

Memo

Date 16/01/2025

To: Celia Davison, Manager Planning Central/South

From: Ben Kildare, Policy Planner

Subject: **Plan Modification: Clause 20A error correction to Auckland Unitary Plan (Operative in Part 2016)**

I seek your approval to correct two errors 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.

Provision in AUP	<p>Chapter K Designations KiwiRail Holdings Limited Designation 6313 Drury West/Ngākōroa Interchange</p> <p>Amend Auckland Unitary Plan (Operative in Part) GIS Viewer Designation 6312 (Drury West / Ngākaroa Station) and 6313 (Drury West /Ngākaroa Interchange).</p>
Subject site and legal description (if applicable)	<ul style="list-style-type: none"> • 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); and • 41 Jesmond Road (Lot 1 DP 12364).
Nature of error	<p>A Clause 20A modification is required to correct three minor errors in the GIS labelling of Designation 6312 (station) and 6313 (interchange), and the name of designation 6313 in Chapter K – Designations should be ‘<i>Drury West/Ngākōroa Interchange and Accessway</i>’ in the Auckland Unitary Plan (Operative in Part)</p> <p>Discussion: On 20 March 2024, the Environment Court issued a decision confirming the designations for the Drury West station and interchange. No High Court appeals followed. The designations were confirmed on 10 May 2024</p> <p>Designations 6312 and 6313 relate to the Drury West / Ngākaroa Station and interchange, to construct a new railway station and transport interchange. These designations are located in future urban zoned land, just off Karaka Road (SH22).</p> <p>Minor corrections to Designations 6312 and 6313 GIS viewer are required to correct with the AUP(OIP) as follows:</p>

	<ul style="list-style-type: none"> Amend the Drury West / Ngākōroa railway station designation to 6312 Amend the Drury West / Ngākōroa transport interchange to 6313 <p>Minor correction to Chapter K – Designations</p> <ul style="list-style-type: none"> Title of designation 6313 should be described as '<i>Drury West/Ngākōroa Interchange <u>and Accessway</u></i>' <p>Currently the station and interchange designation numbering is 'switched around' and thus the two designations are incorrectly numbered/labelled.</p>
Effect of change	<p>The Clause 20A change amends the GIS viewer to be consistent with Chapter K – Designations, the changes are attached in the appendix. The change also results in a minor change to the text in Chapter K – Designations to reflect the correct name of the transport interchange. The changes are therefore:</p> <ul style="list-style-type: none"> to correct minor errors, and are neutral (they would not affect the rights of some members of the public)
Changes required to be made (text and/or in-text diagrams)	<p>Minor correction to Chapter K – Designations</p> <ul style="list-style-type: none"> Title of designation 6313 should be described as '<i>Drury West/Ngākōroa Interchange <u>and Accessway</u></i>'
Changes required to be made (AUP or HGI maps)	<p>Amend Auckland Unitary Plan (Operative in Part) GIS Viewer designations 6312 and 6313 to change 6312 to 6313 and 6313 to 6312.</p>
Attachments	<p>Attachment 1: KiwiRail Holdings Limited Cl20A Request Attachment 2 : Designation 6313 Drury West/Ngākōroa Interchange and Accessway underscored Attachment 3 : Designation 6313 Drury West/Ngākōroa Interchange and Accessway clean Attachment 4 : Changes to Mapping</p>

Maps prepared by: Mitesh Bhula Senior Geospatial Specialist	Text Entered by: Bronnie Styles Planning Technician
Signature: 	Signature: 
Prepared by: Ben Kildare Policy Planner	Reviewed by: Craig Cairncross Team Leader Planning – Central/South
Signature: 	Signature: 

<p>Decision: I agree to correct the errors under clause 20A, schedule 1, RMA 1991 using my delegated authority Celia Davison Manager Planning – Central/South Date: 24 January 2025</p>	
<p>Signature: </p>	

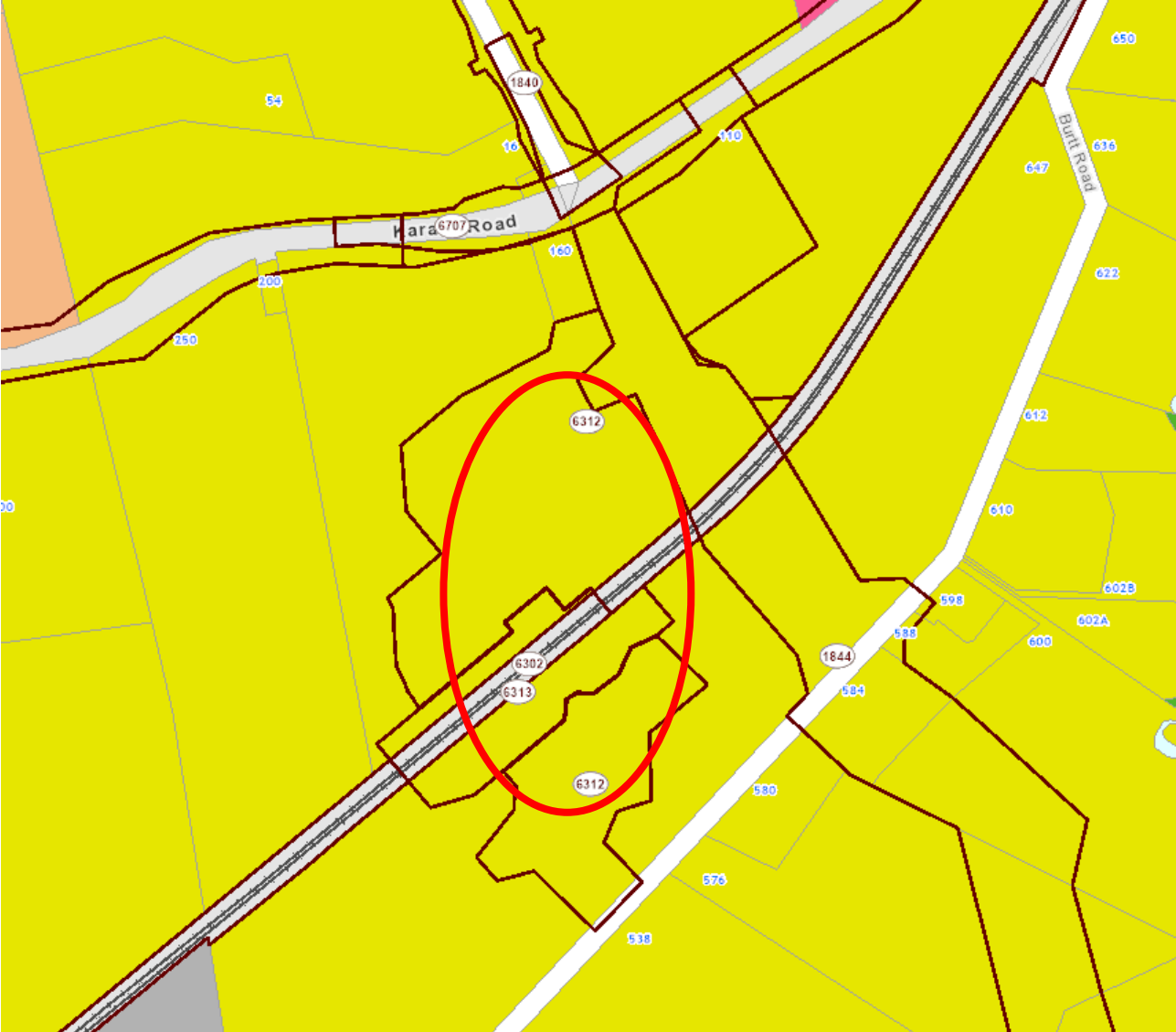


Figure 1: current GIS viewer of Paerata Railway Station and Transport Interchange

