

# Memo

Date 6 May 2024

To: Celia Davison, Manager Central South  
 From: Bronnie Styles, Planning Technician






Subject: **Plan Modification: Clause 20A error correction to Auckland Unitary Plan (Operative in Part 2016) or Hauraki Gulf Islands District Plan (Operative 2018)**

I seek your approval to correct an error pursuant to clause 20A, schedule 1, Resource Management Act 1991: *A local authority may amend, without using the process in this schedule, an operative policy statement or plan to correct any minor errors.*

You have delegated authority, as a tier four manager, to make a decision to correct an error under clause 20A. Schedule 2A of the Auckland Council Combined Chief Executives 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>Provision in AUP or HGI District Plan</b>	Chapter K – Designations KiwiRail Holdings Limited
<b>Subject site and legal description (if applicable)</b>	<ul style="list-style-type: none"> <li>• 6312 Drury West Ngākōroa Station 647 Burt Road, 110 Karaka Road, and Railway Network, Drury</li> <li>• 6313 Drury West Ngākōroa Interchange 16 and 41 Jesmond Road, 110 and 160 Karaka Road, 647 Burt Road, and Road Network, Drury</li> </ul>
<b>Nature of error</b>	<p>A Clause 20A modification is required to correct:</p> <ol style="list-style-type: none"> <li>1. The designations names to include “Ngākōroa”.</li> </ol> <p>Ngākōroa place name was offered by local iwi, but not used during the NoR process as it was not then approved by the NZ Geographic Board, the NZ Geographic Board has since officially approved the place name.</p> <ol style="list-style-type: none"> <li>2. To correct the numbering of condition 16. Stakeholder and Communication Management Plan (SCMP). An adminsitrtion error has occurred and 16 (b) has been used twice, the correct number is 16(d).</li> </ol>
<b>Effect of change</b>	<p>The changes are minor and are to:</p> <ul style="list-style-type: none"> <li>• To update the name of the Designations correctly.</li> <li>• To correct the condition numbering.</li> </ul> <p>The effects of these changes are neutral and will not affect the rights of member of the public.</p>
<b>Changes required to be made (text and/or in-text diagrams)</b>	<p>Amend Chapter K: Designation – KiwiRail Holdings Limited.</p> <ul style="list-style-type: none"> <li>• 6312 Drury West Ngākōroa Station</li> <li>• 6313 Drury West Ngākōroa Interchange</li> </ul> <p>Refer to Attachment 1.</p>
	Amend Unitary Plan Management Layers – Designations

	<p><b>Before</b></p> <p><b>Modification</b>          Notice of Requirements, KiwiRail Holdings Ltd Drury West-Interchange - DW-IA, Designations, <a href="#">View PDF</a>, Notified</p> <p>Notice of Requirements, KiwiRail Holdings Ltd Drury West - Station - DW-S, Designations, <a href="#">View PDF</a>, Notified</p> <p><b>After</b></p> <p>6312 Drury West Ngākōroa Station          6313 Drury West Ngākōroa Interchange</p>
<b>Attachments</b>	<p>Attachment 1: Corrections to text (strikethrough/underlined)          Attachment 2: Corrected text</p>

<p><b>Maps prepared by:</b>          Geospatial Specialist</p>	<p><b>Text Entered by:</b>          Bronnie Styles          Planning Technician</p>
<p><b>Signature:</b></p> 	<p><b>Signature:</b></p> 
<p><b>Prepared by:</b>          Bronnie Styles          Planning Technician</p>	<p><b>Reviewed by:</b>          Craig Cairncross          Team Leader</p>
<p><b>Signature:</b></p> 	<p><b>Signature:</b></p> 
<p><b>Decision:</b>          I agree/disagree to correct the error under clause 20A, schedule 1, RMA 1991 using my delegated authority</p> <p>Celia Davison          Manager Planning – Central South          Date:</p>	
<p><b>Signature:</b></p>  <p>pp</p>	

**Attachment 1**

**Designation 6312 Drury West/Ngākōroa Station**  
**Designation 6313 Drury West Ngākōroa Interchange**  
**(Strikethrough/underlined)**

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

## Purpose

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

## Definitions

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

Term	Definition
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Certification	Certification shall be achieved by confirmation from the Manager that the plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified.
Completion of Construction	When construction of the Project (or stage of the Project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council.
Enabling Works	Includes the following and similar activities: <ul style="list-style-type: none"> <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 sediment control measures, temporary noise walls, earth bunds and planting)</li> <li>• preloading site for ground stability</li> <li>• mechanically stabilised earth walls</li> <li>• wetland excavation</li> </ul>
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Project	For NOR DW-S, means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1. For NOR DW-IA, means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1. Reference to "Project" in the conditions means each or either of the NoRs as the

Term	Definition
	case may be.
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the Construction Works.
Stage of Work	Any physical works that require the development of an Outline Plan.
Stage One works	Means the physical works to construct the Project in its Stage One configuration, which includes but is not limited to station platforms, transport interchange facilities, and accessways.
Stakeholder	Means the following: <ul style="list-style-type: none"> <li>• MADE Group Limited and Karaka Drury Limited;</li> <li>• Lomai Properties Limited;</li> <li>• Catholic Diocese of Auckland;</li> <li>• Kāinga Ora;</li> <li>• First Gas Limited;</li> <li>• Counties Power;</li> <li>• Minister of Housing;</li> <li>• Fisher &amp; Paykel Healthcare Limited;</li> <li>• Waka Kotahi NZ Transport Agency;</li> <li>• Auckland Transport; 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 West Station Urban Design Evaluation and Framework (UDEF)</i> ', version 1.0, dated September 2021, prepared by Te Tupu Ngātahi Supporting Growth.
Any reference to number of days	Has the same meaning as Working Days under section 2 of the Resource Management Act 1991.

## Acronyms

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

### Summary of Management Plans identified in Conditions

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

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

## Conditions

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

Ref	Condition
	<ul style="list-style-type: none"> <li>(i) prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 7-9, 12, 13, 16, 17 and 18);</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, CMP, and CNVMP Schedules.</li> </ul> <p>(b) Any management plan, shall summarise comments received from Mana Whenua, stakeholders, and Stakeholders (as may be required by the relevant condition), along with a summary of where comments have:</p> <ul style="list-style-type: none"> <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 NoRs.</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) 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 are to be submitted to the Council for information as soon as practicable following identification for the need for any material changes.</p> <p>(e) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 7-19.</p>
<b>Mana Whenua Engagement Forum (MEF)</b>	
6	<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 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 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> <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> </ul> </li> </ul>



Ref	Condition
	<ul style="list-style-type: none"> <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>Urban and Landscape Design Management Plan (ULDMP)</b>	
7	<p>(a) An Urban Landscape and Design Management Plan (ULDMP) shall be prepared and submitted with the relevant Outline Plan(s) for:</p> <ul style="list-style-type: none"> <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>Advice Note:</b> For the avoidance of doubt, the Catholic Diocese of Auckland must be consulted on works to optimise safe access and connectivity.</p> <p>(b) The objective of the ULDMP is to set out how the Project will manage or mitigate potential adverse visual effects and contribute to a quality well-functioning urban environment<sup>1</sup>.</p> <p>(c) To achieve this objective, the ULDMP shall include an overall concept plan that shows the layout of the Project and in particular urban landscape and design elements relating to access, legible and convenient connectivity, and interface with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority), with particular regard to:</p> <ul style="list-style-type: none"> <li>(i) How the Project works will be integrated into the surrounding existing and planned urban environment, in particular provision for safe active mode facilities within the station and transport interchange area, and safe multi-modal access between the station and the surrounding existing and planned urban environment;</li> <li>(ii) How the Project works will be coordinated and integrated with the planned development of Surrounding Land to the extent practicable, with particular regard to: <ul style="list-style-type: none"> <li>(aa) The coordinated provision of new or upgraded infrastructure;</li> <li>(bb) The location and design of connecting roads between the Project and the surrounding existing and planned urban environment, to create safe and pleasant</li> </ul> </li> </ul>

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

Ref	Condition
	<p>connections for pedestrians and cyclists;</p> <p>(cc) The timing of works on Surrounding Land; and</p> <p>(dd) Any other relevant access, servicing, or engineering matters.</p> <p>(iii) How the Project will enable a safe and inclusive environment through the application of Crime Prevention through Environmental Design (CPTED) and Safety in Design (SID) principles, including how the Project will support active edges around the station infrastructure. This requirement will be satisfied by a CPTED audit which addresses the relevant design matters, including mitigation of safety and personal security effects.</p> <p>(iv) Architectural treatment of major structures (e.g. buildings, bridges and retaining walls), to create a cohesive and locally relevant identity / sense of place;</p> <p>(v) Methods to enhance station legibility and amenity such as arrival treatments, signage/wayfinding, roadside and median treatments;</p> <p>(vi) As relevant to the Stage of Work, details of:</p> <p>(aa) The reinstatement of construction and site compound areas, treatment of cut-and-fill slopes, and interface of stormwater devices; and</p> <p>(bb) How the Project's permanent works (including final ground levels) will be integrated into the built environment and the landscape context;</p> <p>(vii) Landscape treatments (including retaining walls) and planting having regard to the Urban Design and Evaluation Framework and the ecological offset and compensation requirements identified in the resource consent conditions, including:</p> <p>(a) Planting of suitably scaled trees to contribute to the amenity and character of the station and park-and-ride facility, and tree canopy shading to reduce heat island effects, recognising that planting within the park-and-ride areas may require removal if this facility is disestablished or reconfigured;</p> <p>(b) the intended plant species, planting locations and plant sizes at the time of planting and on maturity;</p> <p>(c) the planting methodology and programme;</p> <p>(d) a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants; and</p> <p>(e) methods to mitigate adverse visual effects associated with open carpark areas. These may include rapidly establishing vegetation, feature shelters, and/or art elements.</p> <p>(viii) How the Project will enable an accessible environment for people of all ages and abilities through the application of the Auckland Design Manual Universal Design Checklist<sup>2</sup>.</p> <p>(d) Mana Whenua shall be invited through the Mana Whenua Engagement Forum (MEF) to participate in the development of the ULDMP to provide input into the relevant cultural landscape and design matters and how desired outcomes may be reflected in the ULDMP. The ULDMP shall summarise comments received from Mana Whenua along with a summary of where comments have:</p> <p>(i) Been incorporated; and</p> <p>(ii) Where not incorporated, the reasons why.</p> <p><b>Advice Note:</b> Refer to Figure 3-10 of the Urban Design Evaluation and Framework (attached as Schedule 3)</p>

<sup>2</sup> Auckland Council (2023). *Auckland Design Manual – Universal Design Checklists*. Available at: [https://www.aucklanddesignmanual.co.nz/design-subjects/universal\\_design/checklists](https://www.aucklanddesignmanual.co.nz/design-subjects/universal_design/checklists).

Ref	Condition
	for a spatial representation of the matters described in Condition 7 and how these relate to further integration opportunities in the surrounding area.
<b>Construction and Environmental Management Plan (CEMP)</b>	
8	<p>(a) A CEMP shall be prepared prior to the Start of Construction.</p> <p>(b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve this objective the CEMP shall include:</p> <ul style="list-style-type: none"> <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, and for avoiding the deposition of debris or material onto public roads will be achieved as far as practicable;</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 realignment of the First Gas transmission pipeline); and</li> <li>(xiv) any other measures to achieve the objective set out in Condition 8(b).</li> </ul>
<b>Construction Traffic Management Plan (CTMP)</b>	
9	<p>(a) A CTMP shall be prepared prior to the Start of Construction.</p> <p>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic and transport effects. To achieve this objective, the CTMP shall include:</p> <ul style="list-style-type: none"> <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>(aa) identification of detour routes</li> <li>(bb) temporary speed limits; and</li> <li>(cc) 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) methods for recognising and providing for the on-going operation of Auckland Transport</li> </ul>

Ref	Condition
	<p>managed passenger transport services;</p> <p>(v) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion;</p> <p>(vi) identification of site access routes and access points for heavy vehicles, the size and location of parking areas sufficient for plant, construction vehicles and the vehicles of workers and visitors with a view to ensuring that no construction-related parking occurs on public roads unless for the express purpose of completing works on/adjacent to the road, is supported by a Temporary Traffic Management Plan, and vehicles are parked clear of operating lanes and sealed shoulders;</p> <p>(vii) identification of any appropriate traffic management measures;</p> <p>(viii) methods that will be undertaken to communicate traffic management measures to affected road users, pedestrians and cyclists (e.g. residents/public/stakeholders/emergency services);</p> <p>(ix) methods to address delays and risks associated with traffic turning right out of the site at the intersection of Karaka Road and Jesmond Road, including worker vehicles leaving the site during the PM peak period; and</p> <p>(x) any other measures to achieve the objective set out in Condition 9(b).</p> <p><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>9B</b>	Planned passenger rail services shall not commence from the station prior to the signalisation of the intersection of Jesmond Road, Karaka Road, and the proposed station accessway.

### Construction Noise and Vibration

<b>10</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 style="width: 15%;">Day of week</th> <th style="width: 25%;">Time period</th> <th style="width: 15%;">L<sub>Aeq</sub>(15min)</th> <th style="width: 15%;">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="vertical-align: top;">Weekday</td> <td>0630h - 0730h</td> <td>55 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>65 dB</td> <td>80 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="4" style="vertical-align: top;">Saturday</td> <td>0630h - 0730h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> </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
Day of week	Time period	L <sub>Aeq</sub> (15min)	L <sub>AFmax</sub>																																
Occupied activity sensitive to noise																																			
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Ref	Condition			
	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 12, then the methodology in Condition 13 [Schedule] shall apply			
<b>11</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 12, then the methodology in Condition 13 [Schedule] shall apply.			
<b>12</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 implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve, or otherwise minimise any exceedances of, the construction noise and vibration standards set out in Conditions 10 and 11 as far as practicable.			
	(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:			
	(i)	Description of the works and anticipated equipment/processes;		
	(ii)	Hours of operation, including times and days when construction activities will occur;		
	(iii)	The construction noise and vibration standards for the Project;		
	(iv)	Identification of receivers where noise and vibration standards apply;		
	(v)	A hierarchy of management and mitigation options, and identification of the Best		

Ref	Condition
	<p>Practicable Option;</p> <ul style="list-style-type: none"> <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 10] and/or vibration standards [Condition 11 Category A or Category B] will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites.</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 10] and/or vibration standards [Condition 11 Category B] will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls;</li> <li>(xiv) Procedures for review and update of the CNVMP; and</li> <li>(xv) Any other measures to achieve Condition 12(b).</li> </ul>
13	<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>(aa) 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or</li> <li>(bb) 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 11.</li> </ul> </li> <li>(b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. 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 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> </li> </ul>
14	<p><b>Building Damage Pre Condition Survey</b></p> <ul style="list-style-type: none"> <li>(a) The Requiring Authority shall write to identified owners of buildings predicted to receive vibration levels exceeding Category A (Condition 11), to offer a pre-construction condition survey of such buildings. The objective of the survey is to document the building's current condition and any existing damage. The pre-condition survey shall include the following: <ul style="list-style-type: none"> <li>(i) building classification (i.e. commercial, industrial, historic or other sensitive structure);</li> </ul> </li> </ul>

