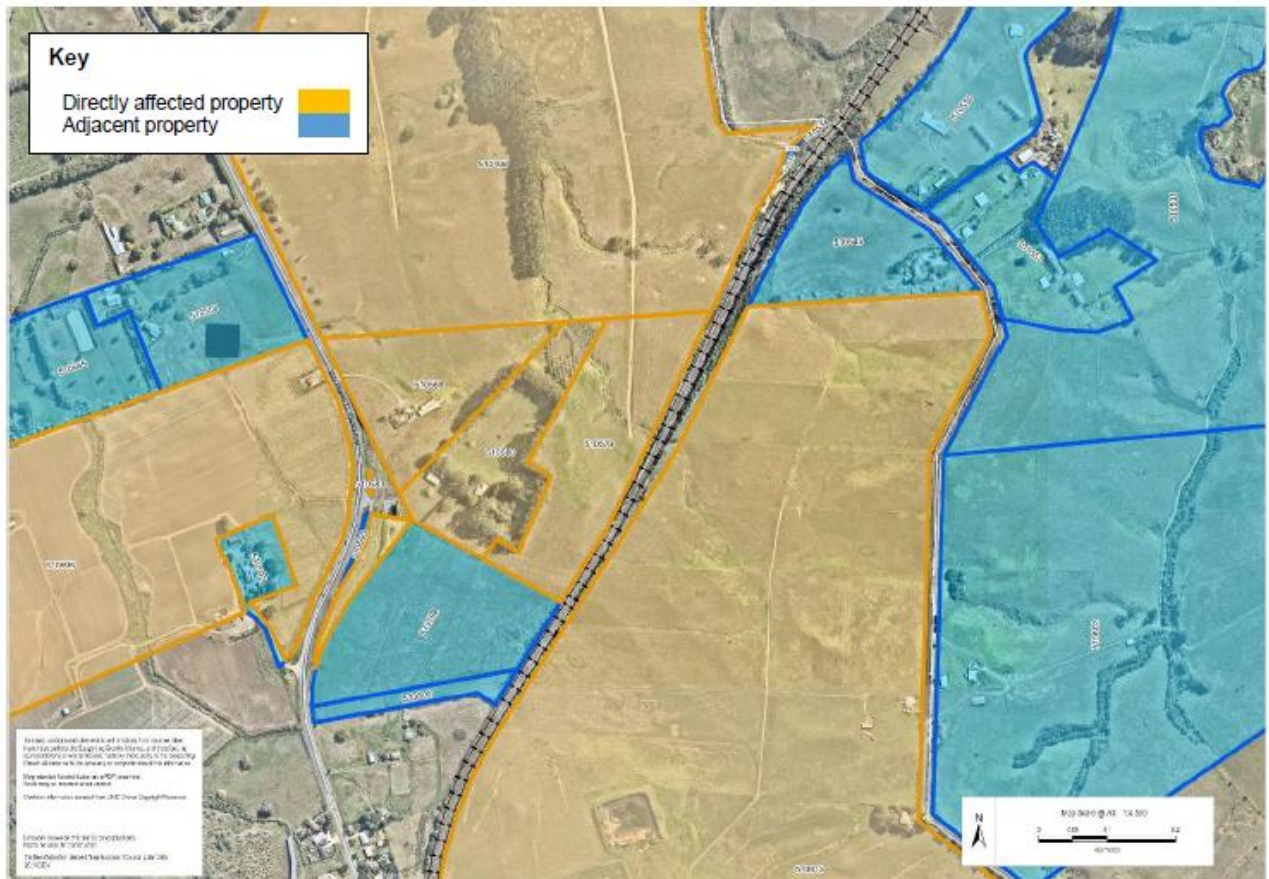
### NOR PR-S Concept Plan



## 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> <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"> <li>• geotechnical investigations (including trial embankments)</li> <li>• archaeological site investigations</li> <li>• formation of access for geotechnical investigations</li> <li>• establishment of site yards, site entrances and fencing</li> <li>• constructing and sealing site access roads</li> <li>• demolition or removal of buildings and structures</li> <li>• relocation of services</li> <li>• ecological surveys</li> <li>• vegetation removal ancillary to Enabling Works</li> <li>• establishment of mitigation measures (such as erosion and</li> </ul>