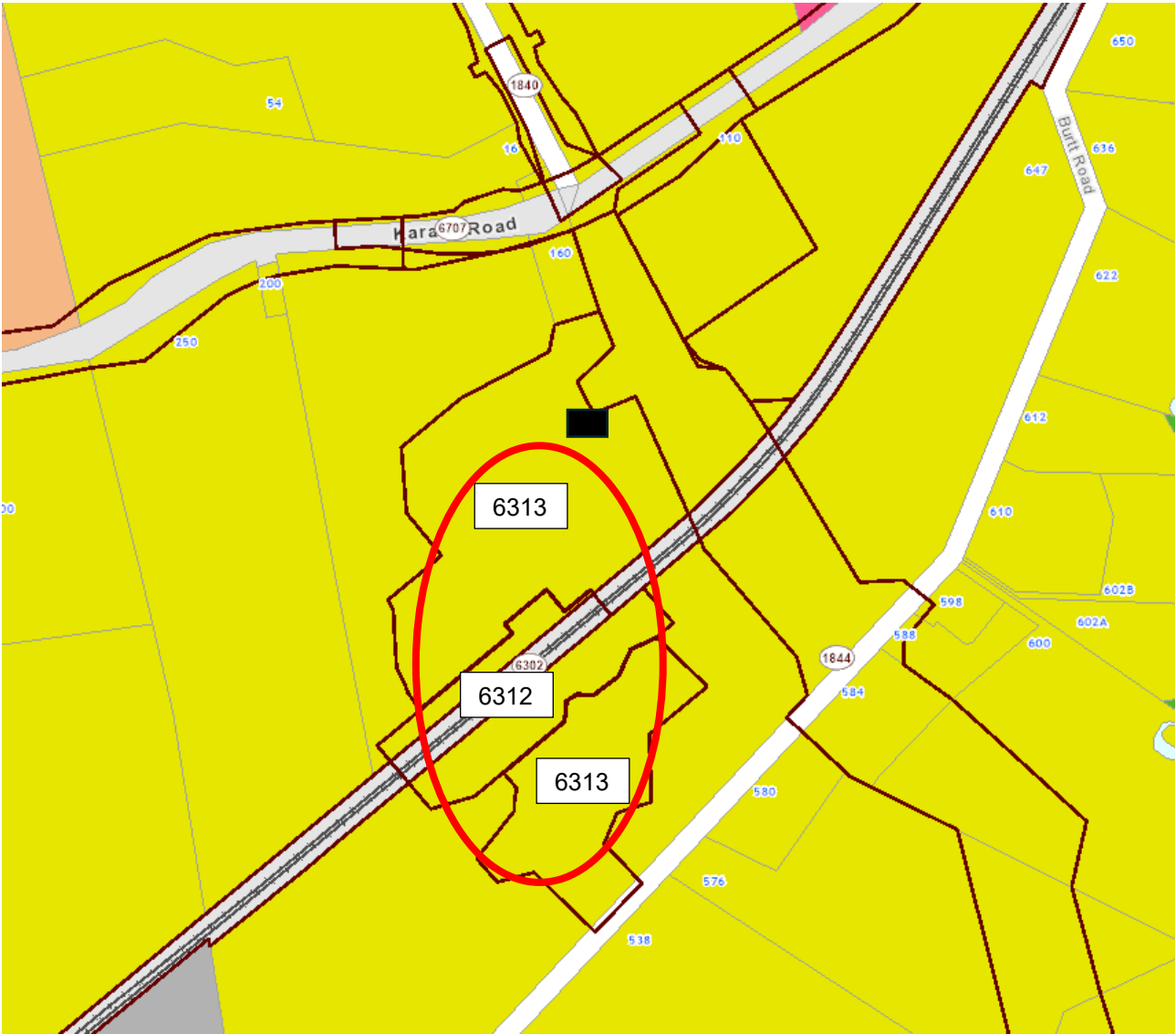


Figure 2: How the Clause20A amendment would affect the GIS viewer.

Attachment 1: KiwiRail Holdings Limited Cl20A Request

10 January 2025

Bronnie Styles
Planning Technician
Auckland Council
135 Albert Street
Auckland 1010

KiwiRail request for corrections under Clause 20A of the RMA to address minor errors on the Auckland Unitary Plan - Operative in part

Dear Bronnie,

KiwiRail has identified some minor errors of the description of Ngākōroa (Drury West) Station, Drury West/Ngākōroa Interchange and Paerātā Station Interchange and Accessway designations in the Auckland Unitary Plan - Operative in Part (AUP).

In our opinion, it is appropriate and acceptable for Auckland Council to use Clause 20A of Schedule 1 of the Resource Management Act 1991 (RMA) to correct those minor errors.

The purpose of this letter is to outline:

- the errors identified in the AUP Chapter K Designations (Designation Schedule – KiwiRail Holdings Ltd) and the AUP planning maps viewer; and
- the corrections sought by KiwiRail, as the requiring authority, to the AUP as part of Clause 20A corrections.

Designation 6312 (Drury West/Ngākōroa Station) and Designation 6313 (Drury West/Ngākōroa Interchange)

There are two errors to be rectified as detailed below.

- (a) Designation 6312 (Drury West/Ngākōroa Station) and Designation 6313 (Drury West/Ngākōroa Interchange) are not correctly shown on the AUP planning maps viewer. The two designations are switched.

Designation 6312 (Drury West/Ngākōroa Station) is covering the boundary of the interchange area, instead of the station building and platform area.

This is shown on Figure 1 below.





Figure 1 Extent of designation 6312 Drury West/Ngākōroa Station shown in red on the AUP Geomaps

Designation 6313 Drury West/Ngākōroa Accessway and Interchange is covering the station building and platform area, instead of the interchange area.

This is shown on Figure 2 below.



Figure 2 Extent of designation 6313 Drury West/Ngākōroa Interchange shown in red on the AUP Geomaps

The two designations need to be switched on the AUP planning maps viewer to show the accurate boundaries for each designation. Designation 6313 is the larger designation – on both sides of the smaller Designation 6312 for the station.

- (b) In the AUP Chapter K Designations (Designation Schedule – KiwiRail Holdings Ltd), the title for Designation 6313 is described as ‘*Drury West/Ngākōroa Interchange*’, when it should be for ‘*Drury West/Ngākōroa Interchange and Accessway*’ as per the originally lodged documents (copy of Form 18 attached) and to be consistent with the other two Drury stations in the programme.

Paerātā Accessway and Interchange (Designation 6311)

The purpose for this designation currently described in AUP Chapter K Designations (Designation Schedule – KiwiRail Holdings Ltd) as:

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

The purpose should be corrected to reflect the one applied for in the original ‘Form 1’ lodged with the EPA (copy attached) being:

‘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’

This will be consistent with all other designations for this project.