Ref	Condition
	<ul style="list-style-type: none"> <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) Written evidence is provided to Council that the building owner does not require a survey; or</li> <li>(iii) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant) after reasonable attempts; or</li> <li>(iv) The building owner did not agree to entry including where the owner did not respond after reasonable attempts; or</li> <li>(v) The building owner cannot, after reasonable enquiry, be found prior to Start of Construction of the Project.</li> </ul> <p>(c) A reasonable attempt must be made to contact the property owner and/or occupiers (where required) to carry out surveys. If a response is not received within one month of the date of the Requiring Authority's letter sent in accordance with clause (a) the Requiring Authority must follow up with a second letter and telephone call (where available) and email (where available) and in person. If agreement from owners to enter buildings and undertake a pre-condition survey is not able to be obtained within three months from the date of the first letter requesting access, then this shall be considered a reasonable attempt and a condition survey is not required for the building. All correspondence, communication and contact must be recorded by the Requiring Authority and if access is not made available, all records must be included in the CNVMP.</p> <p>(d) If any of clause b (ii) to (iv) above apply to an identified building, the Requiring Authority is not required to implement building damage rectification to that building under Condition 15.</p>
<b>15</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 within three (3) months of construction of a Stage of Works being completed. Any damage shown to be caused by the Project construction shall be rectified by the Requiring Authority (<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 15 (a) the mitigation shall be implemented, including any third-party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.</p> <p>(c) Where Building-Damage Rectification is required, the Requiring Authority is deemed to have complied with Condition 15 if:</p> <ul style="list-style-type: none"> <li>(i) The Requiring Authority has completed Building Damage Rectification to the building; or</li> <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 15(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>Stakeholder and Communication Management Plan (SCMP)</b>	
<b>16</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</p>

Ref	Condition
	<p>throughout the Construction Works.</p> <p>(c) The SCMP shall include the following details and measures setting out how the Requiring Authority will:</p> <ul style="list-style-type: none"> <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 and engagement 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 16(b).</li> </ul> <p><b>(bd)</b> 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</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 19.</li> </ul> </li> <li>(d) If the Requiring Authority and Mana Whenua agree, other matters can be included in the CMP.</li> </ul>



Ref	Condition
	<p>(e) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p><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>Network Utility Management Plan</b>	
18	<p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the NUMP is to set out a framework for protecting, relocating, and working in proximity to existing network utilities. The NUMP shall include methods to:</p> <ul style="list-style-type: none"> <li>(i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</li> <li>(ii) Manage the effects of dust or any other material potentially resulting from construction activities and able to cause material damage beyond normal wear and tear to overhead transmission lines in the Project area;</li> <li>(iii) Demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001, AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</li> </ul> <p>(c) The NUMP shall be prepared in conjunction with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project.</p> <p>(d) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(e) Any comments received from the Network Utility Operator(s) shall be considered when finalising the NUMP.</p> <p>(f) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
<b>Accidental Discovery Protocol</b>	
19	<p>(a) An Accidental Discovery Protocol, for areas of the project not covered by an Archaeological Authority granted under the Heritage New Zealand Pouhere Taonga Act 2014 shall be developed in consultation with Mana Whenua through the MEF for the Project to address accidental archaeological discoveries during the Enabling Works and Construction Works.</p> <p>(b) The Accidental Discovery Protocol shall be consistent with the accidental discovery rule in Chapter E11 (Land disturbance – Regional) of the Auckland Unitary Plan: Operative in Part or any subsequent version.</p>
<b>Flood Hazard</b>	
20	<p>(a) The Project shall be designed to achieve the following flood risk outcomes:</p> <ul style="list-style-type: none"> <li>i. No increase in 1% AEP flood levels for existing authorised habitable floors that are already subject to flooding;</li> <li>ii. No more than a 10% reduction in freeboard in the 1% AEP event for existing authorised habitable floors;</li> <li>iii. No increase of more than 50mm in the 1% AEP flood level on land zoned for urban or future urban development outside the designation where there is no existing habitable dwelling;</li> </ul>

Ref	Condition
	<ul style="list-style-type: none"> <li data-bbox="309 174 751 203">iv. No new flood-prone areas; and</li> <li data-bbox="309 230 1458 297">v. No reduction in accessibility to properties in response to the 50%, 20%, 10%, 5%, 2%, and 1% AEP events.</li> </ul> <p data-bbox="193 324 1453 427">(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include an up-to-date flood model of the development. The updated model shall be submitted to Auckland Council Healthy Waters for review and comment.</p>

## Schedule 1: General Accordance Plans and Information

### Project Description

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

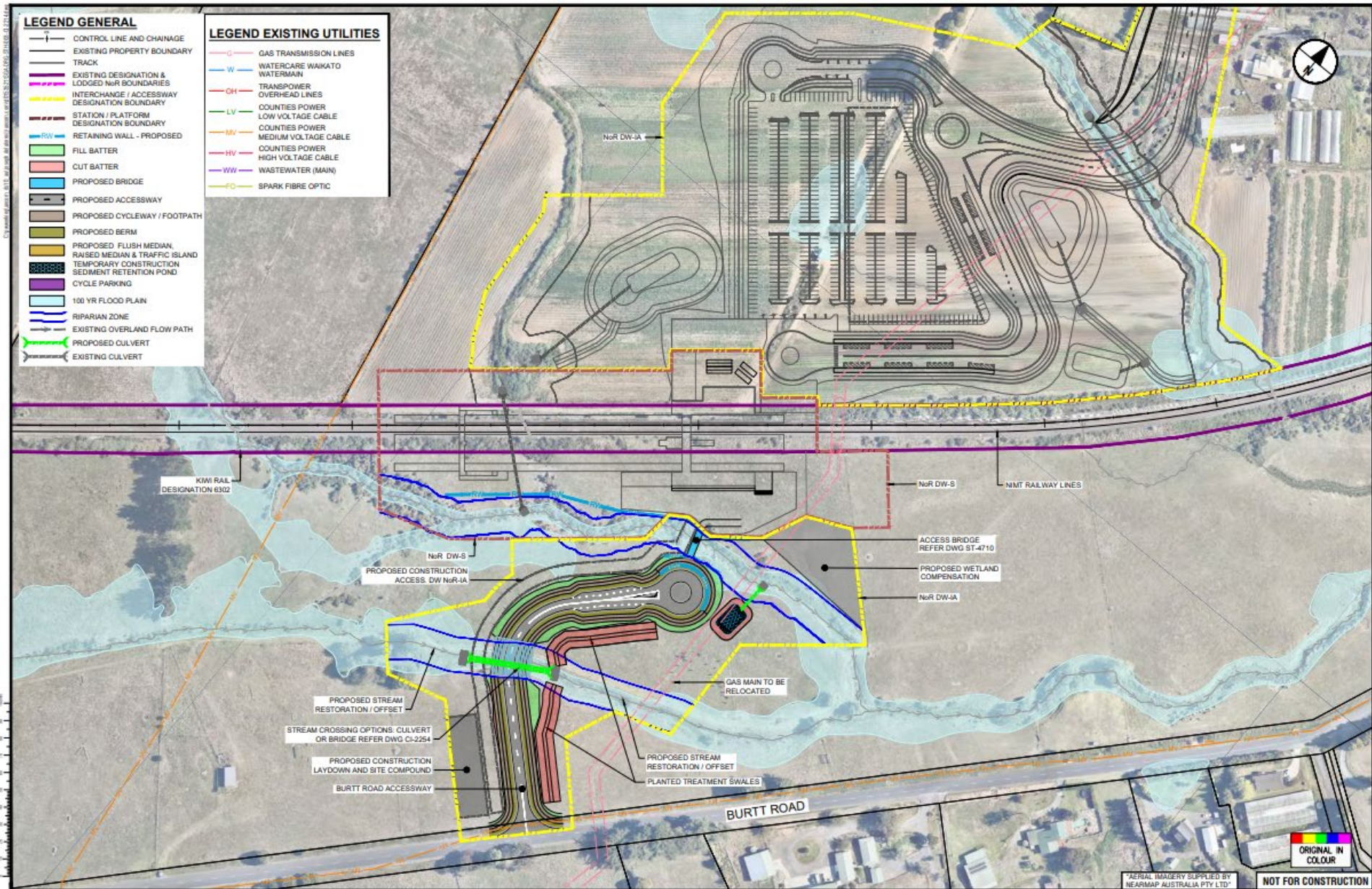
- Railway station generally between chainages 639525 and 639750 on the NIMT, associated buildings and facilities, and bridge accesses between station platforms and buildings;
- Transport interchange facilities, including:
  - Bus stops and layover facilities;
  - Bicycle parking facilities;
  - Park-and-ride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

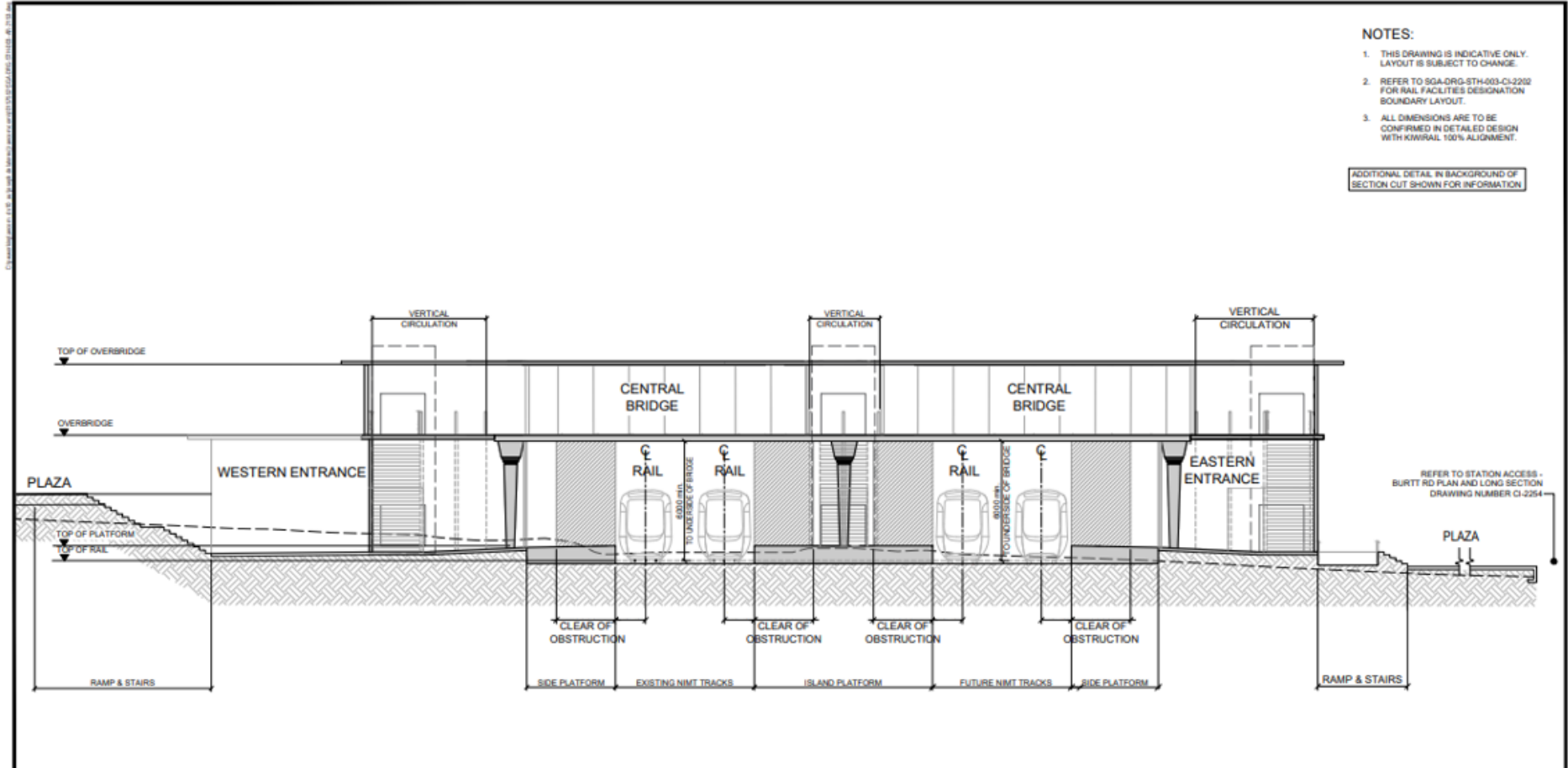
The designations and resource consents are based on a 'full build-out' configuration which establishes the maximum proposed extent of the works and of the on-site operations and maintenance. Within this maximum extent, a staged approach to implementation is anticipated. The works are anticipated to be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

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

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







- NOTES:**
1. THIS DRAWING IS INDICATIVE ONLY. LAYOUT IS SUBJECT TO CHANGE.
  2. REFER TO SGA-DRG-STH-003-CI-2202 FOR RAIL FACILITIES DESIGNATION BOUNDARY LAYOUT.
  3. ALL DIMENSIONS ARE TO BE CONFIRMED IN DETAILED DESIGN WITH KIWIRAIL 100% ALIGNMENT.
- ADDITIONAL DETAIL IN BACKGROUND OF SECTION CUT SHOWN FOR INFORMATION

**1 | DRURY WEST STATION CROSS SECTION**  
 CI-2202 Scale 1:100



NOT FOR CONSTRUCTION

DATE	BY	DESCRIPTION
21.02.2021	J. DE LA TORRE	DESIGN
21.02.2021	J. DE LA TORRE	CHECKING CHECK
21.02.2021	A. REWELL	DESIGN
21.02.2021	K. CHAMPFORD	DESIGN REVIEW
21.02.2021	R. SARGENT	PROPOSED



**SUPPORTING GROWTH PROGRAMME**  
**DRURY WEST RAIL STATION & ACCESSWAYS**  
 DRURY WEST STATION CROSS SECTION

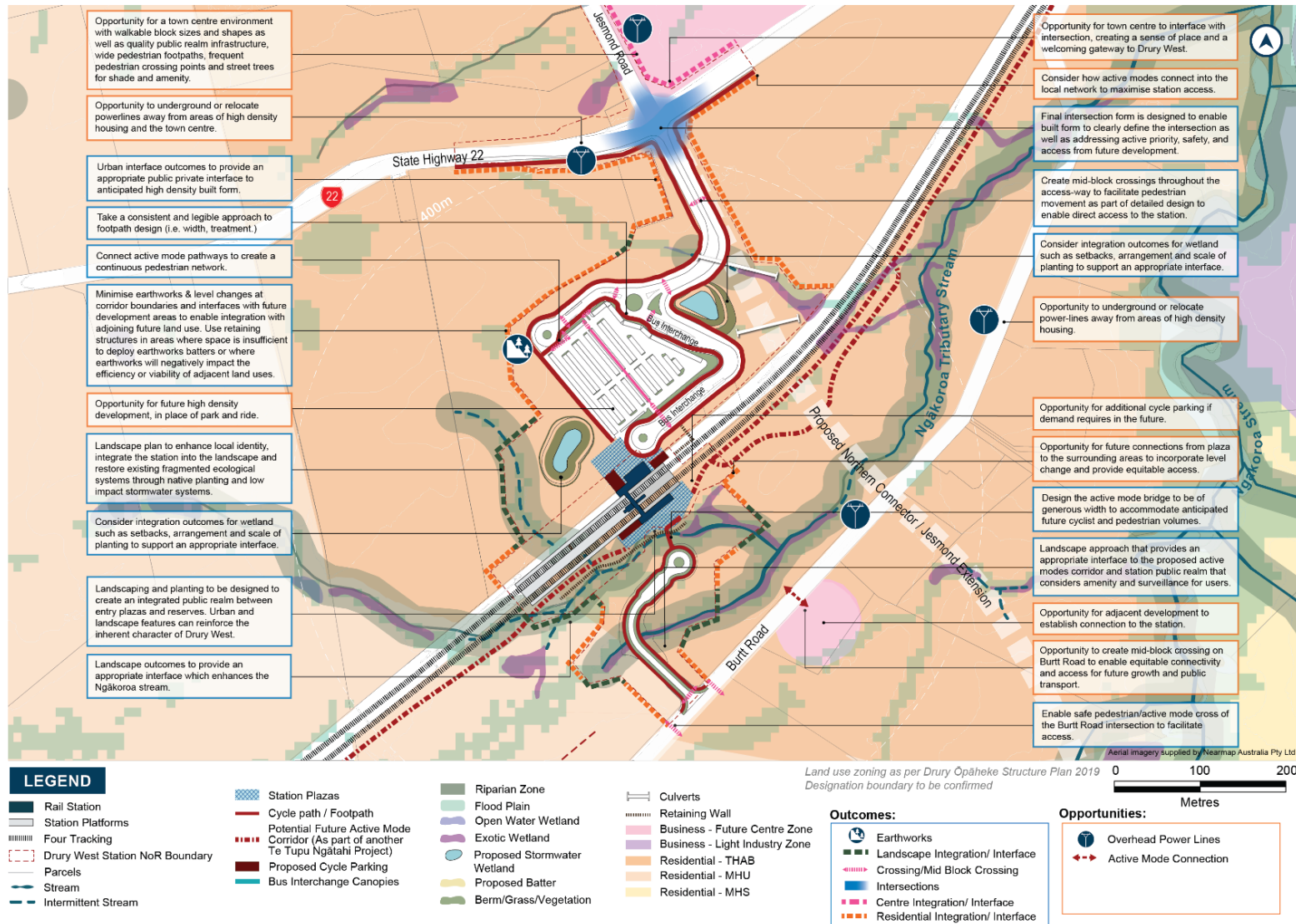
<b>FOR LODGEMENT</b>			
DATE	21.02.2021	SCALE	HALF SHOWN
BY	AS SHOWN	CHECKED	HALF SHOWN
PROJECT	SGA-DRG-STH-003-AR-2153	REVISION	B

## Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

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

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





## 6313 Drury West/Ngākōroa Interchange

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

## Purpose

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

## Definitions

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

Term	Definition
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Certification	Certification shall be achieved by confirmation from the Manager that the plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified.
Completion of Construction	When construction of the Project (or stage of the Project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council.
Enabling Works	Includes the following and similar activities: <ul style="list-style-type: none"> <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 sediment control measures, temporary noise walls, earth bunds and planting)</li> <li>• preloading site for ground stability</li> <li>• mechanically stabilised earth walls</li> <li>• wetland excavation</li> </ul>
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Project	For NOR DW-S, means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1. For NOR DW-IA, means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1. Reference to "Project" in the conditions means each or either of the NoRs as the case may be.