	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"> <li>• Newland Holdings Pty Ltd;</li> <li>• Paerata 5 Farms Limited;</li> <li>• Grafton Downs Limited;</li> <li>• Counties Power;</li> <li>• The Minister of Housing; and</li> </ul> The owners and occupiers of: <ul style="list-style-type: none"> <li>• The land on which the Project is to be undertaken; and</li> <li>• The Surrounding Land (as defined below).</li> </ul>
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 (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

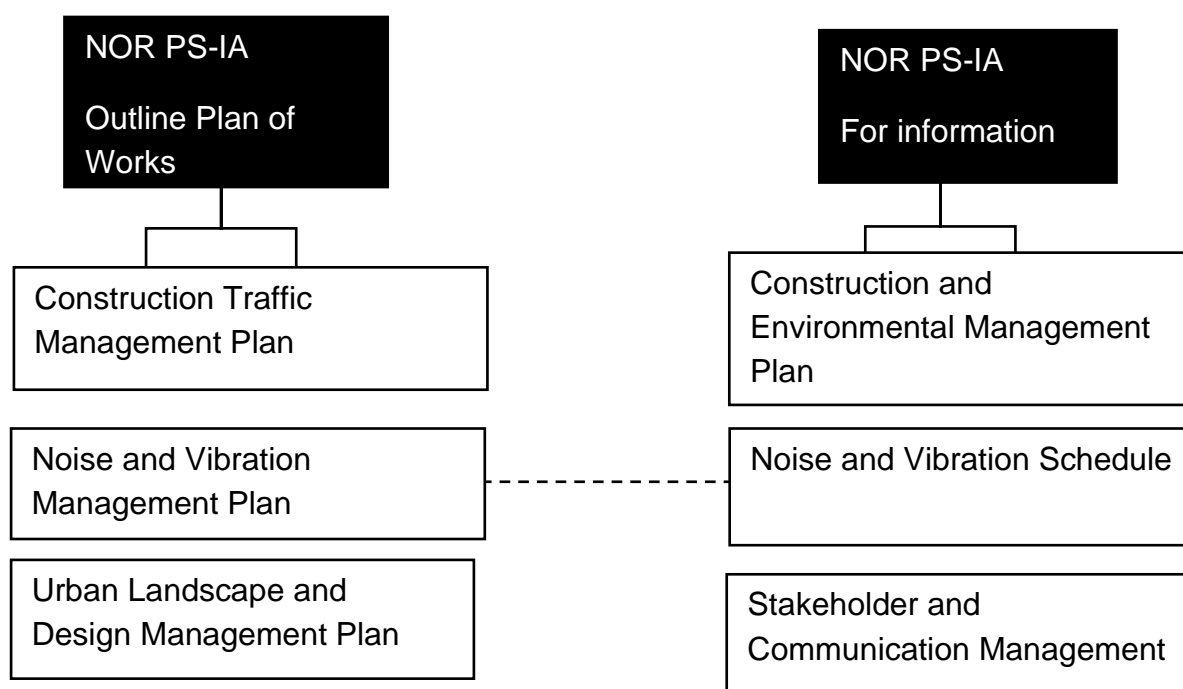
Acronym	Description
AUP:OP	Auckland Unitary Plan: Operative in Part
BPO	Best Practicable Option
CEMP	Construction Environmental Management Plan
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic 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
<b>General Conditions</b>	
<b>1</b>	<b>Activity in General Accordance with Plans and Information</b> 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.
<b>2</b>	<b>Designation Review</b> 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"> <li>(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</li> <li>(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.</li> </ul>
<b>3</b>	<b>Designation Lapse</b> 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. <b>Advice Note</b> – For the avoidance of doubt the designation will be given effect to at the implementation of Stage 1.
<b>Outline Plan of Works</b>	
<b>4</b>	<ul style="list-style-type: none"> <li>(a) An Outline Plan for the Project shall be prepared and submitted to the Council in accordance with these conditions.</li> <li>(b) An Outline Plan shall include any relevant management plan for the particular design, construction, or operational matters being addressed in the Outline Plan.</li> <li>(c) An Outline Plan shall be prepared in consultation with Stakeholders, where the works involve any of the matters identified in condition 12(a).</li> <li>(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"> <li>(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;</li> <li>(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</li> <li>(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.</li> </ul> </li> </ul>
<b>5</b>	<b>Management Plans</b> <ul style="list-style-type: none"> <li>(a) Any management plan shall be: <ul style="list-style-type: none"> <li>(i) prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 6 to 14);</li> <li>(ii) prepared by a Suitably Qualified and Experienced Person(s); and</li> </ul> </li> </ul>