Conclusion

KiwiRail considers Clause 20A is the most appropriate mechanism for Auckland Council to use to correct the omissions. The purpose of Clause 20A is to correct minor errors in the AUP, including errors in the expression of a decision and amendment of designations in the AUP planning maps viewer. The errors identified are minor errors.

The Clause 20A correction sought in this letter will not pose additional effects to the affected owners and occupiers.

Please contact me if you have any questions.

Yours sincerely,

Joe McDougall
Senior RMA Adviser
KiwiRail

Joe.McDougall@kiwirail.co.nz
+64 27 279 0374

Attachments

- 1.1 Fast-track Consenting Notice of Requirement Application (Form 1) - Drury Central and Paerātā Stations
- 1.2 Form 18 – For the construction, operation, and maintenance of a new railway station and transport interchange at Drury West (Drury West Station).

Notice of Requirement

Under clause 2(2), Schedule 6 of the COVID-19 Recovery (Fast-track Consenting) Act 2020

This form is to be used to lodge a notice of requirement for a designation or to alter a designation for listed projects and referred projects under clause 2(2) of Schedule 6 to the COVID-19 Recovery (Fast-track Consenting) Act 2020 (“the Act”). If the project also includes a resource consent application please also complete the separate Resource Consent Application form.

All legislative references relate to the COVID-19 Recovery (Fast-track Consenting) Act 2020 unless otherwise stated.

The information required for notices of requirement is prescribed in clause 13 of Schedule 6 of the Act.

Your notice of requirement must:

- Include the information required (which is listed in the Notice of Requirement checklist on this form); and
- Comply with any restrictions or obligations, such as any information requirements included in Schedule 2 or 3 of the Act, as applicable.

The information you provide must be in sufficient detail that corresponds with the scale and significance of the effects that the activity may have on the environment, taking into account any proposals to manage the adverse effects through conditions. If these information requirements are not met, the Environmental Protection Authority (EPA) must return your notice of requirement.

If the project is planned to proceed in stages, please provide details of the nature and timing of the staging and indicative lodgement dates for each stage. Note that a new notice of requirement or application for resource consents should be lodged for each separate stage.

We recommend that you discuss the notice of requirement with the EPA before lodging the notice of requirement. Please contact the EPA:

By phone: 0800 080 065; or

By email: fasttrack@epa.govt.nz

Notices of requirement must be lodged with the EPA by email fasttrack@epa.govt.nz and in hard copy (six hard copies required). Hard copies are to be sent to the Environmental Protection Authority, Level 10, 215 Lambton Quay, Wellington.

Please also provide one copy of a redacted version (clearly labelled) that does not disclose personal contact details for you (the requiring authority), and for any other individual, including persons identified as owners or occupiers of land or affected persons.

All documents lodged with this notice of requirement, must be indexed.

Electronic documents shall be separated into smaller files less than 30MB.

Your personal and company information will be held by the EPA and used in relation to this notice of requirement. You have the right to access and correct personal information held by the EPA.

If the notice of requirement is accepted as complying with the requirements of clause 3(1) of Schedule 6 of the Act, it will be provided to specified parties invited to comment by the expert consenting panel. Any personal contact details (phone number, address and email) including any owners and occupiers listed in the notice of requirement documents, will not be made publicly available.

The notice of requirement (including business contact details) will be publicly available on our website.

All information held by the EPA is subject to the Official Information Act 1982.

We will recover from you the actual and reasonable costs incurred in respect of this notice of requirement. We may suspend processing your notice of requirement for non-payment of costs. A copy of the EPA Cost Recovery Policy is available on the EPA website: <https://www.epa.govt.nz/fast-track-consenting/making-an-application/>

Part 1: Requiring authority details

Project Name and identifier (as named in Schedule 2 or referral order): Drury Central and Paerata Stations	
Person or entity authorised to undertake project (as named in Schedule 2 or referral order): KiwiRail	
Key contact name: Pam Butler	
Phone: +64 0275 708571	Email: pam.butler@kiwirail.co.nz
Email address for service: pam.butler@kiwirail.co.nz	
Postal Address (if preferred method of service): N/A	

Consultant details

Company: Te Tupu Ngātahi	
Full name of consultant: Craig Hind	
Phone: 021 943 133	Email: craig.hind@supportinggrowth.nz
Email address for service: craig.hind@supportinggrowth.nz	
Postal Address (if preferred method of service): N/A	

If you are making this notice of requirement on behalf of the requiring authority please attach evidence that you are authorised to make this notice of requirement.

Please direct all correspondence from the EPA to:

- Applicant
- Consultant

Part 2: Type of notice of requirement

This notice of requirement is for the following:

- notice of requirement for a new designation
- notice of requirement to alter an existing designation

Part 3: Brief description of the notice of requirement

Please provide a brief description of the notice of requirement

Attach additional pages if required

KiwiRail are seeking resource consent for works related to the construction, operation and maintenance of new railway stations at Drury Central and Paerata - comprising platforms, a transport interchange, park and ride and accessways.

There are two NoRs for each station, as outlined below.

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

Drury Central Station

- NoR DC-S - new designation for Drury Central Station platforms
- NoR DC-I - new designation for Drury Central Station interchange and accessway

Paerata Station

- NoR P-S - new designation for Paerata Station platforms.
- NoR P-IA - new designation for Paerata Station interchange facilities and accessway.

Refer to the Assessment of Effects on the Environment in Volume 2 of this application for further details.

Part 4: Schedule of notice of requirement documents

List all documents submitted with the notice of requirement.

Attach additional pages if required

Attachment number	Document name and date	Author	Document version
01	Volume 1: Application Forms	Isabel Hand	1.0
02	Volume 2: Assessment of Effects on the Environment Appendix A – Assessment of Alternatives Appendix B – Relevant Statutory and Strategic Planning Documents Appendix C – Proposed Conditions	Isabel Hand, Kathleen Bunting, Kaylie Bramley, Liam Winter	1.0

	<p>Appendix D - Permitted Activities Table</p> <p>Appendix E – Summary of Ngāti Tamaoho CIA Recommendations and Project Response</p> <p>Appendix F – Summary of Ngaati Whanaunga CIA Recommendations and Project Response</p> <p>Appendix G – Summary of Ngāti Te Ata CIA Recommendations and Project Response</p> <p>Appendix H – Landowners and Occupiers</p> <p>Appendix I – Referral Order</p>		
03	Volume 3: Design Drawings	Joseph De La Torre, Alex Revell	G
04	<p>Volume 4: Supporting Technical Reports</p> <p>Assessment of Effects on Transport Social Impact Assessment</p> <p>Cultural Impact Assessment - Ngāti Te Ata</p> <p>Urban Design Evaluation and Framework</p> <p>Assessment of Effects on Historic Heritage</p> <p>Assessment of Effects on Ecology</p> <p>Arboricultural Assessment</p> <p>Assessment of Landscape and Visual Effects</p> <p>Assessment of Stormwater Effects</p> <p>Provisional Erosion and Sediment Control Plans</p> <p>Assessment of Groundwater and Ground Settlement Effects</p> <p>Contaminated Land Preliminary Site Investigation</p> <p>Assessment of Construction Noise and Vibration Effects</p>	<p>Refer to Volume 4 for these documents</p> <p>Siân Marek, Ayesha Weerappulige</p> <p>Jo Healy, Kelly Bingham</p> <p>Te Ara Rangatu O Te Iwi O Ngaati Te Ata Waiohua</p> <p>Elaine Chen, Sam Foster</p> <p>Arden Cruickshank</p> <p>Conor Reid, Kate Feickert, Michiel Jonker</p> <p>Craig Webb</p> <p>Julia Wick</p> <p>Justin Kirkman</p> <p>Henry Lissaman</p> <p>Hangjian Zhou, Sduduzo Ndokweni, Rhys Garton</p> <p>Anna Carter</p> <p>Sharon Yung, Claire Drewery</p>	1.0

	Assessment of Operational Noise Effects	Sharon Yung	
--	---	-------------	--

Part 5: Description of inquiries made to identify occupiers

Please explain what reasonable inquiries were made to identify the occupiers of the land on which the project is to be undertaken and the land adjacent to that land.