Term	Definition
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the Construction Works.
Stage of Work	Any physical works that require the development of an Outline Plan.
Stage One works	Means the physical works to construct the Project in its Stage One configuration, which includes but is not limited to station platforms, transport interchange facilities, and accessways.
Stakeholder	Means the following: <ul style="list-style-type: none"> <li>• MADE Group Limited and Karaka Drury Limited;</li> <li>• Lomai Properties Limited;</li> <li>• Catholic Diocese of Auckland;</li> <li>• Kāinga Ora;</li> <li>• First Gas Limited;</li> <li>• Counties Power;</li> <li>• Minister of Housing;</li> <li>• Fisher &amp; Paykel Healthcare Limited;</li> <li>• Waka Kotahi NZ Transport Agency;</li> <li>• Auckland Transport; 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 West Station Urban Design Evaluation and Framework (UDEF)</i> ', version 1.0, dated September 2021, prepared by Te Tupu Ngātahi Supporting Growth.
Any reference to number of days	Has the same meaning as Working Days under section 2 of the Resource Management Act 1991.

## Acronyms

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

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

### Summary of Management Plans identified in Conditions

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

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

## Conditions

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

Ref	Condition
	<p>(refer to Conditions 7-9, 12, 13, 16, 17 and 18);</p> <p>(ii) prepared by a Suitably Qualified and Experienced Person(s); and</p> <p>(iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CMP, and CNVMP Schedules.</p> <p>(b) Any management plan, shall summarise comments received from Mana Whenua, stakeholders, and Stakeholders (as may be required by the relevant condition), along with a summary of where comments have:</p> <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 NoRs.</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) 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 are to be submitted to the Council for information as soon as practicable following identification for the need for any material changes.</p> <p>(e) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 7-19.</p>

#### Mana Whenua Engagement Forum (MEF)

<b>6</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> <p>(i) roles and responsibilities of Mana Whenua, including in relation to design and development of the Project;</p> <p>(ii) preparation of management plans;</p> <p>(iii) cultural monitoring activities to be undertaken;</p> <p>(iv) developing and participating in archaeological investigations and processes;</p> <p>(v) identifying opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the project area;</p> <p>(vi) Mana Whenua outcomes and wellbeing aspirations; and</p> <p>(vii) incorporating cultural narratives into the design of the Project.</p> <p>(e) The Requiring Authority must extend an invitation for membership on the MEF to (but not limited to) representatives of:</p>
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Ref	Condition
	<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>Urban and Landscape Design Management Plan (ULDMP)</b>	
7	<p>(a) An Urban Landscape and Design Management Plan (ULDMP) shall be prepared and submitted with the relevant Outline Plan(s) for:</p> <ul style="list-style-type: none"> <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>Advice Note:</b> For the avoidance of doubt, the Catholic Diocese of Auckland must be consulted on works to optimise safe access and connectivity.</p> <p>(b) The objective of the ULDMP is to set out how the Project will manage or mitigate potential adverse visual effects and contribute to a quality well-functioning urban environment<sup>1</sup>.</p> <p>(c) To achieve this objective, the ULDMP shall include an overall concept plan that shows the layout of the Project and in particular urban landscape and design elements relating to access, legible and convenient connectivity, and interface with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority), with particular regard to:</p> <ul style="list-style-type: none"> <li>(i) How the Project works will be integrated into the surrounding existing and planned urban environment, in particular provision for safe active mode facilities within the station and transport interchange area, and safe multi-modal access between the station and the surrounding existing and planned urban environment;</li> <li>(ii) How the Project works will be coordinated and integrated with the planned development of Surrounding Land to the extent practicable, with particular regard to: <ul style="list-style-type: none"> <li>(aa) The coordinated provision of new or upgraded infrastructure;</li> <li>(bb) The location and design of connecting roads between the Project and the surrounding existing and planned urban environment, to create safe and pleasant connections for pedestrians and cyclists;</li> <li>(cc) The timing of works on Surrounding Land; and</li> <li>(dd) Any other relevant access, servicing, or engineering matters.</li> </ul> </li> <li>(iii) How the Project will enable a safe and inclusive environment through the application of Crime Prevention through Environmental Design (CPTED) and Safety in Design (SID) principles, including how the Project will support active edges around the station infrastructure. This requirement will be satisfied by a CPTED audit which addresses the relevant design matters, including mitigation of safety and personal security effects.</li> <li>(iv) Architectural treatment of major structures (e.g. buildings, bridges and retaining walls), to create a cohesive and locally relevant identity / sense of place;</li> <li>(v) Methods to enhance station legibility and amenity such as arrival treatments, signage/wayfinding, roadside and median treatments;</li> </ul>

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

Ref	Condition
	<ul style="list-style-type: none"> <li>(vi) As relevant to the Stage of Work, details of: <ul style="list-style-type: none"> <li>(aa) The reinstatement of construction and site compound areas, treatment of cut-and-fill slopes, and interface of stormwater devices; and</li> <li>(bb) How the Project's permanent works (including final ground levels) will be integrated into the built environment and the landscape context;</li> </ul> </li> <li>(vii) Landscape treatments (including retaining walls) and planting having regard to the Urban Design and Evaluation Framework and the ecological offset and compensation requirements identified in the resource consent conditions, including: <ul style="list-style-type: none"> <li>(a) Planting of suitably scaled trees to contribute to the amenity and character of the station and park-and-ride facility, and tree canopy shading to reduce heat island effects, recognising that planting within the park-and-ride areas may require removal if this facility is disestablished or reconfigured;</li> <li>(b) the intended plant species, planting locations and plant sizes at the time of planting and on maturity;</li> <li>(c) the planting methodology and programme;</li> <li>(d) a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants; and</li> <li>(e) methods to mitigate adverse visual effects associated with open carpark areas. These may include rapidly establishing vegetation, feature shelters, and/or art elements.</li> </ul> </li> <li>(viii) How the Project will enable an accessible environment for people of all ages and abilities through the application of the Auckland Design Manual Universal Design Checklist<sup>2</sup>.</li> <li>(d) Mana Whenua shall be invited through the Mana Whenua Engagement Forum (MEF) to participate in the development of the ULDMP to provide input into the relevant cultural landscape and design matters and how desired outcomes may be reflected in the ULDMP. The ULDMP shall summarise comments received from Mana Whenua along with a summary of where comments have: <ul style="list-style-type: none"> <li>(i) Been incorporated; and</li> <li>(ii) Where not incorporated, the reasons why.</li> </ul> </li> </ul> <p><b>Advice Note:</b> Refer to Figure 3-10 of the Urban Design Evaluation and Framework (attached as Schedule 3) for a spatial representation of the matters described in Condition 7 and how these relate to further integration opportunities in the surrounding area.</p>
<b>Construction and Environmental Management Plan (CEMP)</b>	
8	<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, and for avoiding the deposition of debris or material onto public roads will be achieved as far as practicable;</li> <li>(vi) methods for providing for the health and safety of the general public;</li> </ul> </li> </ul>

<sup>2</sup> Auckland Council (2023). *Auckland Design Manual – Universal Design Checklists*. Available at: [https://www.aucklanddesignmanual.co.nz/design-subjects/universal\\_design/checklists](https://www.aucklanddesignmanual.co.nz/design-subjects/universal_design/checklists).

Ref	Condition
	<ul style="list-style-type: none"> <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 realignment of the First Gas transmission pipeline); and</li> <li>(xiv) any other measures to achieve the objective set out in Condition 8(b).</li> </ul>
<b>Construction Traffic Management Plan (CTMP)</b>	
9	<ul style="list-style-type: none"> <li>(a) A CTMP shall be prepared prior to the Start of Construction.</li> <li>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic and transport effects. To achieve this objective, the CTMP shall include: <ul style="list-style-type: none"> <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>(aa) identification of detour routes</li> <li>(bb) temporary speed limits; and</li> <li>(cc) 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) methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services;</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 sufficient for plant, construction vehicles and the vehicles of workers and visitors with a view to ensuring that no construction-related parking occurs on public roads unless for the express purpose of completing works on/adjacent to the road, is supported by a Temporary Traffic Management Plan, and vehicles are parked clear of operating lanes and sealed shoulders;</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) methods to address delays and risks associated with traffic turning right out of the site at the intersection of Karaka Road and Jesmond Road, including worker vehicles leaving the site during the PM peak period; and</li> <li>(x) any other measures to achieve the objective set out in Condition 9(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</p> </li> </ul>



Ref	Condition
	<a href="http://www.aucklandtransport.govt.nz">www.aucklandtransport.govt.nz</a> for more information.
<b>9A</b>	<b>Safe System Audit</b> (a) Prior to the Start of Construction, the Requiring Authority shall engage an independent and suitably qualified Safety Engineer to undertake and complete a Preliminary Design Safe System audit for all site access points and road layout changes associated with the Project. (b) The Preliminary Design Safe System Audit shall be completed in accordance with the Waka Kotahi Safe System Audit Guidelines (August 2022) by an independent and appropriately qualified safety audit team. (c) The Requiring Authority shall adopt and address any recommendations made in the Safe System Audit unless otherwise agreed with Waka Kotahi or Auckland Transport as applicable.
<b>9B</b>	Planned passenger rail services shall not commence from the station prior to the signalisation of the intersection of Jesmond Road, Karaka Road, and the proposed station accessway.

### Construction Noise and Vibration

<b>10</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"> <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">Occupied activity sensitive to noise</td> </tr> <tr> <td rowspan="4">Weekday</td> <td>0630h - 0730h</td> <td>55 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>65 dB</td> <td>80 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="4">Saturday</td> <td>0630h - 0730h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="4">Sunday and Public Holidays</td> <td>0630h - 0730h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>55 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td colspan="4">Other occupied buildings</td> </tr> <tr> <td rowspan="2">All</td> <td>0730h – 1800h</td> <td>70 dB</td> <td></td> </tr> <tr> <td>1800h – 0730h</td> <td>75 dB</td> <td></td> </tr> </tbody> </table> <p>(b) Where compliance with the noise standards set out in Table [above] is not practicable, and unless</p>	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	
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Ref	Condition																			
	otherwise provided for in the CNVMP as required by Condition 12, then the methodology in Condition 13 [Schedule] shall apply																			
<b>11</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: 20%;">Receiver</th> <th style="width: 30%;">Details</th> <th style="width: 20%;">Category A</th> <th style="width: 30%;">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 12, then the methodology in Condition 13 [Schedule] shall apply.</p>	Receiver	Details	Category A	Category B	Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	
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<b>12</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 10 and 11 as far as practicable.</p> <p>(c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '<i>Acoustics – Construction Noise</i>' (NZS6803:1999) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> <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) A hierarchy of 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 10] and/or vibration standards [Condition 11 Category A or Category B] will not be practicable and the specific management controls to be implemented and consultation requirements with owners and</li> </ul>																			

Ref	Condition
	<p>occupiers of affected sites.</p> <ul style="list-style-type: none"> <li>(xiii) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 10] and/or vibration standards [Condition 11 Category B] will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls;</li> <li>(xiv) Procedures for review and update of the CNVMP; and</li> <li>(xv) Any other measures to achieve Condition 12(b).</li> </ul>
13	<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>(aa) 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or</li> <li>(bb) 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 11.</li> </ul> </li> <li>(b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. 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 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> </li> </ul>
14	<p><b>Building Damage Pre Condition Survey</b></p> <ul style="list-style-type: none"> <li>(a) The Requiring Authority shall write to identified owners of buildings predicted to receive vibration levels exceeding Category A (Condition 11), to offer a pre-construction condition survey of such buildings. The objective of the survey is to document the building's current condition and any existing damage. The pre-condition survey shall include the following: <ul style="list-style-type: none"> <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> </li> <li>(b) For each Building identified as likely to receive vibration levels exceeding Category A, the Requiring Authority is deemed to have complied with clause (a) if: <ul style="list-style-type: none"> <li>(i) The Requiring Authority's specialist has visited the building and assessed the pre-construction condition of the building; or</li> <li>(ii) Written evidence is provided to Council that the building owner does not require a survey; or</li> <li>(iii) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant) after reasonable attempts; or</li> </ul> </li> </ul>

Ref	Condition
	<ul style="list-style-type: none"> <li>(iv) The building owner did not agree to entry including where the owner did not respond after reasonable attempts; or</li> <li>(v) The building owner cannot, after reasonable enquiry, be found prior to Start of Construction of the Project.</li> </ul> <p>(c) A reasonable attempt must be made to contact the property owner and/or occupiers (where required) to carry out surveys. If a response is not received within one month of the date of the Requiring Authority's letter sent in accordance with clause (a) the Requiring Authority must follow up with a second letter and telephone call (where available) and email (where available) and in person. If agreement from owners to enter buildings and undertake a pre-condition survey is not able to be obtained within three months from the date of the first letter requesting access, then this shall be considered a reasonable attempt and a condition survey is not required for the building. All correspondence, communication and contact must be recorded by the Requiring Authority and if access is not made available, all records must be included in the CNVMP.</p> <p>(d) If any of clause b (ii) to (iv) above apply to an identified building, the Requiring Authority is not required to implement building damage rectification to that building under Condition 15.</p>
<b>15</b>	<p><b>Building Damage Rectification</b></p> <ul style="list-style-type: none"> <li>(a) The Requiring Authority shall write to landowners of the identified buildings (subject of a pre-condition survey) to offer a post construction condition survey within three (3) months of construction of a Stage of Works being completed. Any damage shown to be caused by the Project construction shall be rectified by the Requiring Authority (<b>Building Damage Rectification</b>).</li> <li>(b) Once an agreement on Building Damage Rectification is reached between the Requiring Authority and the owner of a damaged building under Condition 15 (a) the mitigation shall be implemented, including any third-party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.</li> <li>(c) Where Building-Damage Rectification is required, the Requiring Authority is deemed to have complied with Condition 15 if: <ul style="list-style-type: none"> <li>(i) The Requiring Authority has completed Building Damage Rectification to the building; or</li> <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 15(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> </li> </ul>
<b>Stakeholder and Communication Management Plan (SCMP)</b>	
<b>16</b>	<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 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</li> </ul> </li> </ul>