Ref.	Condition
	<p>(iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CEMPs 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 CEMPs 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>
<b>Construction and Environmental Management Plan (CEMP)</b>	
<b>6</b>	<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"> <li>(ix) procedures for responding to complaints about Construction Works;</li> <li>(x) details of any environmental awareness training procedures for staff as relevant;</li> <li>(xi) methods for amending and updating the CEMP as required;</li> <li>(xii) identification of cultural monitoring activities as set out in the Cultural Monitoring Plan; and</li> <li>(xiii) any other measures to achieve the objective set out in Condition 6(b).</li> </ul> <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>
<b>Construction Traffic Management Plan (CTMP)</b>	
<b>7</b>	<ul style="list-style-type: none"> <li>(a) A CTMP shall be prepared prior to the Start of Construction.</li> <li>(b) A CTMP shall be submitted to the Manager for information at least 10 working days prior to the start of construction.</li> <li>(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"> <li>(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);</li> <li>(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"> <li>a. identification of detour routes</li> <li>b. temporary speed limits; and</li> <li>c. other methods to safely manage and maintain traffic flows, pedestrians and cyclists, on existing roads;</li> </ul> </li> <li>(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;</li> <li>(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;</li> <li>(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;</li> <li>(vi) identification of any appropriate traffic management measures;</li> <li>(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);</li> <li>(viii) any other measures to achieve the objective set out in Condition 7(b).</li> </ul> </li> </ul> <p><b>Advice Note</b> - 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 <a href="http://www.aucklandtransport.govt.nz">www.aucklandtransport.govt.nz</a> for more information.</p> <p><b>Advice Note</b> – 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 <a href="mailto:networkaccess@asm.nzta.nz">networkaccess@asm.nzta.nz</a> a minimum of fourteen working days prior to the commencement of any works on the state highway; longer is advised for complex works.																																															
<b>7A</b>	<p><b>Road Safety Audit</b></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>																																															
<b>Construction Noise and Vibration Management Plan (CNVMP)</b>																																																
<b>8</b>	<p><b>Construction Noise standards</b></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><b>Table 1: Construction noise standards</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L<sub>Aeq</sub>(15min)</th> <th>L<sub>AFmax</sub></th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> <tr> <td rowspan="4" style="text-align: center;">Weekday</td> <td style="text-align: center;">0630h - 0730h</td> <td style="text-align: center;">55 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td style="text-align: center;">0730h - 1800h</td> <td style="text-align: center;">70 dB</td> <td style="text-align: center;">85 dB</td> </tr> <tr> <td style="text-align: center;">1800h - 2000h</td> <td style="text-align: center;">65 dB</td> <td style="text-align: center;">80 dB</td> </tr> <tr> <td style="text-align: center;">2000h - 0630h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td rowspan="4" style="text-align: center;">Saturday</td> <td style="text-align: center;">0630h - 0730h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td style="text-align: center;">0730h - 1800h</td> <td style="text-align: center;">70 dB</td> <td style="text-align: center;">85 dB</td> </tr> <tr> <td style="text-align: center;">1800h - 2000h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td style="text-align: center;">2000h - 0630h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td rowspan="4" style="text-align: center;">Sunday and Public Holidays</td> <td style="text-align: center;">0630h - 0730h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td style="text-align: center;">0730h - 1800h</td> <td style="text-align: center;">55 dB</td> <td style="text-align: center;">85 dB</td> </tr> <tr> <td style="text-align: center;">1800h - 2000h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td style="text-align: center;">2000h - 0630h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> </tbody> </table>	Day of week	Time period	L <sub>Aeq</sub> (15min)	L <sub>AFmax</sub>	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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<b>9</b>	<p><b>Construction Vibration Standards</b></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><b>Table 2 Construction vibration criteria</b></p> <table border="1"> <thead> <tr> <th>Receiver</th> <th>Details</th> <th>Category A</th> <th>Category B</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Occupied Activities sensitive to noise</td> <td>Night-time 2000h - 0630h</td> <td>0.3mm/s ppv</td> <td>2mm/s ppv</td> </tr> <tr> <td>Daytime 0630h - 2000h</td> <td>2mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td>Other occupied buildings</td> <td>Daytime 0630h - 2000h</td> <td>2mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td>All other buildings</td> <td>At all other times</td> <td colspan="2">Tables 1 and 3 of DIN4150-3:1999</td> </tr> </tbody> </table> <p>(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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<b>10</b>	<p><b>Construction Noise and Vibration Management Plan (CNVMP)</b></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"> <li>(i) Description of the works and anticipated equipment/processes;</li> <li>(ii) Hours of operation, including times and days when construction activities will</li> </ul>																			