Attach additional pages if required

KiwiRail has undertaken a mail drop to landowners and occupiers of directly impacted and adjoining properties for the project area on 11 August 2021. These letters contained general information about the project and the COVID-19 Act and invited people to engage.

All rate-payers addresses were obtained from Auckland Council. This information was used to compile a comprehensive mailing list which is provided with this application. Where the address details matched the physical address, one letter was sent, where the rates address and the physical address differ, then a second letter was sent to the dwelling addressed to the occupier. The letters sent to addresses invited them to contact KiwiRail / Te Tupu Ngātahi for more information and requested that people provided their email details to keep up to date with project information. Anyone who responded to the letter with contact information was added to the KiwiRail database for this project.

Given the scale and significance of the effects of the project and the exceptional circumstances created by COVID-19 KiwiRail considers that it has made reasonable inquiries to compile the affected owner/occupier lists that are provided with this application, and engage with landowners and occupiers of adjacent sites.

Part 6: Is this notice of requirement part of a project planned to proceed in stages?

- Yes (see below)
- No

If the project is planned to proceed in stages, please provide details of the nature and timing of the staging and indicative lodgement dates for each stage. Note that a new notice of requirement or application for resource consents should be lodged for each separate stage.

Attach additional pages if required

The NoRs and resource consents provide for a full build-out station configuration.

Staged implementation of the station is provided for within this footprint, beginning with Stage One to be completed in 2024/5 and funded under NZUP. Staging of expansion beyond Stage One is uncertain, however, this offers flexibility for the stations to align with current and future land use scenarios, changes in usage demands over time and the availability of transport funding.

Part 7: Signature

I hereby certify that, to the best of my knowledge and belief, the information given in this notice of requirement is true and correct, and that I am authorised to make this notice of requirement.

I understand that the EPA can recover actual and reasonable costs incurred in relation to this notice of requirement.



Signature of applicant (or person authorised to make notice of requirement)

Olivia Poulsen, Executive GM Property

29/9/21

Date

Note: The information checklist on the following page must be completed prior to lodging this notice of requirement. The checklist is designed to assist you in providing all the relevant information. If a notice of requirement does not comply with all requirements then the EPA must return it to the person who lodged it.

Notice of Requirement Checklist

<p>In accordance with clause 13 of Schedule 6 of the COVID-19 Recovery (Fast-track Consenting) Act 2020 the following information must be provided in notices of requirement for listed or referred projects:</p> <p>(all clauses in this checklist are from Schedule 6 of the Act)</p>	<p>Notice of Requirement Reference (Section and page)</p>	<p>✓</p>
<p>A description of the site to which the notice of requirement applies (clause 13(1)(a))</p>	<p>Volume 2: Assessment of Effects on the Environment:</p> <ul style="list-style-type: none"> • Part A, Section 1.2, Page 22 • Part E, Section 6.2, Page 101 • Part F, Section 13.2, Page 217 <p>Volume 3: Design Drawings</p>	<p>✓</p>
<p>Information on the effects of the proposed project or work on the environment, together with a description of how any adverse effects will be mitigated (clause 13(1)(b))</p>	<p>Volume 2: Assessment of Effects on the Environment:</p> <p>Section 10 (page 149) and 17 (page 262)</p> <p>Volume 4: Supporting Technical Reports</p>	<p>✓</p>
<p>Confirmation that the notice of requirement complies with clause 3(1) (clause 13(1)(c))</p>	<p>Volume 2: Assessment of Effects on the Environment:</p> <ul style="list-style-type: none"> • Section 20.5, page 366 <p>Appendix F - Additional</p>	<p>✓</p>

<p>In accordance with clause 13 of Schedule 6 of the COVID-19 Recovery (Fast-track Consenting) Act 2020 the following information must be provided in notices of requirement for listed or referred projects:</p> <p>(all clauses in this checklist are from Schedule 6 of the Act)</p>	<p>Notice of Requirement Reference (Section and page)</p>	<p>✓</p>
	<p>Information Required by the Referral Order.</p>	
<p>An assessment of the project or work against—</p> <p>(i) Part 2 of the Resource Management Act 1991 and the purpose of this Act; and</p> <p>(ii) any relevant provisions in any of the following documents:</p> <p>(a) a national policy statement:</p> <p>(b) a New Zealand coastal policy statement:</p> <p>(c) a regional policy statement or proposed regional policy statement:</p> <p>(d) a plan or proposed plan:</p> <p>(e) a planning document recognised by a relevant iwi authority and lodged with a local authority.</p> <p>(clause 13(1)(d) and clause 13(4))</p>	<p>Volume 2: Assessment of Effects on the Environment:</p> <ul style="list-style-type: none"> Section 20.2, page 318 	<p>✓</p>
<p>Information about any Treaty settlements that apply in the project area, including—</p> <p>(i) the identification of the relevant provisions in those Treaty settlements; and</p> <p>(ii) a summary of any redress provided by those settlements that affects natural and physical resources relevant to the project or project area</p> <p>(clause 13(1)(e))</p>	<p>Volume 2: Assessment of Effects on the Environment:</p> <ul style="list-style-type: none"> Section 20.2 (page 318), 7.4.5 (page 133), 10.7.1 (page 173), and 20.3 (page 330) 	<p>✓</p>
<p>The full name and address of —</p> <p>(i) each owner of the land to which the notice of requirement relates and of the land adjacent to that land; and</p> <p>(ii) each person who, after reasonable inquiry, is known by the requiring authority to be an occupier of the land to which the notice relates and of the land adjacent to that land</p> <p>(clause 13(1)(f))</p>	<p>Volume 2: Assessment of Effects on the Environment:</p> <ul style="list-style-type: none"> Appendix G – List of Properties within and adjacent to the site 	<p>✓</p>