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

Ref	Condition
	<p>construction activities;</p> <p>(ii) Manage the effects of dust or any other material potentially resulting from construction activities and able to cause material damage beyond normal wear and tear to overhead transmission lines in the Project area;</p> <p>(iii) Demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001, AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</p> <p>(c) The NUMP shall be prepared in conjunction with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project.</p> <p>(d) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(e) Any comments received from the Network Utility Operator(s) shall be considered when finalising the NUMP.</p> <p>(f) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
<b>Accidental Discovery Protocol</b>	
19	<p>(a) An Accidental Discovery Protocol, for areas of the project not covered by an Archaeological Authority granted under the Heritage New Zealand Pouhere Taonga Act 2014 shall be developed in consultation with Mana Whenua through the MEF for the Project to address accidental archaeological discoveries during the Enabling Works and Construction Works.</p> <p>(b) The Accidental Discovery Protocol shall be consistent with the accidental discovery rule in Chapter E11 (Land disturbance – Regional) of the Auckland Unitary Plan: Operative in Part or any subsequent version.</p>
<b>Flood Hazard</b>	
20	<p>(a) The Project shall be designed to achieve the following flood risk outcomes:</p> <ul style="list-style-type: none"> <li>i. No increase in 1% AEP flood levels for existing authorised habitable floors that are already subject to flooding;</li> <li>ii. No more than a 10% reduction in freeboard in the 1% AEP event for existing authorised habitable floors;</li> <li>iii. No increase of more than 50mm in the 1% AEP flood level on land zoned for urban or future urban development outside the designation where there is no existing habitable dwelling;</li> <li>iv. No new flood-prone areas; and</li> <li>v. No reduction in accessibility to properties in response to the 50%, 20%, 10%, 5%, 2%, and 1% AEP events.</li> </ul> <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include an up-to-date flood model of the development. The updated model shall be submitted to Auckland Council Healthy Waters for review and comment.</p>
<b>Operational Noise</b>	
21	<p>The noise (rating) and maximum noise levels from any activity in any part of the designation occupied by a park-and-ride area must not exceed the following noise levels as measured within the boundary of a site in any residential zone:</p> <ul style="list-style-type: none"> <li>• 5am-10pm: 55dB LAeq</li> </ul>

Ref	Condition
	<ul style="list-style-type: none"><li data-bbox="236 181 799 210">• 10pm-5am: 45dB LAeq and 75dB LAFmax.</li></ul> <p data-bbox="188 235 1465 353">Noise levels arising from activities must be measured and assessed in accordance with New Zealand Standard NZS 6801:2008 Measurement of Environmental Sound and the New Zealand Standard NZS 6802:2008 Acoustics – Environmental Noise. They do not apply to the noise from vehicles moving on roads controlled by Waka Kotahi NZ Transport Agency or Auckland Transport.</p>

## Schedule 1: General Accordance Plans and Information

### Project Description

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

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

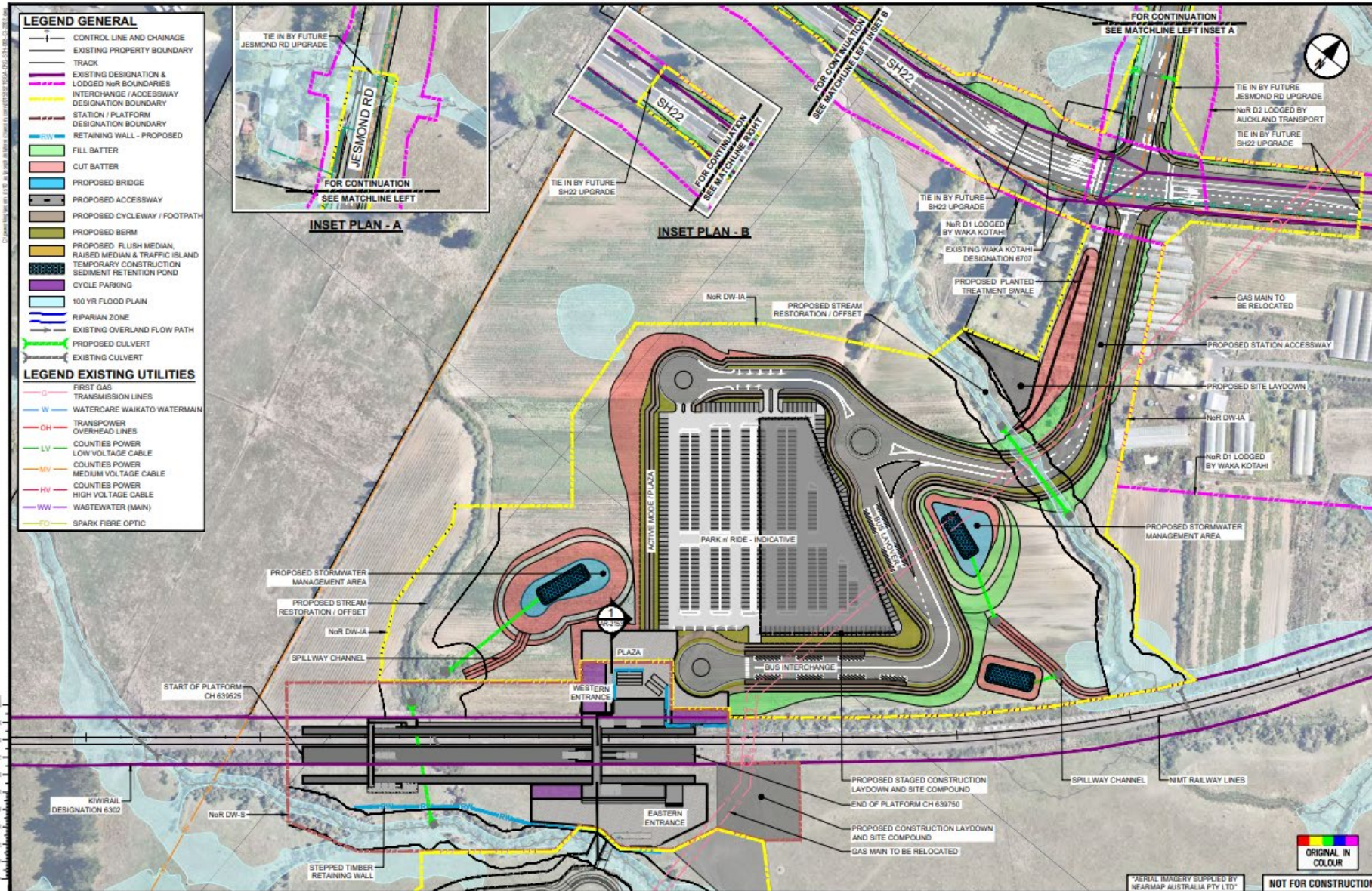
The designations and resource consents are based on a 'full build-out' configuration which establishes the maximum proposed extent of the works and of the on-site operations and maintenance. Within this maximum extent, a staged approach to implementation is anticipated. The works are anticipated to be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

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

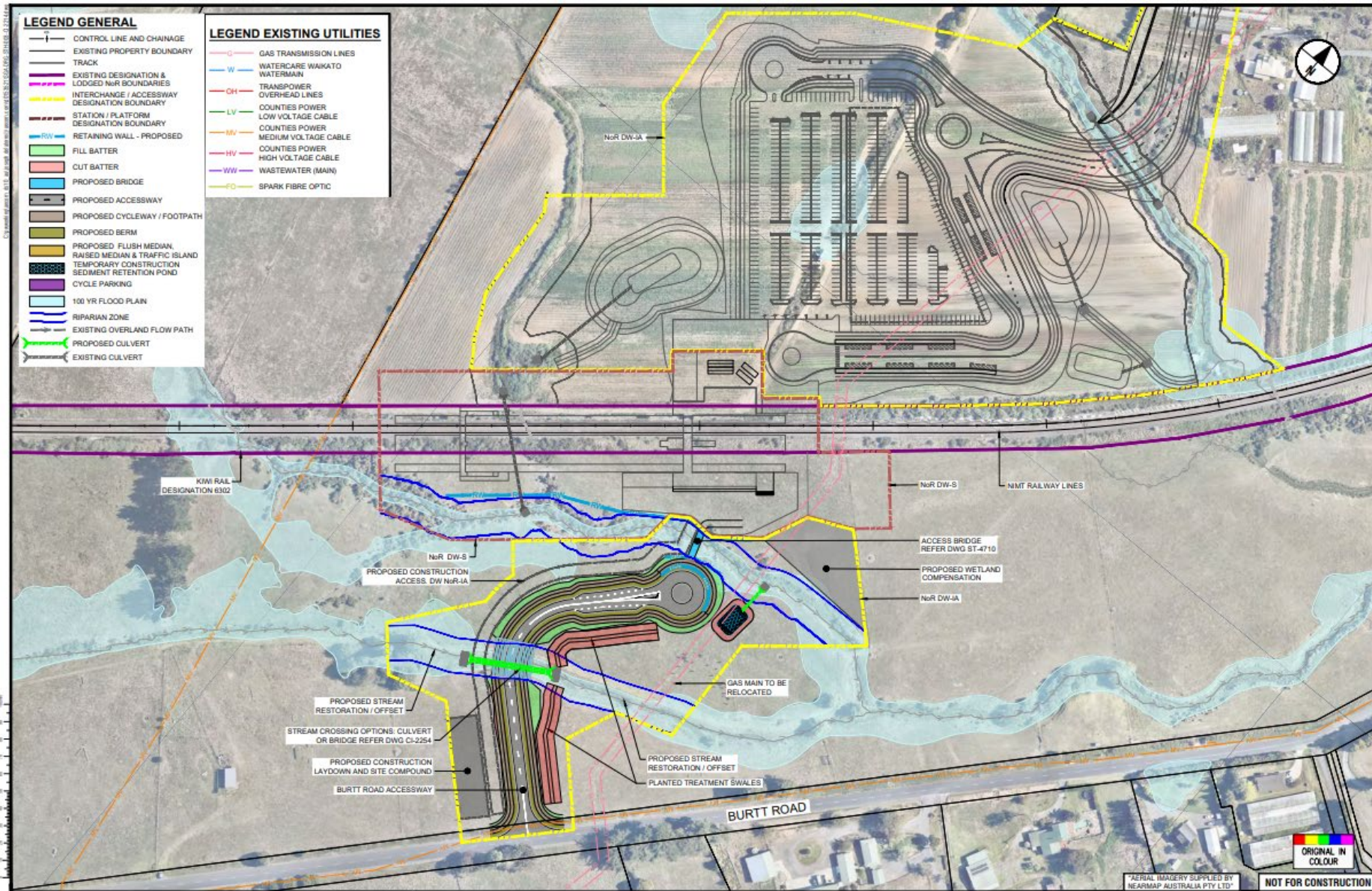
The proposed works are shown in the following Concept Plans. These plans depict the full build-out works, and are subject to refinement at the Outline Plan stage.

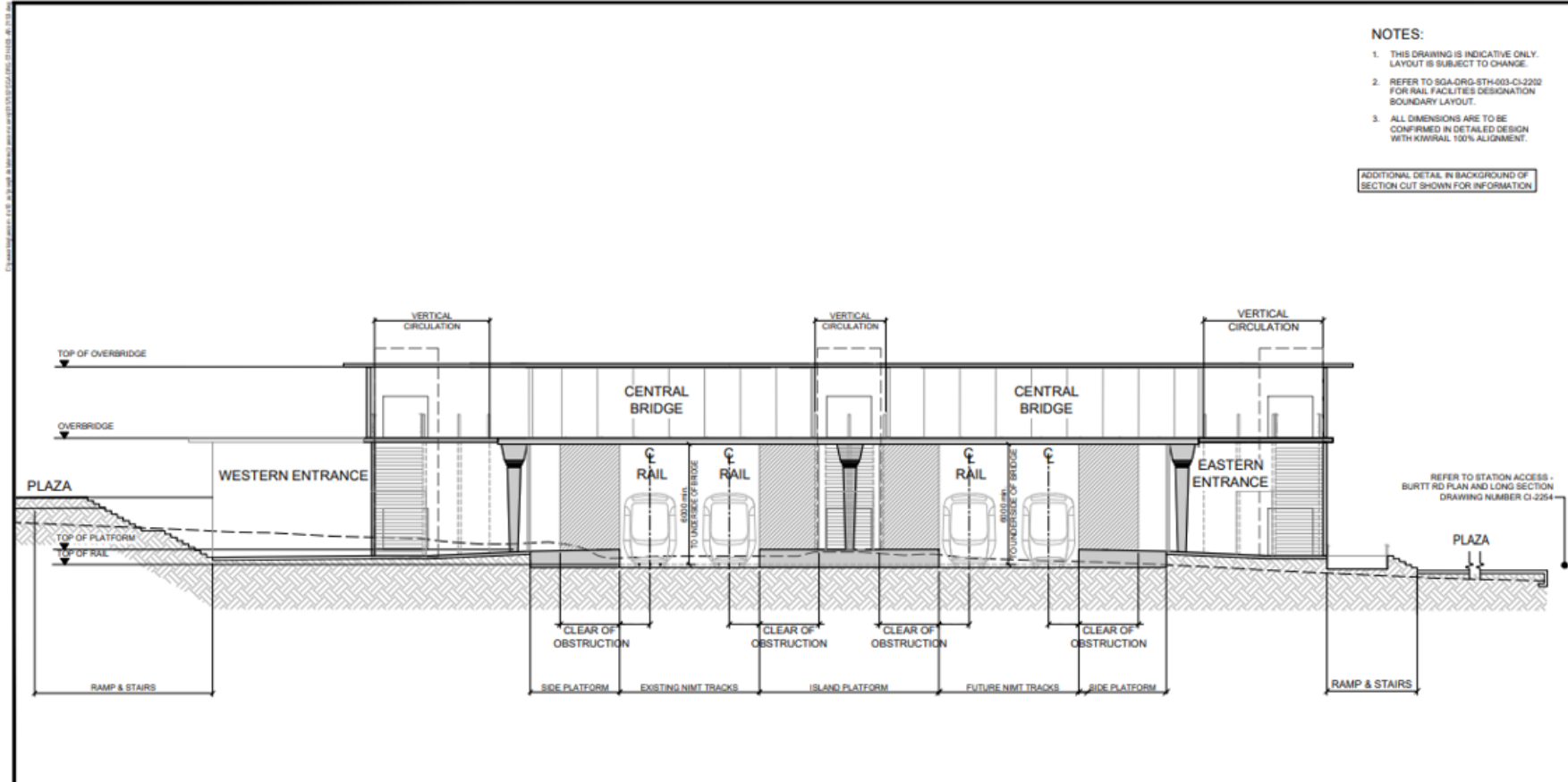


# Concept Plans



Auckland Unitary Plan Operative in part





- NOTES:**
1. THIS DRAWING IS INDICATIVE ONLY. LAYOUT IS SUBJECT TO CHANGE.
  2. REFER TO SGA-DRG-STH-003-CI-2252 FOR RAIL FACILITIES DESIGNATION BOUNDARY LAYOUT.
  3. ALL DIMENSIONS ARE TO BE CONFIRMED IN DETAILED DESIGN WITH KIWI RAIL 100% ALIGNMENT.