Ref.	Condition
	<p>occur;</p> <ul style="list-style-type: none"> <li>(iii) The construction noise and vibration standards for the Project;</li> <li>(iv) Identification of receivers where noise and vibration standards apply;</li> <li>(v) Management and mitigation options, and identification of the Best Practicable Option;</li> <li>(vi) Methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li>(vii) Procedure for responding to monitored exceedances</li> <li>(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> <li>(ix) Contact details of the Project Liaison Person or site supervisor;</li> <li>(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> <li>(xi) Procedures for monitoring construction noise and vibration and reporting to the Council.</li> <li>(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> <li>(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> <li>(xiv) Procedures for review and update of the CNVMP; and</li> <li>(xv) Any other measures to achieve Condition 10(b).</li> </ul>
<b>11</b>	<p><b>Schedule to a CNVMP</b></p> <ul style="list-style-type: none"> <li>(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"> <li>(i) Construction noise is either predicted or measured to exceed the noise standards in Condition 8, except where the exceedance of the <math>L_{Aeq}</math> criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> <li>a. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or</li> <li>b. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</li> </ul> </li> <li>(ii) Construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 9.</li> </ul> </li> <li>(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:</li> </ul>

Ref.	Condition
	<ul style="list-style-type: none"> <li>(i) Activity location, start and finish dates;</li> <li>(ii) The nearest neighbours to the construction activity;</li> <li>(iii) A location plan;</li> <li>(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);</li> <li>(v) The proposed Best Practicable Option mitigation for the activity/location, including measures to address impacts on farming operations (including animal safety and welfare);</li> <li>(vi) The proposed communications with neighbours;</li> <li>(vii) Location, times and types of monitoring.</li> </ul>
<b>Urban Landscape and Design Management Plan (ULDMP)</b>	
12	<ul style="list-style-type: none"> <li>(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"> <li>(i) The design of the Stage One works; and</li> <li>(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.</li> </ul> </li> <li>(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.</li> <li>(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"> <li>(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"> <li>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;</li> <li>b. The Urban Design Evaluation and Framework;</li> </ul> </li> <li>(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"> <li>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;</li> <li>b. How the finished levels will integrate with the adjacent land;</li> </ul> </li> </ul> </li> </ul>

Ref.	Condition
	<ul style="list-style-type: none"> <li>c. The location and design of connecting roads between the Project and surrounding land (including future connections to the accessway);</li> <li>d. The timing of works planned on Surrounding Land;</li> <li>e. Any delineation between temporary and permanent land take; and</li> <li>f. Any other relevant access, servicing, engineering, or other matters; and</li> <li>g. Any adjustments to the extent of the designation in light of the above analysis.</li> </ul> <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"> <li>a. Crime Prevention through Environmental Design principles (CPTED); and</li> <li>b. Safety in Design principles (SID).</li> </ul> <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"> <li>a. the reinstatement of construction and site compound areas, treatment of cut-and-fill slopes and interface of stormwater devices; and</li> <li>b. how the Project's permanent works will be integrated into the built environment and the landscape context;</li> </ul> <p>(ix) landscape treatments and planting, such as:</p> <ul style="list-style-type: none"> <li>a. the intended plant species, planting locations and plant sizes at the time of planting and on maturity;</li> <li>b. the planting methodology and programme; and</li> <li>c. a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants.</li> </ul> <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>
<b>Mana Whenua Engagement Forum (MEF)</b>	
13	<ul style="list-style-type: none"> <li>(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.</li> <li>(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</li> </ul>