<p>In accordance with clause 13 of Schedule 6 of the COVID-19 Recovery (Fast-track Consenting) Act 2020 the following information must be provided in notices of requirement for listed or referred projects:</p> <p>(all clauses in this checklist are from Schedule 6 of the Act)</p>	<p>Notice of Requirement Reference (Section and page)</p>	<p>✓</p>
<p>An assessment of whether the project or work and the designation sought are reasonably necessary for achieving the objectives of the requiring authority (clause 13(1)(g))</p>	<p>Volume 2: Assessment of Effects on the Environment:</p> <ul style="list-style-type: none"> Section 20.6 (page 367) 	<p>✓</p>
<p>Any consideration of alternative sites, routes, or methods of undertaking the project or work (clause 13(1)(h))</p>	<p>Volume 2: Assessment of Effects on the Environment:</p> <p>Appendix A – Alternative Assessment</p>	<p>✓</p>
<p>A list of the resource consents needed for the project or work and whether these have been applied for (clause 13(1)(i))</p>	<p>Volume 2: Assessment of Effects on the Environment:</p> <p>Section 9 (page 143) and 16 (page 256)</p>	<p>✓</p>
<p>A description of any consultation undertaken with parties likely to be affected by the project or work and the designation (clause 13(1)(j))</p>	<p>Volume 2: Assessment of Effects on the Environment:</p> <ul style="list-style-type: none"> Part D (page 84) Appendix G – List of Properties within and adjacent to the site 	<p>✓</p>
<p>A cultural impact assessment prepared by or on behalf of the relevant iwi authority; or if a cultural assessment is not provided, a statement of the reasons (if any) given by the relevant iwi authority as to why an assessment is not being provided (clause 13(1)(k) and clause 13(1)(l))</p>	<p>Volume 2: Assessment of Effects on the Environment:</p>	<p>✓</p>

<p>In accordance with clause 13 of Schedule 6 of the COVID-19 Recovery (Fast-track Consenting) Act 2020 the following information must be provided in notices of requirement for listed or referred projects:</p> <p>(all clauses in this checklist are from Schedule 6 of the Act)</p>	<p>Notice of Requirement Reference (Section and page)</p>	<p>✓</p>
	<p>Refer to Section 10.7 (page 173)</p>	
<p>Any conditions that the requiring authority proposes for the designation (clause 13(1)(m))</p>	<p>Volume 2: Assessment of Effects on the Environment: Appendix C – Conditions</p>	<p>✓</p>
<p>In the case of a referred project, all additional information required by the relevant referral order (clause 13(2))</p>	<p>Volume 2: Assessment of Effects on the Environment: Section 20.5 (page 366)</p>	<p>✓</p>

<p>Other restrictions or obligations</p>	<p>Notice of Requirement Reference (Section and page)</p>	<p>✓</p>
<p>In the case of a listed project, the notice of requirement complies with any restrictions or obligations listed in Schedule 2</p> <p>OR</p> <p>In the case of a referred project, the notice of requirement complies with any restrictions or obligations included in Schedule 3 and the referral order</p>	<p>Volume 2: Assessment of Effects on the Environment: This application does not include any prohibited activities (refer to Table 9-2 (page 143) and 16-2 (page 256)) and does not occur within a coastal area</p>	<p>✓</p>

Evidence of authorisation	Notice of Requirement Reference (Section and page)	✓
Evidence of authorisation if you are making this notice of requirement on behalf of the requiring authority who must be a person authorised in accordance with section 15 of the Act	This document (Volume 1) has been prepared by Te Tupu Ngātahi and has been signed by KiwiRail, as the applicant	✓

NOTICE OF REQUIREMENT FOR DESIGNATION OF LAND UNDER SECTION 168(2) OF THE RESOURCE MANAGEMENT ACT 1991

To: Auckland Council
From: KiwiRail Holdings Limited

KiwiRail Holdings Limited (KiwiRail), as a Requiring Authority under section 167 of the Resource Management Act 1991, gives notice of a requirement (NoR) for a designation in the Auckland Unitary Plan in respect of a project, being the construction, operation, and maintenance of a new railway station and transport interchange at Drury West (Drury West Station).

1. SUMMARY

KiwiRail is the requiring authority and applicant for the Drury West Station Project. Two NoRs are sought for the Project – NoR DW-S and NoR DW-IA. This form is for NoR DW-IA, which is for the construction, operation, and maintenance of the transport interchange facilities and accessways associated with the Project. The adjoining NoR DW-S is for the construction, operation, and maintenance of the station platforms and station buildings.

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

The Project objective for Drury West Station is to:

Provide for a railway station on the North Island Main Trunk railway line in the Drury West area, and associated transport interchange facilities and station access, in a way which:

- (a) Enables safe access to the railway in the Drury West area;*
- (b) Supports future growth; and*
- (c) Improves mode choice by providing access to the railway via a range of attractive and sustainable transport options.*

2. THE SITE TO WHICH THE REQUIREMENT APPLIES IS AS FOLLOWS:

The area of the proposed NoR DW-IA is shown on the Designation Plans included in **Attachment A** of this Notice. The land directly affected by the requirement is identified in the Schedule of Directly Affected Property included in **Attachment B** of this Notice.

NoR DW-IA applies to a total area of approximately 126,144m², and comprises two sub-areas – a northern area of 99,412m²; and a southern area of 26,732m² between the North Island Main Trunk (NIMT) railway line and Burt Road. Both parts of NoR DW-IA adjoin NoR DW-S, which contains the station platforms and buildings.



NoR DW-IA applies to five land parcels (not including legal roads) totalling approximately 114,162m² as follows:

- 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); and
- 41 Jesmond Road (Lot 1 DP 12364).

NoR DW-IA applies to legal roads (and associated existing designations and lodged NoRs) totalling approximately 11,982m² as follows:

- Karaka Road (State Highway 22) – contained within existing Waka Kotahi designation 6707. Waka Kotahi is currently seeking to alter designation 6707 to provide for an upgrade of the road;
- Jesmond Road – the proposed upgrade of Jesmond Road is subject of a NoR by Auckland Transport; and
- Burt Road.

3. THE NATURE OF THE PROPOSED WORKS IS:

The proposed work is the construction, operation, and maintenance of the transport interchange facilities and accessways for the Drury West Station. The nature of the proposed works is described in full in section 5 of Volume 2 – *Assessment of Effects on the Environment* (AEE) report.

In summary, the proposed works within NoR DW-IA include:

- Transport interchange facilities, including park-and-ride and pick-up-and-drop-off facilities, bus interchange and layover facilities, cycle parking facilities, and pedestrian facilities;
- Multi-modal accessways from Karaka Road and Burt Road to the north and south respectively;
- Associated works including bridges, culverts, stormwater management systems, embankments, and retaining; and
- Construction activities, including vegetation removal, construction compounds, and laydown areas.

4. THE NATURE OF THE PROPOSED CONDITIONS THAT WOULD APPLY IS:

The proposed conditions that will apply to the work are included in Volume 2, Appendix C of the application documents.

5. THE EFFECTS THAT THE PROPOSED WORK WILL HAVE ON THE ENVIRONMENT, AND THE WAYS IN WHICH ANY ADVERSE EFFECTS WILL BE MITIGATED, ARE:

The AEE report contains an assessment of the effects on the environment from the Project (section 9), and the proposed measures to avoid, remedy or mitigate adverse effects of the Project (section 10).



Positive Effects

The Project will generate a range of positive effects, and are described in detail in section 9 of the AEE report. The core transport benefits of the Project are summarised as follows:

- Accessibility – The Project increases the population, jobs, and households accessible by public transport; and reduces travel times to key destinations by public transport to and from Drury West;
- Mode Shift – The Project results in a significant mode shift to public transport and to active modes (given that the Project will act as a trip generator for active mode trips);
- Health – The Project will result in health benefits by acting as a trip generator for active mode trips, and by reducing vehicle air emissions as a result of mode shift;
- Climate Impact Reduction – The mode shift attributable to the Project in turn results in reductions in enabled CO₂ emissions, fuel consumption litres, NO_x, NO₂, and particulate matter emissions;
- Safety Benefits – The mode shift attributable to the Project also results in safety benefits by reducing the number of private vehicles using the road network.