ADDITIONAL DETAIL IN BACKGROUND OF SECTION CUT SHOWN FOR INFORMATION

**1 | DRURY WEST STATION CROSS SECTION**  
 CI-2252 Scale 1:10

ORIGINAL IN COLOUR

NOT FOR CONSTRUCTION

DATE	BY	CHKD	APPV	DESCRIPTION
21.08.2021	J. DELA TORRE	J. DELA TORRE	J. DELA TORRE	DESIGN
21.08.2021	A. REWELL	A. REWELL	A. REWELL	DESIGN REVIEW
21.08.2021	K. CAMPBELL	K. CAMPBELL	K. CAMPBELL	APPROVED



**SUPPORTING GROWTH PROGRAMME**  
**DRURY WEST RAIL STATION & ACCESSWAYS**  
 DRURY WEST STATION CROSS SECTION

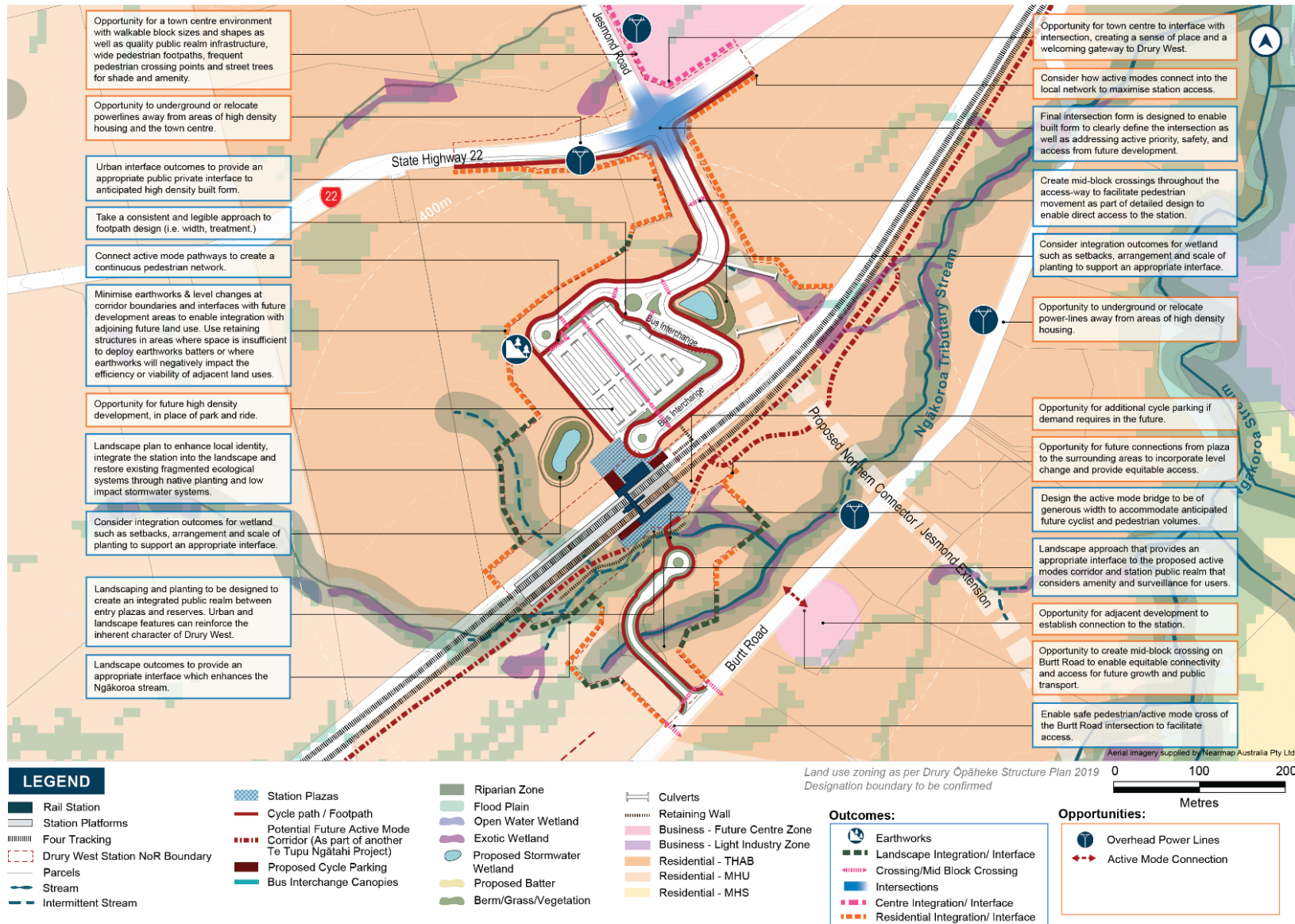
<b>FOR LODGEMENT</b>	
DATE	21.08.2021
AS SHOWN	HALF SHOWN
SCALE	
SGA-DRG-STH-003-AR-2153	<b>B</b>

## Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

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

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



**Attachment 2**

**Designation 6312 Drury West/Ngākōroa Station  
Designation 6313 Drury West Ngākōroa Interchange  
(Corrected)**

## 6312 Drury West/Ngākōroa Station

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

## Purpose

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

## Definitions

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

Term	Definition
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Certification	Certification shall be achieved by confirmation from the Manager that the plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified.
Completion of Construction	When construction of the Project (or stage of the Project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council.
Enabling Works	Includes the following and similar activities: <ul style="list-style-type: none"> <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 sediment control measures, temporary noise walls, earth bunds and planting)</li> <li>• preloading site for ground stability</li> <li>• mechanically stabilised earth walls</li> <li>• wetland excavation</li> </ul>
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Project	For NOR DW-S, means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1. For NOR DW-IA, means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1. Reference to "Project" in the conditions means each or either of the NoRs as the

Term	Definition
	case may be.
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the Construction Works.
Stage of Work	Any physical works that require the development of an Outline Plan.
Stage One works	Means the physical works to construct the Project in its Stage One configuration, which includes but is not limited to station platforms, transport interchange facilities, and accessways.
Stakeholder	Means the following: <ul style="list-style-type: none"> <li>• MADE Group Limited and Karaka Drury Limited;</li> <li>• Lomai Properties Limited;</li> <li>• Catholic Diocese of Auckland;</li> <li>• Kāinga Ora;</li> <li>• First Gas Limited;</li> <li>• Counties Power;</li> <li>• Minister of Housing;</li> <li>• Fisher &amp; Paykel Healthcare Limited;</li> <li>• Waka Kotahi NZ Transport Agency;</li> <li>• Auckland Transport; 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 West Station Urban Design Evaluation and Framework (UDEF)</i> ', version 1.0, dated September 2021, prepared by Te Tupu Ngātahi Supporting Growth.
Any reference to number of days	Has the same meaning as Working Days under section 2 of the Resource Management Act 1991.



## Acronyms

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

### Summary of Management Plans identified in Conditions

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

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

## Conditions

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

Ref	Condition
	<ul style="list-style-type: none"> <li>(i) prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 7-9, 12, 13, 16, 17 and 18);</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, CMP, and CNVMP Schedules.</li> </ul> <p>(b) Any management plan, shall summarise comments received from Mana Whenua, stakeholders, and Stakeholders (as may be required by the relevant condition), along with a summary of where comments have:</p> <ul style="list-style-type: none"> <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 NoRs.</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) 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 are to be submitted to the Council for information as soon as practicable following identification for the need for any material changes.</p> <p>(e) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 7-19.</p>
<b>Mana Whenua Engagement Forum (MEF)</b>	
6	<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 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 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> <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> </ul> </li> </ul>

Ref	Condition
	<ul style="list-style-type: none"> <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>Urban and Landscape Design Management Plan (ULDMP)</b>	
7	<p>(a) An Urban Landscape and Design Management Plan (ULDMP) shall be prepared and submitted with the relevant Outline Plan(s) for:</p> <ul style="list-style-type: none"> <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>Advice Note:</b> For the avoidance of doubt, the Catholic Diocese of Auckland must be consulted on works to optimise safe access and connectivity.</p> <p>(b) The objective of the ULDMP is to set out how the Project will manage or mitigate potential adverse visual effects and contribute to a quality well-functioning urban environment<sup>1</sup>.</p> <p>(c) To achieve this objective, the ULDMP shall include an overall concept plan that shows the layout of the Project and in particular urban landscape and design elements relating to access, legible and convenient connectivity, and interface with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority), with particular regard to:</p> <ul style="list-style-type: none"> <li>(i) How the Project works will be integrated into the surrounding existing and planned urban environment, in particular provision for safe active mode facilities within the station and transport interchange area, and safe multi-modal access between the station and the surrounding existing and planned urban environment;</li> <li>(ii) How the Project works will be coordinated and integrated with the planned development of Surrounding Land to the extent practicable, with particular regard to: <ul style="list-style-type: none"> <li>(aa) The coordinated provision of new or upgraded infrastructure;</li> <li>(bb) The location and design of connecting roads between the Project and the surrounding existing and planned urban environment, to create safe and pleasant</li> </ul> </li> </ul>

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

Ref	Condition
	<p>connections for pedestrians and cyclists;</p> <p>(cc) The timing of works on Surrounding Land; and</p> <p>(dd) Any other relevant access, servicing, or engineering matters.</p> <p>(iii) How the Project will enable a safe and inclusive environment through the application of Crime Prevention through Environmental Design (CPTED) and Safety in Design (SID) principles, including how the Project will support active edges around the station infrastructure. This requirement will be satisfied by a CPTED audit which addresses the relevant design matters, including mitigation of safety and personal security effects.</p> <p>(iv) Architectural treatment of major structures (e.g. buildings, bridges and retaining walls), to create a cohesive and locally relevant identity / sense of place;</p> <p>(v) Methods to enhance station legibility and amenity such as arrival treatments, signage/wayfinding, roadside and median treatments;</p> <p>(vi) As relevant to the Stage of Work, details of:</p> <p>(aa) The reinstatement of construction and site compound areas, treatment of cut-and-fill slopes, and interface of stormwater devices; and</p> <p>(bb) How the Project's permanent works (including final ground levels) will be integrated into the built environment and the landscape context;</p> <p>(vii) Landscape treatments (including retaining walls) and planting having regard to the Urban Design and Evaluation Framework and the ecological offset and compensation requirements identified in the resource consent conditions, including:</p> <p>(a) Planting of suitably scaled trees to contribute to the amenity and character of the station and park-and-ride facility, and tree canopy shading to reduce heat island effects, recognising that planting within the park-and-ride areas may require removal if this facility is disestablished or reconfigured;</p> <p>(b) the intended plant species, planting locations and plant sizes at the time of planting and on maturity;</p> <p>(c) the planting methodology and programme;</p> <p>(d) a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants; and</p> <p>(e) methods to mitigate adverse visual effects associated with open carpark areas. These may include rapidly establishing vegetation, feature shelters, and/or art elements.</p> <p>(viii) How the Project will enable an accessible environment for people of all ages and abilities through the application of the Auckland Design Manual Universal Design Checklist<sup>2</sup>.</p> <p>(d) Mana Whenua shall be invited through the Mana Whenua Engagement Forum (MEF) to participate in the development of the ULDMP to provide input into the relevant cultural landscape and design matters and how desired outcomes may be reflected in the ULDMP. The ULDMP shall summarise comments received from Mana Whenua along with a summary of where comments have:</p> <p>(i) Been incorporated; and</p> <p>(ii) Where not incorporated, the reasons why.</p> <p><b>Advice Note:</b> Refer to Figure 3-10 of the Urban Design Evaluation and Framework (attached as Schedule 3)</p>

<sup>2</sup> Auckland Council (2023). *Auckland Design Manual – Universal Design Checklists*. Available at: [https://www.aucklanddesignmanual.co.nz/design-subjects/universal\\_design/checklists](https://www.aucklanddesignmanual.co.nz/design-subjects/universal_design/checklists).

Ref	Condition
	for a spatial representation of the matters described in Condition 7 and how these relate to further integration opportunities in the surrounding area.
<b>Construction and Environmental Management Plan (CEMP)</b>	
8	<p>(a) A CEMP shall be prepared prior to the Start of Construction.</p> <p>(b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve this objective the CEMP shall include:</p> <ul style="list-style-type: none"> <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, and for avoiding the deposition of debris or material onto public roads will be achieved as far as practicable;</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 realignment of the First Gas transmission pipeline); and</li> <li>(xiv) any other measures to achieve the objective set out in Condition 8(b).</li> </ul>
<b>Construction Traffic Management Plan (CTMP)</b>	
9	<p>(a) A CTMP shall be prepared prior to the Start of Construction.</p> <p>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic and transport effects. To achieve this objective, the CTMP shall include:</p> <ul style="list-style-type: none"> <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>(aa) identification of detour routes</li> <li>(bb) temporary speed limits; and</li> <li>(cc) 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) methods for recognising and providing for the on-going operation of Auckland Transport</li> </ul>

Ref	Condition
	<p>managed passenger transport services;</p> <p>(v) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion;</p> <p>(vi) identification of site access routes and access points for heavy vehicles, the size and location of parking areas sufficient for plant, construction vehicles and the vehicles of workers and visitors with a view to ensuring that no construction-related parking occurs on public roads unless for the express purpose of completing works on/adjacent to the road, is supported by a Temporary Traffic Management Plan, and vehicles are parked clear of operating lanes and sealed shoulders;</p> <p>(vii) identification of any appropriate traffic management measures;</p> <p>(viii) methods that will be undertaken to communicate traffic management measures to affected road users, pedestrians and cyclists (e.g. residents/public/stakeholders/emergency services);</p> <p>(ix) methods to address delays and risks associated with traffic turning right out of the site at the intersection of Karaka Road and Jesmond Road, including worker vehicles leaving the site during the PM peak period; and</p> <p>(x) any other measures to achieve the objective set out in Condition 9(b).</p> <p><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>9B</b>	Planned passenger rail services shall not commence from the station prior to the signalisation of the intersection of Jesmond Road, Karaka Road, and the proposed station accessway.

### Construction Noise and Vibration

<b>10</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>A</sub>F<sub>max</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>0630h - 0730h</td> <td style="text-align: center;">55 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td style="text-align: center;">70 dB</td> <td style="text-align: center;">85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td style="text-align: center;">65 dB</td> <td style="text-align: center;">80 dB</td> </tr> <tr> <td>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>0630h - 0730h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td style="text-align: center;">70 dB</td> <td style="text-align: center;">85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td>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>A</sub> F <sub>max</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
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Ref	Condition			
	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 12, then the methodology in Condition 13 [Schedule] shall apply			
<b>11</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 12, then the methodology in Condition 13 [Schedule] shall apply.			
<b>12</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 implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve, or otherwise minimise any exceedances of, the construction noise and vibration standards set out in Conditions 10 and 11 as far as practicable.			
	(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:			
	(i)	Description of the works and anticipated equipment/processes;		
	(ii)	Hours of operation, including times and days when construction activities will occur;		
	(iii)	The construction noise and vibration standards for the Project;		
	(iv)	Identification of receivers where noise and vibration standards apply;		
	(v)	A hierarchy of management and mitigation options, and identification of the Best		



Ref	Condition
	<p>Practicable Option;</p> <ul style="list-style-type: none"> <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 10] and/or vibration standards [Condition 11 Category A or Category B] will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites.</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 10] and/or vibration standards [Condition 11 Category B] will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls;</li> <li>(xiv) Procedures for review and update of the CNVMP; and</li> <li>(xv) Any other measures to achieve Condition 12(b).</li> </ul>
13	<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>(aa) 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or</li> <li>(bb) 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 11.</li> </ul> </li> <li>(b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. 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 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> </li> </ul>
14	<p><b>Building Damage Pre Condition Survey</b></p> <ul style="list-style-type: none"> <li>(a) The Requiring Authority shall write to identified owners of buildings predicted to receive vibration levels exceeding Category A (Condition 11), to offer a pre-construction condition survey of such buildings. The objective of the survey is to document the building's current condition and any existing damage. The pre-condition survey shall include the following: <ul style="list-style-type: none"> <li>(i) building classification (i.e. commercial, industrial, historic or other sensitive structure);</li> </ul> </li> </ul>

Ref	Condition
	<ul style="list-style-type: none"> <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) Written evidence is provided to Council that the building owner does not require a survey; or</li> <li>(iii) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant) after reasonable attempts; or</li> <li>(iv) The building owner did not agree to entry including where the owner did not respond after reasonable attempts; or</li> <li>(v) The building owner cannot, after reasonable enquiry, be found prior to Start of Construction of the Project.</li> </ul> <p>(c) A reasonable attempt must be made to contact the property owner and/or occupiers (where required) to carry out surveys. If a response is not received within one month of the date of the Requiring Authority's letter sent in accordance with clause (a) the Requiring Authority must follow up with a second letter and telephone call (where available) and email (where available) and in person. If agreement from owners to enter buildings and undertake a pre-condition survey is not able to be obtained within three months from the date of the first letter requesting access, then this shall be considered a reasonable attempt and a condition survey is not required for the building. All correspondence, communication and contact must be recorded by the Requiring Authority and if access is not made available, all records must be included in the CNVMP.</p> <p>(d) If any of clause b (ii) to (iv) above apply to an identified building, the Requiring Authority is not required to implement building damage rectification to that building under Condition 15.</p>
<b>15</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 within three (3) months of construction of a Stage of Works being completed. Any damage shown to be caused by the Project construction shall be rectified by the Requiring Authority (<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 15 (a) the mitigation shall be implemented, including any third-party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.</p> <p>(c) Where Building-Damage Rectification is required, the Requiring Authority is deemed to have complied with Condition 15 if:</p> <ul style="list-style-type: none"> <li>(i) The Requiring Authority has completed Building Damage Rectification to the building; or</li> <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 15(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>Stakeholder and Communication Management Plan (SCMP)</b>	
<b>16</b>	<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</li> </ul>