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"> <li>(i) roles and responsibilities of Mana Whenua, including in relation to design and development of the Project;</li> <li>(ii) preparation of management plans;</li> <li>(iii) cultural monitoring activities to be undertaken;</li> <li>(iv) developing and participating in archaeological investigations and processes; and</li> <li>(v) identifying opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area;</li> <li>(vi) Mana Whenua outcomes and wellbeing aspirations; and</li> <li>(vii) incorporating cultural narratives into the design of the Project.</li> </ul> <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"> <li>(i) Ngāi Tai ki Tāmaki Tribal Trust;</li> <li>(ii) Ngāti Maru Runanga;</li> <li>(iii) Ngāti Tamaoho Trust;</li> <li>(iv) Ngaati Te Ata Waiohua;</li> <li>(v) Ngaati Whanaunga Inc Soc;</li> <li>(vi) Te Ākitai Waiohua;</li> <li>(vii) Te Ahiwaru Waiohua;</li> </ul> <p><b>Advice Note</b> – 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>
<b>Stakeholder and Communication Management Plan (SCMP)</b>	
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"> <li>(i) Provide the contact details for the Project Liaison Person which shall be prominently displayed at the main entrance(s) to the site(s);</li> <li>(ii) Communicate with stakeholders, infrastructure service providers, transport operators, organisations, businesses, and the public;</li> <li>(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</li> </ul>

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>
<b>Cultural Monitoring Plan (CMP)</b>	
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><b>Advice Note</b> - Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>
16	<p><b>Accidental Discovery Protocol</b></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

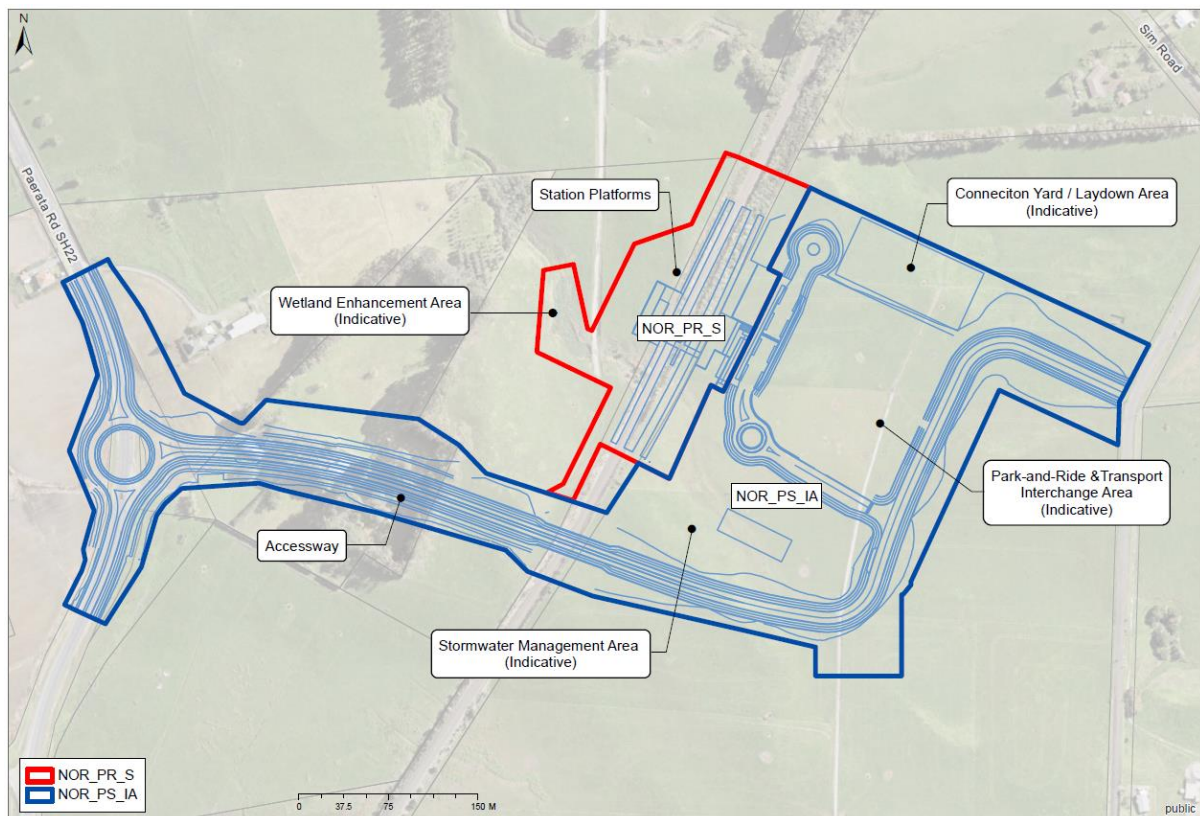
### (NOR PS-IA) Paerātā Station Interchange and Accessway Project Description

The proposed work is the construction, operation, and maintenance of the transport interchange, accessways, and ancillary and associated structures and facilities serving Paerātā 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.