Adverse Effects

There will be a range of potential adverse effects during the construction and operational phases of the Project. These are assessed in the following sections of the AEE report:

- Traffic and Transport – section 9.1;
- Landscape and Visual – section 9.2;
- Noise and Vibration – section 9.3;
- Social – section 9.4;
- Cultural – section 9.5;
- Historic Heritage – section 9.6;
- Stormwater, Flooding, and Erosion and Sediment Control – section 9.7;
- Hydrogeology – section 9.8;
- Ecology – section 9.9;
- Contaminated Land – section 9.10; and
- Network Utilities – section 9.11.

The AEE report sections outlined above draws on information provided in the Supporting Technical Assessment Reports (contained in Volume 4 of the application documents).

6. ALTERNATIVE SITES, ROUTES, AND METHODS HAVE BEEN CONSIDERED TO THE FOLLOWING EXTENT:

The process by which alternative sites, routes, and methods for the Project, including the transport interchange facilities and accessways contained within NoR DW-IA, is detailed in Volume 2, Appendix A – *Assessment of Alternatives* report, and summarised in section 7 of the AEE report.

The transport interchange facilities and accessways were the subject of a comprehensive and robust optioneering process taking account of Mana Whenua, stakeholder and landowner feedback, and specialist assessment inputs. Alternatives were assessed at all stage of Project development,



commencing at a broad scale, and systematically narrowing in spatial scope before preferred options were finally identified.

7. THE PROPOSED WORK AND DESIGNATION ARE REASONABLY NECESSARY FOR ACHIEVING THE OBJECTIVES OF THE REQUIRING AUTHORITY BECAUSE:

The works and designation are reasonably necessary to meet KiwiRail's objectives. As noted above and stated in sections 5.2 of the AEE, KiwiRail's objective for the Drury West Station Project is to:

Provide for a railway station on the North Island Main Trunk railway line in the Drury West area, and associated transport interchange facilities and station access, in a way which:

- (a) Enables safe access to the railway in the Drury West area;*
- (b) Supports future growth; and*
- (c) Improves mode choice by providing access to the railway via a range of attractive and sustainable transport options.*

The proposed works and the extent of the proposed designation are reasonably necessary to achieve this objective because it:

- Will result in a new railway station on the NIMT in the Drury West area;
- Will be safely accessible by multiple transport modes from both sides of the NIMT; and
- Has been sized and located to support the travel demands associated with the long-term growth and urbanisation of the wider Drury West area, and to support a mode shift to public transport and active modes.

The proposed designation is reasonably necessary as a planning tool because it:

- Identifies and protects the land required for the transport interchange facilities and accessways, and will enable KiwiRail to carry out the proposed works with an appropriate degree of flexibility for a project of this scale;
- The proposed transport interchange facilities and accessways are not provided for in the Auckland Unitary Plan Future Urban Zone provisions;
- Provides certainty that the Project will proceed, and certainty to the public that a public work is intended on the site.

Further detail is contained in section 12.3.1 of the AEE report.

8. THE FOLLOWING RESOURCE CONSENTS ARE NEEDED FOR THE PROPOSED ACTIVITY AND HAVE BEEN APPLIED FOR:

Resource consents are being sought concurrently with this NoR. The full list of resource consents sought are contained in section 8 of the AEE report, and are summarised as follows as relevant to NoR DW-IA:

- Resource consents for the disturbance of contaminated, or potentially contaminated land, under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011;



- Resource consents for specified infrastructure works within rivers, streams, and natural wetlands, and for the construction of culverts not meeting permitted standards, under the Resource Management (National Environmental Standards for Freshwater) Regulations 2020;
- Resource consents for the following activities under the Regional Plan provisions of the Auckland Unitary Plan:
 - Activities (including structures and associated works) in, on, under, or over the bed of streams;
 - Water take, use, and diversion;
 - Development of a new high contaminant generating carpark;
 - Vegetation removal;
 - Diversion and discharge of stormwater runoff to land or water;
 - Bulk earthworks and associated sediment discharges; and
 - Discharge of contaminants to land.

9. THE FOLLOWING CONSULTATION HAS BEEN UNDERTAKEN WITH PARTIES THAT ARE LIKELY TO BE AFFECTED:

Consultation and engagement is ongoing with various parties who are directly affected by or have an interest in the Project including Mana Whenua, property owners and occupiers, Auckland Council, developers, network utility operators, community groups, and the wider community. Engagement activities have included face-to-face meetings, video conferences, phone calls, workshops, hui, online information, and open days.

The consultation undertaken is detailed in section 4 of the AEE report.

10. EXTENDED LAPSE PERIOD PROPOSED:

Under section 184(1) of the RMA, a designation lapses on the expiry of five years from the date on which it is included in the district plan unless it is given effect to, substantial progress or effort has been made to give effect to, or a different period is specified when incorporated into the plan. Stage One is currently proposed to be completed and operational by 2025, thereby giving effect to the Project, and allowing for future stages to be built within the limits set by the NoRs and resource consents.

However, a need for a longer lapse period has been identified to allow for potential delay given the uncertainty of construction timeframes and access to materials due to COVID-19, and the clear intent to deliver the Project in stages. Therefore, pursuant to section 184(1)(c) of the RMA, KiwiRail proposes a lapse period of 15 years for the implementation of the proposed designation.

11. INFORMATION REQUIRED TO BE INCLUDED IN THIS NOTICE BY THE AUCKLAND UNITARY PLAN OR ANY REGULATION MADE UNDER THE RESOURCE MANAGEMENT ACT 1991:

KiwiRail attaches the following information required to be included in this Notice by the Auckland Unitary Plan, or other regulations made under the RMA:

- Volume 1 – Form 18 Notices of Requirement and attachments;
- Volume 2 – Assessment of Effects on the Environment, and the following Appendices:
 - Appendix A – Assessment of Alternatives;



- Appendix B – Relevant Statutory and Strategic Planning Documents;
- Appendix C – Proposed Conditions;
- Appendix D – Permitted Activity Table;
- Appendix E – Ngāti Tamaoho Cultural Impact Assessment Summary; and
- Appendix F – Ngāti Te Ata Waiohua Cultural Impact Assessment Summary.
- Volume 3 – Drawing Set; and
- Volume 4 – Supporting Technical Assessment Reports.

Signed on behalf of KiwiRail Holdings Limited:

A handwritten signature in black ink, appearing to read "D Gordon".

David Gordon
Acting Chief Executive

28 June 2022





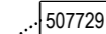
Attachment A – Designation Plans



Designation Plan

Land to be Designated
Drury West Station Interchange
Facilities and Accessway
(NoR DW-IA)

Legend

-  Proposed Designation
-  Parcel Boundaries
-  507729 Property ID



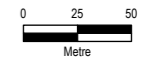
This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.

Map intended for distribution as a PDF document.
Scale may be incorrect when printed.

Contains information sourced from LINZ. Crown Copyright Reserved.