Ref	Condition
	<p>throughout the Construction Works.</p> <p>(c) The SCMP shall include the following details and measures setting out how the Requiring Authority will:</p> <ul style="list-style-type: none"> <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 and engagement 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 16(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>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 19.</li> </ul> </li> <li>(d) If the Requiring Authority and Mana Whenua agree, other matters can be included in the CMP.</li> </ul>

Ref	Condition
	<p>(e) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p><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>Network Utility Management Plan</b>	
18	<p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the NUMP is to set out a framework for protecting, relocating, and working in proximity to existing network utilities. The NUMP shall include methods to:</p> <ul style="list-style-type: none"> <li>(i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</li> <li>(ii) Manage the effects of dust or any other material potentially resulting from construction activities and able to cause material damage beyond normal wear and tear to overhead transmission lines in the Project area;</li> <li>(iii) Demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001, AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</li> </ul> <p>(c) The NUMP shall be prepared in conjunction with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project.</p> <p>(d) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(e) Any comments received from the Network Utility Operator(s) shall be considered when finalising the NUMP.</p> <p>(f) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
<b>Accidental Discovery Protocol</b>	
19	<p>(a) An Accidental Discovery Protocol, for areas of the project not covered by an Archaeological Authority granted under the Heritage New Zealand Pouhere Taonga Act 2014 shall be developed in consultation with Mana Whenua through the MEF for the Project to address accidental archaeological discoveries during the Enabling Works and Construction Works.</p> <p>(b) The Accidental Discovery Protocol shall be consistent with the accidental discovery rule in Chapter E11 (Land disturbance – Regional) of the Auckland Unitary Plan: Operative in Part or any subsequent version.</p>
<b>Flood Hazard</b>	
20	<p>(a) The Project shall be designed to achieve the following flood risk outcomes:</p> <ul style="list-style-type: none"> <li>i. No increase in 1% AEP flood levels for existing authorised habitable floors that are already subject to flooding;</li> <li>ii. No more than a 10% reduction in freeboard in the 1% AEP event for existing authorised habitable floors;</li> <li>iii. No increase of more than 50mm in the 1% AEP flood level on land zoned for urban or future urban development outside the designation where there is no existing habitable dwelling;</li> </ul>

Ref	Condition
	<ul style="list-style-type: none"> <li data-bbox="309 174 751 203">iv. No new flood-prone areas; and</li> <li data-bbox="309 230 1458 297">v. No reduction in accessibility to properties in response to the 50%, 20%, 10%, 5%, 2%, and 1% AEP events.</li> </ul> <p data-bbox="193 324 1453 427">(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include an up-to-date flood model of the development. The updated model shall be submitted to Auckland Council Healthy Waters for review and comment.</p>

## Schedule 1: General Accordance Plans and Information

### Project Description

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

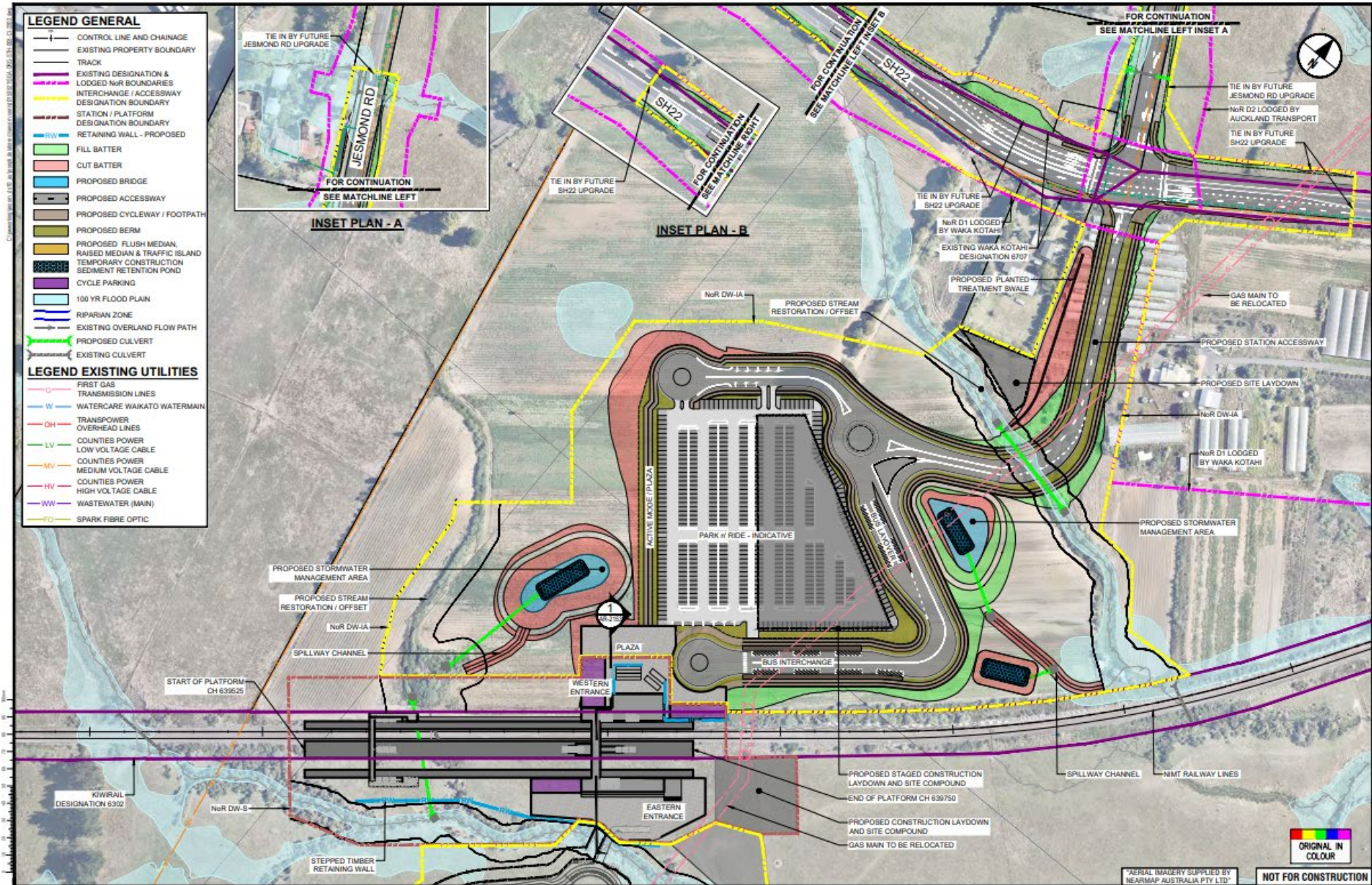
- Railway station generally between chainages 639525 and 639750 on the NIMT, associated buildings and facilities, and bridge accesses between station platforms and buildings;
- Transport interchange facilities, including:
  - Bus stops and layover facilities;
  - Bicycle parking facilities;
  - Park-and-ride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

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

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

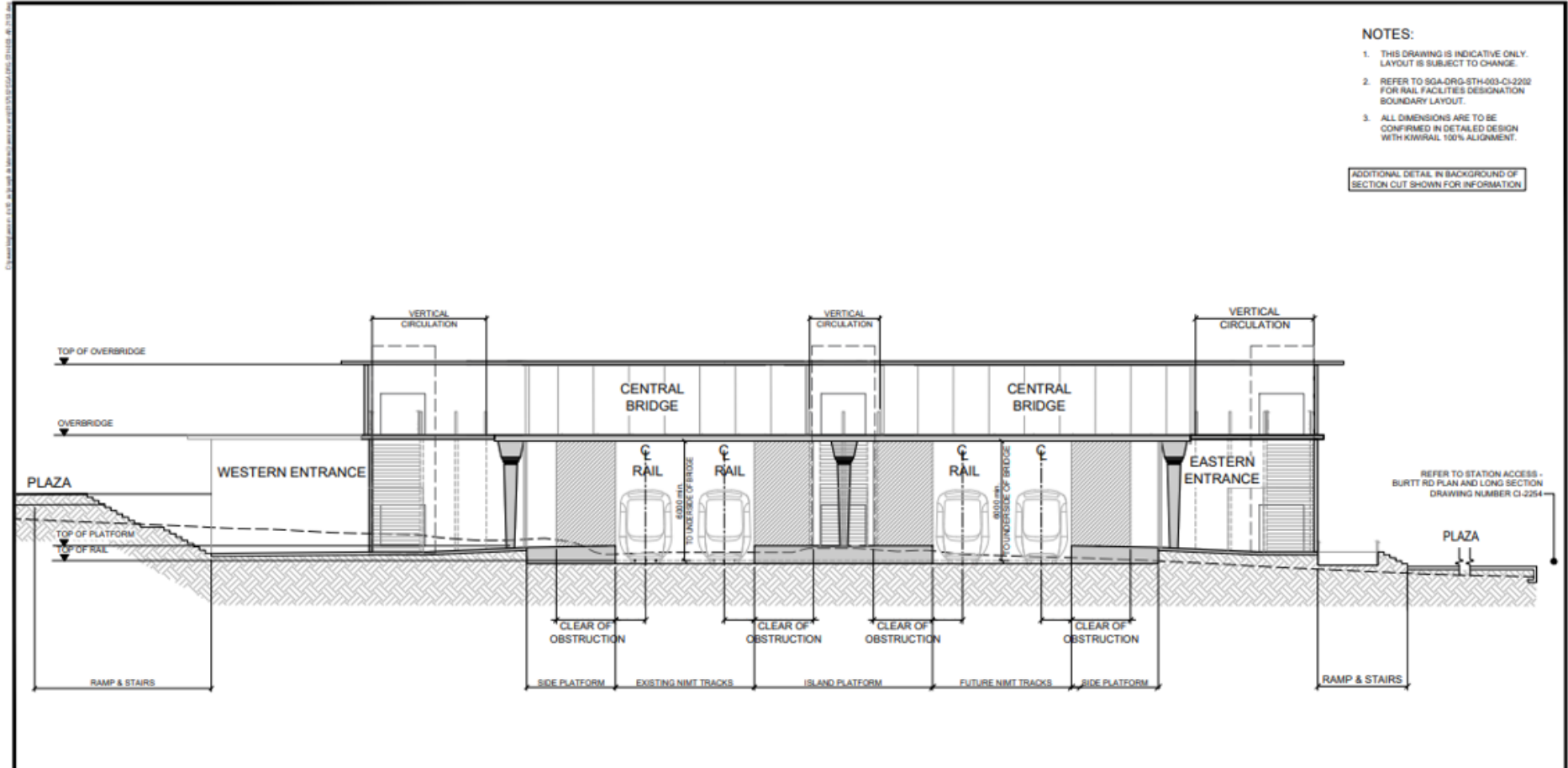
The proposed works are shown in the following Concept Plans. These plans depict the full build-out works, and are subject to refinement at the Outline Plan stage.

# Concept Plans









- NOTES:**
1. THIS DRAWING IS INDICATIVE ONLY. LAYOUT IS SUBJECT TO CHANGE.
  2. REFER TO SGA-DRG-STH-003-CI-2202 FOR RAIL FACILITIES DESIGNATION BOUNDARY LAYOUT.
  3. ALL DIMENSIONS ARE TO BE CONFIRMED IN DETAILED DESIGN WITH KIWIRAIL 100% ALIGNMENT.
- ADDITIONAL DETAIL IN BACKGROUND OF SECTION CUT SHOWN FOR INFORMATION

**1 | DRURY WEST STATION CROSS SECTION**  
 CI-2202 Scale 1:100



NOT FOR CONSTRUCTION

DATE	BY	DESCRIPTION
21.02.2021	J. DELA TORRE	DRAWN
21.02.2021	J. DELA TORRE	CHECKING CHECK
21.02.2021	A. REWELL	DESIGN
21.02.2021	K. CHAMPFORD	DESIGN REVIEW
21.02.2021	R. SARGENT	PROJECT



**SUPPORTING GROWTH PROGRAMME**  
**DRURY WEST RAIL STATION & ACCESSWAYS**  
 DRURY WEST STATION CROSS SECTION

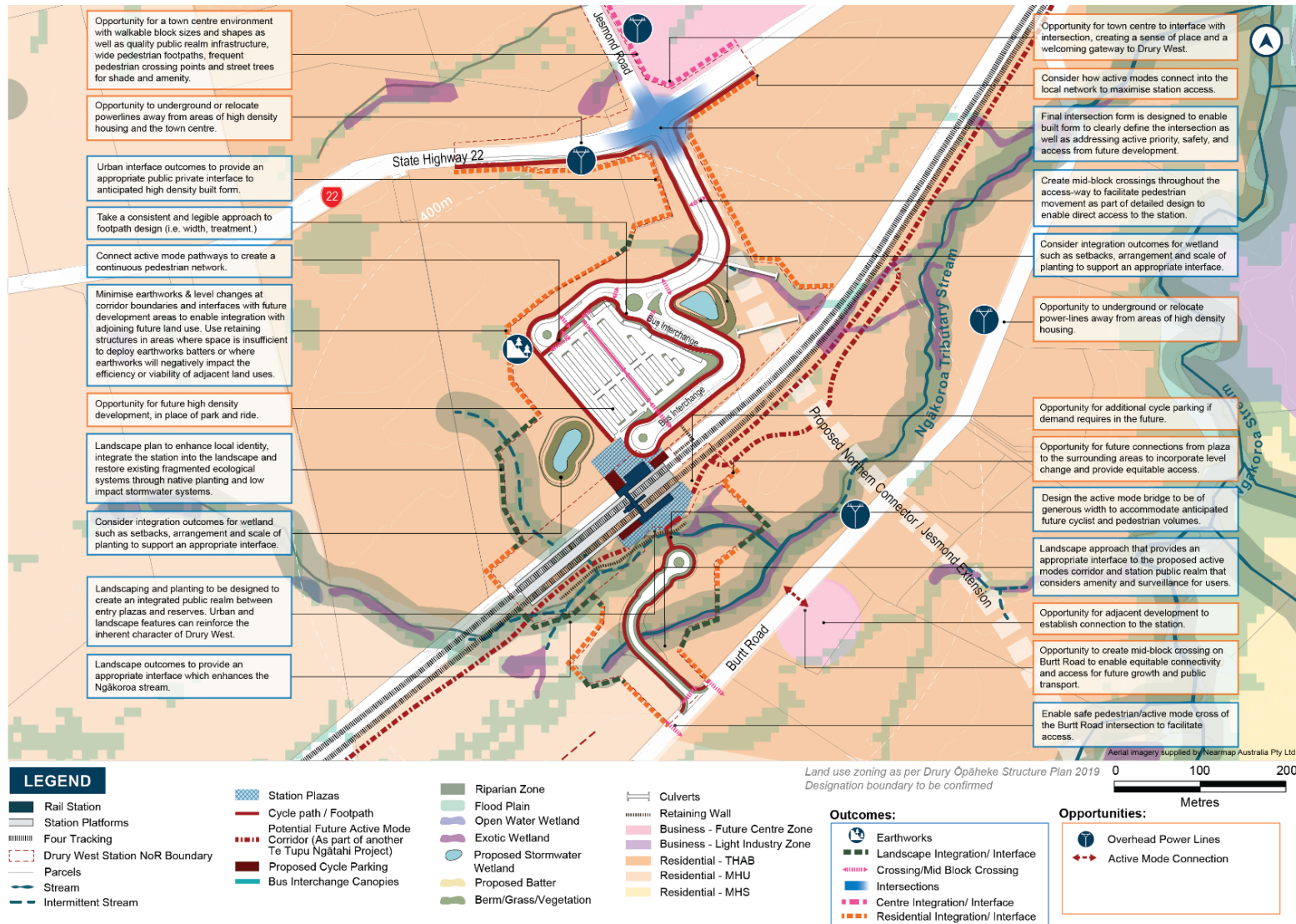
<b>FOR LODGEMENT</b>			
DATE	21.02.2021	SCALE	HALF SHOWN
BY	AS SHOWN	CHECKED	HALF SHOWN
PROJECT	SGA-DRG-STH-003-AR-2153	REVISION	B

## Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

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

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



## 6313 Drury West/Ngākōroa Interchange

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

## Purpose

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

## Definitions

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

Term	Definition
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Certification	Certification shall be achieved by confirmation from the Manager that the plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified.
Completion of Construction	When construction of the Project (or stage of the Project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council.
Enabling Works	Includes the following and similar activities: <ul style="list-style-type: none"> <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 sediment control measures, temporary noise walls, earth bunds and planting)</li> <li>• preloading site for ground stability</li> <li>• mechanically stabilised earth walls</li> <li>• wetland excavation</li> </ul>
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Project	For NOR DW-S, means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1. For NOR DW-IA, means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1. Reference to "Project" in the conditions means each or either of the NoRs as the case may be.