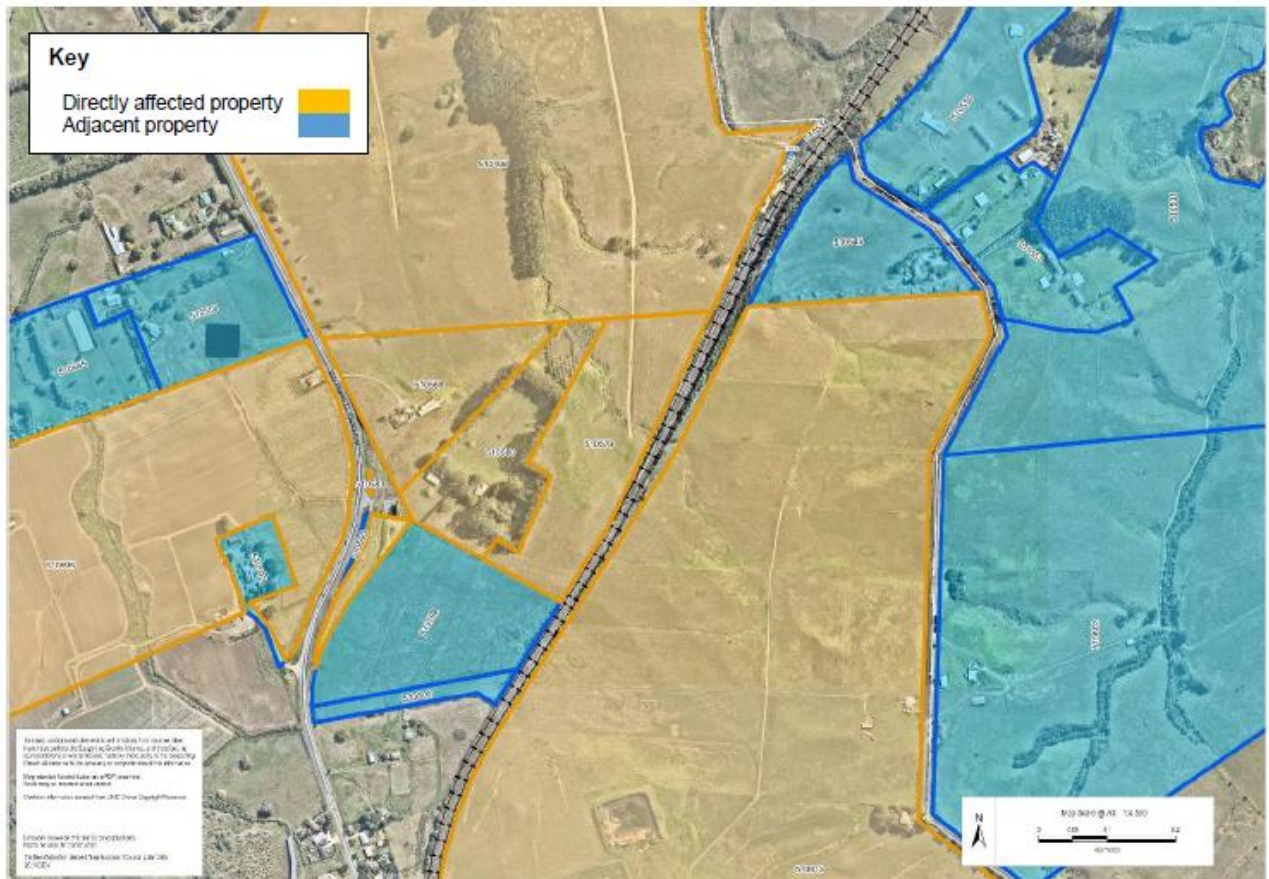
### NOR PS-IA Concept Plan



## 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.

**Attachment 4: Corrected names (GIS  
Viewer)**

Designation names update in AUP(OIP) GIS viewer

**BEFORE**

SCHEDULE *	NAME *
6308	Drury Central Station
6309	Drury Central Interchange
6310	Paerata Station
6311	Paerata Interchange and Accessway

**AFTER**

SCHEDULE *	NAME *
6308	Drury Railway Station
6309	Drury Station Interchange and Accessway
6310	Paerātā Railway Station
6311	Paerātā Station Interchange and Accessway