Aerial imagery supplied by Nearmap Australia Pty Ltd

Map Scale @ A3: 1:3,500



Revision	Author	Verified	Approved	Date
1	BAP	RR9	LW	04/04/2022



Client: **KiwiRail**

Discipline: **GIS**

Project: **Drury West Station**

Drawing No: **SGA-PA-031**



Attachment B – Schedule of Directly Affected Property

Property ID	Address	Intent	Title Number	Legal Description	Land To Be Designated (m2) (approx)
607487		Road			3099
607494	41 Jesmond Road	DCDB	NA426/8	Lot 1 DP 12364	2556
607501		Road			2766
607520	16 Jesmond Road	DCDB	NA61D/983	Allot 425 PSH OF Opaheke	458
607524		Road			295
607529	16 Jesmond Road	Fee Simple Title	NA61D/983	Part Lot 1 DP 82833	1869
607534	160 Karaka Road	DCDB	NA117B/535	Lot 5 DP 187179	385
607542		Road			5374
607554	110 Karaka Road	DCDB	NA117B/536	Lot 6 DP 187179	82610
607622	647 Burt Road	Fee Simple Title	NA87C/819	Lot 1 DP 147116	26284
607695		Road			448

Attachment 2: Designation 6313 Drury West/Ngākōra
Interchange and Accessway underscored

6313 Drury West/Ngākōroa Interchange and Accessway

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

Purpose

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

Definitions

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

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

Term	Definition
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the Construction Works.
Stage of Work	Any physical works that require the development of an Outline Plan.
Stage One works	Means the physical works to construct the Project in its Stage One configuration, which includes but is not limited to station platforms, transport interchange facilities, and accessways.
Stakeholder	Means the following: <ul style="list-style-type: none"> MADE Group Limited and Karaka Drury Limited; Lomai Properties Limited; Catholic Diocese of Auckland; Kāinga Ora; First Gas Limited; Counties Power; Minister of Housing; Fisher & Paykel Healthcare Limited; Waka Kotahi NZ Transport Agency; Auckland Transport; and The owners and occupiers of: <ul style="list-style-type: none"> The land on which the Project is to be undertaken; and The Surrounding Land (as defined below).
stakeholder	Means a relevant affected party to be consulted on a construction specific management plan.
Surrounding Land	Means the properties listed and identified in Schedule 2.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Suitably Qualified and Experienced Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence.
Urban Design Evaluation and Framework	Means the ' <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
General Conditions	
1	<p>Activity in general accordance with plans and information</p> <p>(a) Except as modified by the conditions below, and subject to final design and Outline Plan(s), works shall be undertaken in general accordance with the Project Description and Concept Plans in Schedule 1.</p> <p>(b) Where there is inconsistency between the Project Description and Concept Plans in Schedule 1, and the requirements of the following conditions, the conditions shall prevail.</p> <p>(c) Where there is inconsistency between the Project Description and Concept Plans in Schedule 1, and the management plans prepared in accordance with the conditions of the designation, the requirements of the management plans shall prevail.</p> <p>Advice Note: Project works requiring resource consent under regional plan provisions and National Environmental Standards were applied for concurrently, and are referenced by the Council as consent numbers BUN60405312, LUC60405314, WAT60405315, DIS60405313, DIS60405317, and LUS60408702.</p>
2	<p>Designation Review</p> <p>As soon as practicable following Completion of Construction the Requiring Authority shall:</p> <p>(a) review the extent of the designation to identify any areas of designated land that it no longer requires for the long-term development, operation, maintenance or mitigation of effects of the Project, including any areas of road to be vested;</p> <p>(b) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above; and</p> <p>(c) Undertake a regular review (five-yearly) of the ongoing requirements for the park-and-ride facility, and how the facility is integrated with the adjacent land use.</p>
3	<p>Designation Lapse</p> <p>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within fifteen years from the date on which it is included in the AUP.</p>
4	<p>Outline Plan of Works</p> <p>(a) An Outline Plan (or Plans) for the Project shall be prepared and submitted to the Council in accordance with section 176A of the RMA.</p> <p>(b) An Outline Plan (or Plans) shall include any relevant management plan for the particular design, construction, or operational matters being addressed in the Outline Plan.</p> <p>(c) An Outline Plan shall only be prepared in consultation with Stakeholders where the works involve any of the matters identified in condition 7(a).</p> <p>(d) Where an Outline Plan is required to be prepared under condition 4(c), the following consultation process is required to be followed:</p> <p>(i) Four months prior to any Construction Works being undertaken, the draft Outline Plan prepared by the Requiring Authority shall be submitted to the Stakeholders for comment;</p> <p>(ii) The Stakeholders will have three weeks from the date of submission of the draft Outline Plan to send comments on the draft Outline Plan to the Requiring Authority; and</p> <p>(iii) The Requiring Authority shall consider the comments to the draft Outline Plan, record whether it accepts the comments or not, and if not provide reasons why when it submits the Outline Plan to Council.</p>
5	<p>Management Plans</p> <p>(a) Any management plan, required to be prepared under a condition shall be:</p> <p>(i) prepared and implemented in accordance with the relevant management plan condition</p>

Ref	Condition
	<p>(refer to Conditions 7-9, 12, 13, 16, 17 and 18);</p> <ul style="list-style-type: none"> (ii) prepared by a Suitably Qualified and Experienced Person(s); and (iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CMP, and CNVMP Schedules. <p>(b) Any management plan, shall summarise comments received from Mana Whenua, stakeholders, and Stakeholders (as may be required by the relevant condition), along with a summary of where comments have:</p> <ul style="list-style-type: none"> (i) Been incorporated; and (ii) Where not incorporated, the reasons why; <p>(c) Any management plan developed in accordance with Condition 5 may:</p> <ul style="list-style-type: none"> (i) Be prepared and submitted as a joint document for both NoRs. (ii) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation. (iii) If there is a material change required to a management plan which has been submitted with an Outline Plan in accordance with Condition 5, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision; <p>(d) Any material changes to the SCMPs are to be submitted to the Council for information as soon as practicable following identification for the need for any material changes.</p> <p>(e) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 7-19.</p>

Mana Whenua Engagement Forum (MEF)

6	<ul style="list-style-type: none"> (a) Within three months of confirmation of the designation the Requiring Authority must establish a kaitiaki Mana Whenua Engagement Forum (MEF) (or similar) to provide for an on-going role in the design and construction of the Project and is to maintain this forum for the duration of the Construction Works. (b) The objective of the MEF is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection in the Project design and construction phases and to develop agreed measures and mechanisms to avoid, remedy or mitigate adverse effects on Mana Whenua values including opportunities for expression of cultural values through design and input into relevant management plans. (c) The frequency at which the MEF meets and the format or nature of the meetings shall be agreed between the Requiring Authority and the MEF. (d) The role of the MEF is to facilitate consultation and enable Mana Whenua to provide input into (but not limited to): <ul style="list-style-type: none"> (i) roles and responsibilities of Mana Whenua, including in relation to design and development of the Project; (ii) preparation of management plans; (iii) cultural monitoring activities to be undertaken; (iv) developing and participating in archaeological investigations and processes; (v) identifying opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the project area; (vi) Mana Whenua outcomes and wellbeing aspirations; and (vii) incorporating cultural narratives into the design of the Project. (e) The Requiring Authority must extend an invitation for membership on the MEF to (but not limited to) representatives of:
---	--

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

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

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

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

Ref	Condition
	<ul style="list-style-type: none"> (vii) procedures for incident management; (viii) methods to ensure prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances; (ix) procedures for responding to complaints about Construction Works; (x) details of any environmental awareness training procedures for staff as relevant; (xi) methods for amending and updating the CEMP as required; (xii) identification of cultural monitoring activities as set out in the Cultural Monitoring Plan; (xiii) description of how the Construction Works will be undertaken in conjunction or coordination with, and will not preclude, any construction or other works to the extent known by the Requiring Authority (including realignment of the First Gas transmission pipeline); and (xiv) any other measures to achieve the objective set out in Condition 8(b).