Term	Definition
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the Construction Works.
Stage of Work	Any physical works that require the development of an Outline Plan.
Stage One works	Means the physical works to construct the Project in its Stage One configuration, which includes but is not limited to station platforms, transport interchange facilities, and accessways.
Stakeholder	Means the following: <ul style="list-style-type: none"> <li>MADE Group Limited and Karaka Drury Limited;</li> <li>Lomai Properties Limited;</li> <li>Catholic Diocese of Auckland;</li> <li>Kāinga Ora;</li> <li>First Gas Limited;</li> <li>Counties Power;</li> <li>Minister of Housing;</li> <li>Fisher &amp; Paykel Healthcare Limited;</li> <li>Waka Kotahi NZ Transport Agency;</li> <li>Auckland Transport; 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 West Station Urban Design Evaluation and Framework (UDEF)</i> ', version 1.0, dated September 2021, prepared by Te Tupu Ngātahi Supporting Growth.
Any reference to number of days	Has the same meaning as Working Days under section 2 of the Resource Management Act 1991.

## Acronyms

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

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

### Summary of Management Plans identified in Conditions

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

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

## Conditions

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

Ref	Condition
	<p>(refer to Conditions 7-9, 12, 13, 16, 17 and 18);</p> <p>(ii) prepared by a Suitably Qualified and Experienced Person(s); and</p> <p>(iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CMP, and CNVMP Schedules.</p> <p>(b) Any management plan, shall summarise comments received from Mana Whenua, stakeholders, and Stakeholders (as may be required by the relevant condition), along with a summary of where comments have:</p> <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 NoRs.</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) 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 are to be submitted to the Council for information as soon as practicable following identification for the need for any material changes.</p> <p>(e) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 7-19.</p>

#### Mana Whenua Engagement Forum (MEF)

<b>6</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> <p>(i) roles and responsibilities of Mana Whenua, including in relation to design and development of the Project;</p> <p>(ii) preparation of management plans;</p> <p>(iii) cultural monitoring activities to be undertaken;</p> <p>(iv) developing and participating in archaeological investigations and processes;</p> <p>(v) identifying opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the project area;</p> <p>(vi) Mana Whenua outcomes and wellbeing aspirations; and</p> <p>(vii) incorporating cultural narratives into the design of the Project.</p> <p>(e) The Requiring Authority must extend an invitation for membership on the MEF to (but not limited to) representatives of:</p>
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Ref	Condition
	<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>Urban and Landscape Design Management Plan (ULDMP)</b>	
7	<p>(a) An Urban Landscape and Design Management Plan (ULDMP) shall be prepared and submitted with the relevant Outline Plan(s) for:</p> <ul style="list-style-type: none"> <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>Advice Note:</b> For the avoidance of doubt, the Catholic Diocese of Auckland must be consulted on works to optimise safe access and connectivity.</p> <p>(b) The objective of the ULDMP is to set out how the Project will manage or mitigate potential adverse visual effects and contribute to a quality well-functioning urban environment<sup>1</sup>.</p> <p>(c) To achieve this objective, the ULDMP shall include an overall concept plan that shows the layout of the Project and in particular urban landscape and design elements relating to access, legible and convenient connectivity, and interface with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority), with particular regard to:</p> <ul style="list-style-type: none"> <li>(i) How the Project works will be integrated into the surrounding existing and planned urban environment, in particular provision for safe active mode facilities within the station and transport interchange area, and safe multi-modal access between the station and the surrounding existing and planned urban environment;</li> <li>(ii) How the Project works will be coordinated and integrated with the planned development of Surrounding Land to the extent practicable, with particular regard to: <ul style="list-style-type: none"> <li>(aa) The coordinated provision of new or upgraded infrastructure;</li> <li>(bb) The location and design of connecting roads between the Project and the surrounding existing and planned urban environment, to create safe and pleasant connections for pedestrians and cyclists;</li> <li>(cc) The timing of works on Surrounding Land; and</li> <li>(dd) Any other relevant access, servicing, or engineering matters.</li> </ul> </li> <li>(iii) How the Project will enable a safe and inclusive environment through the application of Crime Prevention through Environmental Design (CPTED) and Safety in Design (SID) principles, including how the Project will support active edges around the station infrastructure. This requirement will be satisfied by a CPTED audit which addresses the relevant design matters, including mitigation of safety and personal security effects.</li> <li>(iv) Architectural treatment of major structures (e.g. buildings, bridges and retaining walls), to create a cohesive and locally relevant identity / sense of place;</li> <li>(v) Methods to enhance station legibility and amenity such as arrival treatments, signage/wayfinding, roadside and median treatments;</li> </ul>

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

Ref	Condition
	<ul style="list-style-type: none"> <li>(vi) As relevant to the Stage of Work, details of: <ul style="list-style-type: none"> <li>(aa) The reinstatement of construction and site compound areas, treatment of cut-and-fill slopes, and interface of stormwater devices; and</li> <li>(bb) How the Project's permanent works (including final ground levels) will be integrated into the built environment and the landscape context;</li> </ul> </li> <li>(vii) Landscape treatments (including retaining walls) and planting having regard to the Urban Design and Evaluation Framework and the ecological offset and compensation requirements identified in the resource consent conditions, including: <ul style="list-style-type: none"> <li>(a) Planting of suitably scaled trees to contribute to the amenity and character of the station and park-and-ride facility, and tree canopy shading to reduce heat island effects, recognising that planting within the park-and-ride areas may require removal if this facility is disestablished or reconfigured;</li> <li>(b) the intended plant species, planting locations and plant sizes at the time of planting and on maturity;</li> <li>(c) the planting methodology and programme;</li> <li>(d) a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants; and</li> <li>(e) methods to mitigate adverse visual effects associated with open carpark areas. These may include rapidly establishing vegetation, feature shelters, and/or art elements.</li> </ul> </li> <li>(viii) How the Project will enable an accessible environment for people of all ages and abilities through the application of the Auckland Design Manual Universal Design Checklist<sup>2</sup>.</li> <li>(d) Mana Whenua shall be invited through the Mana Whenua Engagement Forum (MEF) to participate in the development of the ULDMP to provide input into the relevant cultural landscape and design matters and how desired outcomes may be reflected in the ULDMP. The ULDMP shall summarise comments received from Mana Whenua along with a summary of where comments have: <ul style="list-style-type: none"> <li>(i) Been incorporated; and</li> <li>(ii) Where not incorporated, the reasons why.</li> </ul> </li> </ul> <p><b>Advice Note:</b> Refer to Figure 3-10 of the Urban Design Evaluation and Framework (attached as Schedule 3) for a spatial representation of the matters described in Condition 7 and how these relate to further integration opportunities in the surrounding area.</p>
<b>Construction and Environmental Management Plan (CEMP)</b>	
8	<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, and for avoiding the deposition of debris or material onto public roads will be achieved as far as practicable;</li> <li>(vi) methods for providing for the health and safety of the general public;</li> </ul> </li> </ul>

<sup>2</sup> Auckland Council (2023). *Auckland Design Manual – Universal Design Checklists*. Available at: [https://www.aucklanddesignmanual.co.nz/design-subjects/universal\\_design/checklists](https://www.aucklanddesignmanual.co.nz/design-subjects/universal_design/checklists).

Ref	Condition
	<ul style="list-style-type: none"> <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 realignment of the First Gas transmission pipeline); and</li> <li>(xiv) any other measures to achieve the objective set out in Condition 8(b).</li> </ul>
<b>Construction Traffic Management Plan (CTMP)</b>	
9	<ul style="list-style-type: none"> <li>(a) A CTMP shall be prepared prior to the Start of Construction.</li> <li>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic and transport effects. To achieve this objective, the CTMP shall include: <ul style="list-style-type: none"> <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>(aa) identification of detour routes</li> <li>(bb) temporary speed limits; and</li> <li>(cc) 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) methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services;</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 sufficient for plant, construction vehicles and the vehicles of workers and visitors with a view to ensuring that no construction-related parking occurs on public roads unless for the express purpose of completing works on/adjacent to the road, is supported by a Temporary Traffic Management Plan, and vehicles are parked clear of operating lanes and sealed shoulders;</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) methods to address delays and risks associated with traffic turning right out of the site at the intersection of Karaka Road and Jesmond Road, including worker vehicles leaving the site during the PM peak period; and</li> <li>(x) any other measures to achieve the objective set out in Condition 9(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</p> </li> </ul>

Ref	Condition
	<a href="http://www.aucklandtransport.govt.nz">www.aucklandtransport.govt.nz</a> for more information.
<b>9A</b>	<p><b>Safe System 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 a Preliminary Design Safe System audit for all site access points and road layout changes associated with the Project.</p> <p>(b) The Preliminary Design Safe System Audit shall be completed in accordance with the Waka Kotahi Safe System Audit Guidelines (August 2022) by an independent and appropriately qualified safety audit team.</p> <p>(c) The Requiring Authority shall adopt and address any recommendations made in the Safe System Audit unless otherwise agreed with Waka Kotahi or Auckland Transport as applicable.</p>
<b>9B</b>	Planned passenger rail services shall not commence from the station prior to the signalisation of the intersection of Jesmond Road, Karaka Road, and the proposed station accessway.

### Construction Noise and Vibration

<b>10</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"> <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">Occupied activity sensitive to noise</td> </tr> <tr> <td rowspan="4">Weekday</td> <td>0630h - 0730h</td> <td>55 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>65 dB</td> <td>80 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="4">Saturday</td> <td>0630h - 0730h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="4">Sunday and Public Holidays</td> <td>0630h - 0730h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>55 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td colspan="4">Other occupied buildings</td> </tr> <tr> <td rowspan="2">All</td> <td>0730h – 1800h</td> <td>70 dB</td> <td></td> </tr> <tr> <td>1800h – 0730h</td> <td>75 dB</td> <td></td> </tr> </tbody> </table> <p>(b) Where compliance with the noise standards set out in Table [above] is not practicable, and unless</p>	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	
Day of week	Time period	L <sub>Aeq</sub> (15min)	L <sub>AFmax</sub>																																																								
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	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																																																									

Ref	Condition																			
	otherwise provided for in the CNVMP as required by Condition 12, then the methodology in Condition 13 [Schedule] shall apply																			
<b>11</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: 20%;">Receiver</th> <th style="width: 30%;">Details</th> <th style="width: 20%;">Category A</th> <th style="width: 30%;">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 12, then the methodology in Condition 13 [Schedule] shall apply.</p>	Receiver	Details	Category A	Category B	Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	
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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>12</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 10 and 11 as far as practicable.</p> <p>(c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '<i>Acoustics – Construction Noise</i>' (NZS6803:1999) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> <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) A hierarchy of 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 10] and/or vibration standards [Condition 11 Category A or Category B] will not be practicable and the specific management controls to be implemented and consultation requirements with owners and</li> </ul>																			

Ref	Condition
	<p>occupiers of affected sites.</p> <ul style="list-style-type: none"> <li>(xiii) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 10] and/or vibration standards [Condition 11 Category B] will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls;</li> <li>(xiv) Procedures for review and update of the CNVMP; and</li> <li>(xv) Any other measures to achieve Condition 12(b).</li> </ul>
13	<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>(aa) 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or</li> <li>(bb) 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 11.</li> </ul> </li> <li>(b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. 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 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> </li> </ul>
14	<p><b>Building Damage Pre Condition Survey</b></p> <ul style="list-style-type: none"> <li>(a) The Requiring Authority shall write to identified owners of buildings predicted to receive vibration levels exceeding Category A (Condition 11), to offer a pre-construction condition survey of such buildings. The objective of the survey is to document the building's current condition and any existing damage. The pre-condition survey shall include the following: <ul style="list-style-type: none"> <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> </li> <li>(b) For each Building identified as likely to receive vibration levels exceeding Category A, the Requiring Authority is deemed to have complied with clause (a) if: <ul style="list-style-type: none"> <li>(i) The Requiring Authority's specialist has visited the building and assessed the pre-construction condition of the building; or</li> <li>(ii) Written evidence is provided to Council that the building owner does not require a survey; or</li> <li>(iii) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant) after reasonable attempts; or</li> </ul> </li> </ul>

Ref	Condition
	<ul style="list-style-type: none"> <li>(iv) The building owner did not agree to entry including where the owner did not respond after reasonable attempts; or</li> <li>(v) The building owner cannot, after reasonable enquiry, be found prior to Start of Construction of the Project.</li> </ul> <p>(c) A reasonable attempt must be made to contact the property owner and/or occupiers (where required) to carry out surveys. If a response is not received within one month of the date of the Requiring Authority's letter sent in accordance with clause (a) the Requiring Authority must follow up with a second letter and telephone call (where available) and email (where available) and in person. If agreement from owners to enter buildings and undertake a pre-condition survey is not able to be obtained within three months from the date of the first letter requesting access, then this shall be considered a reasonable attempt and a condition survey is not required for the building. All correspondence, communication and contact must be recorded by the Requiring Authority and if access is not made available, all records must be included in the CNVMP.</p> <p>(d) If any of clause b (ii) to (iv) above apply to an identified building, the Requiring Authority is not required to implement building damage rectification to that building under Condition 15.</p>
15	<p><b>Building Damage Rectification</b></p> <ul style="list-style-type: none"> <li>(a) The Requiring Authority shall write to landowners of the identified buildings (subject of a pre-condition survey) to offer a post construction condition survey within three (3) months of construction of a Stage of Works being completed. Any damage shown to be caused by the Project construction shall be rectified by the Requiring Authority (<b>Building Damage Rectification</b>).</li> <li>(b) Once an agreement on Building Damage Rectification is reached between the Requiring Authority and the owner of a damaged building under Condition 15 (a) the mitigation shall be implemented, including any third-party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.</li> <li>(c) Where Building-Damage Rectification is required, the Requiring Authority is deemed to have complied with Condition 15 if: <ul style="list-style-type: none"> <li>(i) The Requiring Authority has completed Building Damage Rectification to the building; or</li> <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 15(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> </li> </ul>
<b>Stakeholder and Communication Management Plan (SCMP)</b>	
16	<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 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</li> </ul> </li> </ul>

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



Ref	Condition
	<p>construction activities;</p> <p>(ii) Manage the effects of dust or any other material potentially resulting from construction activities and able to cause material damage beyond normal wear and tear to overhead transmission lines in the Project area;</p> <p>(iii) Demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001, AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</p> <p>(c) The NUMP shall be prepared in conjunction with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project.</p> <p>(d) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(e) Any comments received from the Network Utility Operator(s) shall be considered when finalising the NUMP.</p> <p>(f) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
<b>Accidental Discovery Protocol</b>	
19	<p>(a) An Accidental Discovery Protocol, for areas of the project not covered by an Archaeological Authority granted under the Heritage New Zealand Pouhere Taonga Act 2014 shall be developed in consultation with Mana Whenua through the MEF for the Project to address accidental archaeological discoveries during the Enabling Works and Construction Works.</p> <p>(b) The Accidental Discovery Protocol shall be consistent with the accidental discovery rule in Chapter E11 (Land disturbance – Regional) of the Auckland Unitary Plan: Operative in Part or any subsequent version.</p>
<b>Flood Hazard</b>	
20	<p>(a) The Project shall be designed to achieve the following flood risk outcomes:</p> <ul style="list-style-type: none"> <li>i. No increase in 1% AEP flood levels for existing authorised habitable floors that are already subject to flooding;</li> <li>ii. No more than a 10% reduction in freeboard in the 1% AEP event for existing authorised habitable floors;</li> <li>iii. No increase of more than 50mm in the 1% AEP flood level on land zoned for urban or future urban development outside the designation where there is no existing habitable dwelling;</li> <li>iv. No new flood-prone areas; and</li> <li>v. No reduction in accessibility to properties in response to the 50%, 20%, 10%, 5%, 2%, and 1% AEP events.</li> </ul> <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include an up-to-date flood model of the development. The updated model shall be submitted to Auckland Council Healthy Waters for review and comment.</p>
<b>Operational Noise</b>	
21	<p>The noise (rating) and maximum noise levels from any activity in any part of the designation occupied by a park-and-ride area must not exceed the following noise levels as measured within the boundary of a site in any residential zone:</p> <ul style="list-style-type: none"> <li>• 5am-10pm: 55dB LAeq</li> </ul>

Ref	Condition
	<ul style="list-style-type: none"><li data-bbox="236 181 799 210">• 10pm-5am: 45dB LAeq and 75dB LAFmax.</li></ul> <p data-bbox="188 237 1465 353">Noise levels arising from activities must be measured and assessed in accordance with New Zealand Standard NZS 6801:2008 Measurement of Environmental Sound and the New Zealand Standard NZS 6802:2008 Acoustics – Environmental Noise. They do not apply to the noise from vehicles moving on roads controlled by Waka Kotahi NZ Transport Agency or Auckland Transport.</p>

## Schedule 1: General Accordance Plans and Information

### Project Description

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

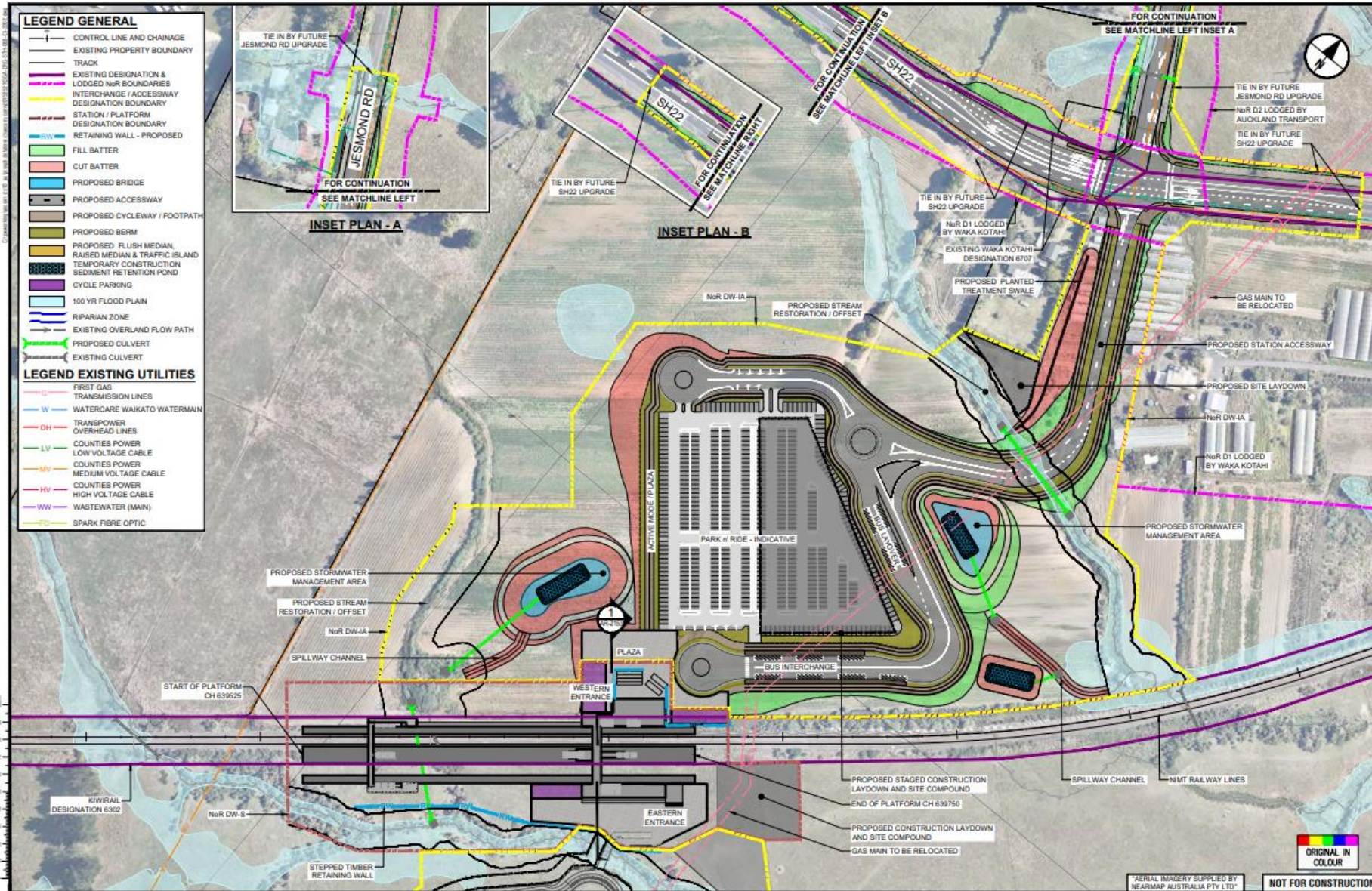
- Railway station generally between chainages 639525 and 639750 on the NIMT, associated buildings and facilities, and bridge accesses between station platforms and buildings;
- Transport interchange facilities, including:
  - Bus stops and layover facilities;
  - Bicycle parking facilities;
  - Park-and-ride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

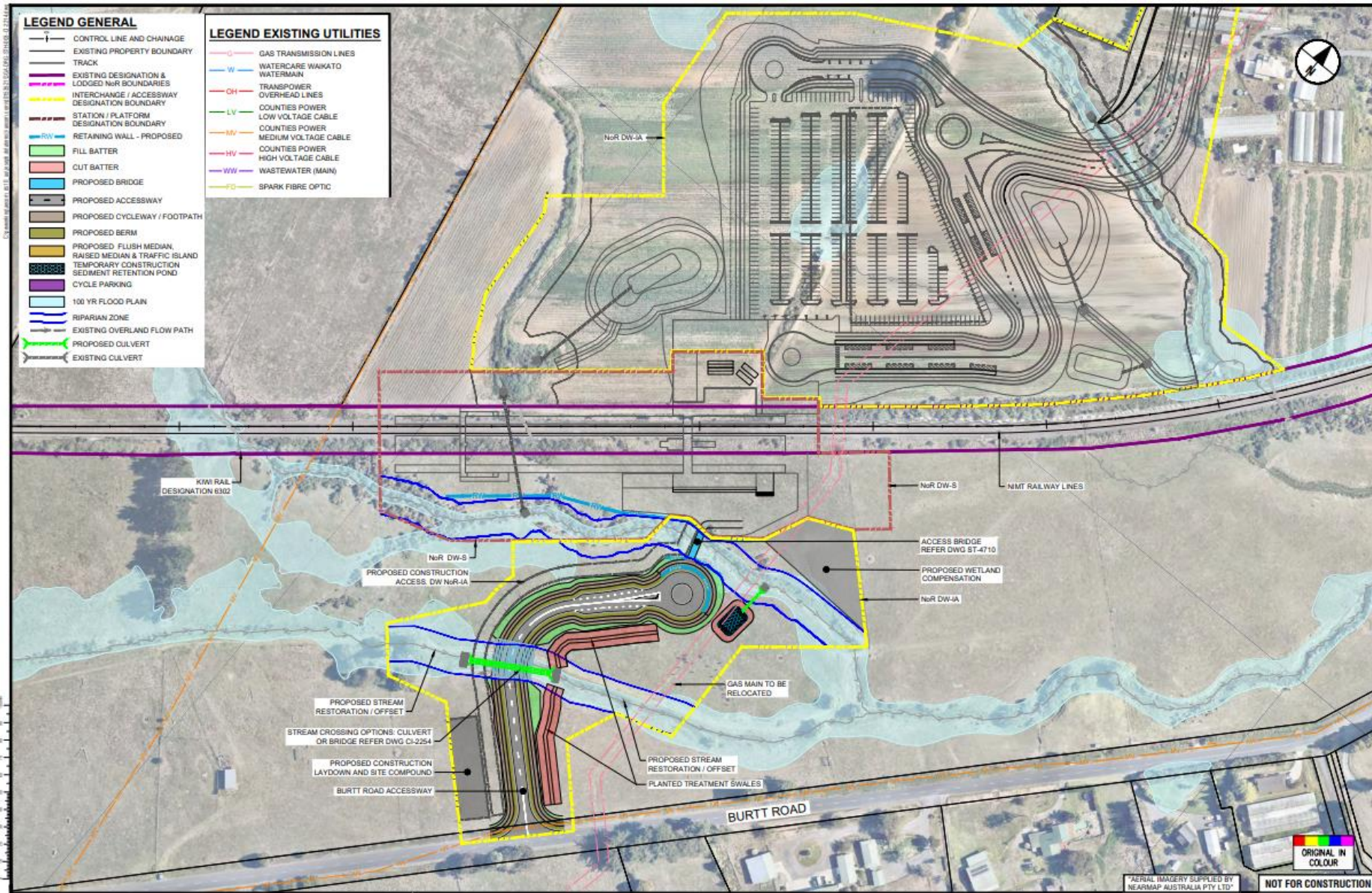
The designations and resource consents are based on a 'full build-out' configuration which establishes the maximum proposed extent of the works and of the on-site operations and maintenance. Within this maximum extent, a staged approach to implementation is anticipated. The works are anticipated to be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

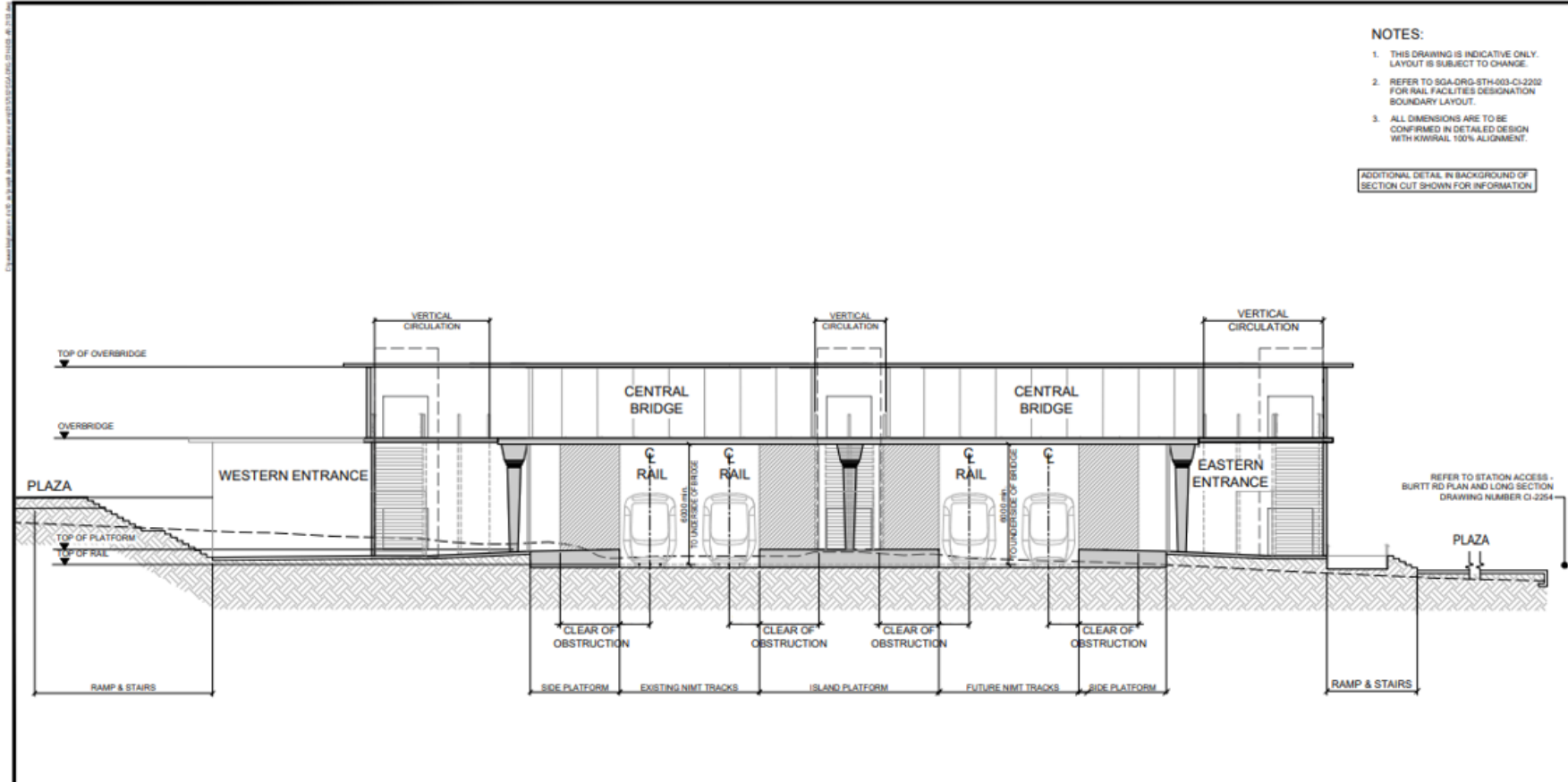
NoR	Spatial attribute	Stage One works (indicative)	Full build-out
DW-S	Number of platforms	Two	Four (in anticipation of future four-tracking of the NIMT).
	Platform length	150m	225m
	Platform access	One bridge access	Two bridge accesses
DW-IA	Bus interchange facilities		
	Park-and-ride carpark facilities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

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

# Concept Plans







- NOTES:**
1. THIS DRAWING IS INDICATIVE ONLY. LAYOUT IS SUBJECT TO CHANGE.
  2. REFER TO SGA-DRG-STH-003-CI-2202 FOR RAIL FACILITIES DESIGNATION BOUNDARY LAYOUT.
  3. ALL DIMENSIONS ARE TO BE CONFIRMED IN DETAILED DESIGN WITH KIWI RAIL 100% ALIGNMENT.

ADDITIONAL DETAIL IN BACKGROUND OF SECTION CUT SHOWN FOR INFORMATION

REFER TO STATION ACCESS - BURITT RD PLAN AND LONG SECTION DRAWING NUMBER CI-2254

**1 | DRURY WEST STATION CROSS SECTION**  
 CI-2202 Scale 1:10

ORIGINAL IN COLOUR

NOT FOR CONSTRUCTION

ORIGINAL SIZE	A1				
DATE					
DESIGNED	J. OLA TORRE	21.08.2021			
CHECKED	J. OLA TORRE	21.08.2021			
DESIGN	A. REWELL	21.08.2021			
DESIGN REVIEW	K. CAMPBELL	21.08.2021			
APPROVED	K. MAZDA	21.08.2021			



**SUPPORTING GROWTH PROGRAMME**  
**DRURY WEST RAIL STATION & ACCESSWAYS**  
 DRURY WEST STATION CROSS SECTION

<b>FOR LODGEMENT</b>	
DATE	21.08.2021
A1	AS SHOWN
A3	HALF SHOWN
CAD	
SGA-DRG-STH-003-AR-2153	<b>B</b>

## Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

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

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