Construction Traffic Management Plan (CTMP)

9	<ul style="list-style-type: none"> (a) A CTMP shall be prepared prior to the Start of Construction. (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic and transport effects. To achieve this objective, the CTMP shall include: <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic, with consideration of cumulative construction effects from other projects occurring in the area (as relevant); (ii) measures to manage the safety of all transport users. This may include, but shall not be limited to: <ul style="list-style-type: none"> (aa) identification of detour routes (bb) temporary speed limits; and (cc) other methods to safely manage and maintain traffic flows, pedestrians and cyclists, on existing roads. (iii) methods to maintain functional and operational vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be maintained; (iv) methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services; (v) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (vi) identification of site access routes and access points for heavy vehicles, the size and location of parking areas sufficient for plant, construction vehicles and the vehicles of workers and visitors with a view to ensuring that no construction-related parking occurs on public roads unless for the express purpose of completing works on/adjacent to the road, is supported by a Temporary Traffic Management Plan, and vehicles are parked clear of operating lanes and sealed shoulders; (vii) identification of any appropriate traffic management measures; (viii) methods that will be undertaken to communicate traffic management measures to affected road users, pedestrians and cyclists (e.g. residents/public/stakeholders/emergency services); (ix) methods to address delays and risks associated with traffic turning right out of the site at the intersection of Karaka Road and Jesmond Road, including worker vehicles leaving the site during the PM peak period; and (x) any other measures to achieve the objective set out in Condition 9(b). <p>Advice Note: The consent holder will be responsible for ensuring all necessary permits, such as Corridor Access Requests (CAR) permits are obtained from Auckland Transport. See Auckland Transport's website</p>
----------	--

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

Construction Noise and Vibration

10	<p>Construction Noise standards</p> <p>(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards at any occupied residential building set out in the following table as far as practicable:</p> <p>Table 1: Construction noise standards</p> <table border="1"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L_{Aeq}(15min)</th> <th>L_{AFmax}</th> </tr> </thead> <tbody> <tr> <td colspan="4">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 _{Aeq} (15min)	L _{AFmax}	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Saturday	0630h - 0730h	45 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB	0730h - 1800h	55 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Other occupied buildings				All	0730h – 1800h	70 dB		1800h – 0730h	75 dB	
Day of week	Time period	L _{Aeq} (15min)	L _{AFmax}																																																								
Occupied activity sensitive to noise																																																											
Weekday	0630h - 0730h	55 dB	75 dB																																																								
	0730h - 1800h	70 dB	85 dB																																																								
	1800h - 2000h	65 dB	80 dB																																																								
	2000h - 0630h	45 dB	75 dB																																																								
Saturday	0630h - 0730h	45 dB	75 dB																																																								
	0730h - 1800h	70 dB	85 dB																																																								
	1800h - 2000h	45 dB	75 dB																																																								
	2000h - 0630h	45 dB	75 dB																																																								
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB																																																								
	0730h - 1800h	55 dB	85 dB																																																								
	1800h - 2000h	45 dB	75 dB																																																								
	2000h - 0630h	45 dB	75 dB																																																								
Other occupied buildings																																																											
All	0730h – 1800h	70 dB																																																									
	1800h – 0730h	75 dB																																																									

Ref	Condition																			
	otherwise provided for in the CNVMP as required by Condition 12, then the methodology in Condition 13 [Schedule] shall apply																			
11	<p>Construction Vibration Standards</p> <p>(a) Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 '<i>Structural Vibration – Part 3: Effects of Vibration on Structures</i>' for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.</p> <p>Table 2 Construction vibration criteria</p> <table 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	
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																		
12	<p>Construction Noise and Vibration Management Plan (CNVMP)</p> <p>(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve, or otherwise minimise any exceedances of, the construction noise and vibration standards set out in Conditions 10 and 11 as far as practicable.</p> <p>(c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '<i>Acoustics – Construction Noise</i>' (NZS6803:1999) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> (i) Description of the works and anticipated equipment/processes; (ii) Hours of operation, including times and days when construction activities will occur; (iii) The construction noise and vibration standards for the Project; (iv) Identification of receivers where noise and vibration standards apply; (v) A hierarchy of management and mitigation options, and identification of the Best Practicable Option; (vi) Methods and frequency for monitoring and reporting on construction noise and vibration; (vii) Procedure for responding to monitored exceedances; (viii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints; (ix) Contact details of the Project Liaison Person or site supervisor; (x) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (xi) Procedures for monitoring construction noise and vibration and reporting to the Council. (xii) Identification of areas where compliance with the noise [Condition 10] and/or vibration standards [Condition 11 Category A or Category B] will not be practicable and the specific management controls to be implemented and consultation requirements with owners and 																			

Ref	Condition
	<p>occupiers of affected sites.</p> <ul style="list-style-type: none"> (xiii) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 10] and/or vibration standards [Condition 11 Category B] will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls; (xiv) Procedures for review and update of the CNVMP; and (xv) Any other measures to achieve Condition 12(b).
13	<p>Schedule to a CNVMP</p> <ul style="list-style-type: none"> (a) A Site-Specific Construction Noise and/or Vibration Management Schedule (Schedule) shall be prepared in consultation with the owners and occupiers of sites subject to the Schedule, when: <ul style="list-style-type: none"> (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 8, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> (aa) 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or (bb) 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days. (ii) Construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 11. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as: <ul style="list-style-type: none"> (i) activity location, start and finish dates; (ii) The nearest neighbours to the activity; (iii) a location plan; (iv) predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Clause (a); (v) The proposed Best Practicable Option mitigation for the activity/location; (vi) The proposed communications with neighbours; and (vii) Location, times and types of monitoring.
14	<p>Building Damage Pre Condition Survey</p> <ul style="list-style-type: none"> (a) The Requiring Authority shall write to identified owners of buildings predicted to receive vibration levels exceeding Category A (Condition 11), to offer a pre-construction condition survey of such buildings. The objective of the survey is to document the building's current condition and any existing damage. The pre-condition survey shall include the following: <ul style="list-style-type: none"> (i) building classification (i.e. commercial, industrial, historic or other sensitive structure); (ii) building specific vibration damage risk thresholds; (iii) recordings (including photographs) of major building features, including location, type, construction type (including foundation type), age and present condition; and (iv) any damage, either aesthetic or structural. (b) For each Building identified as likely to receive vibration levels exceeding Category A, the Requiring Authority is deemed to have complied with clause (a) if: <ul style="list-style-type: none"> (i) The Requiring Authority's specialist has visited the building and assessed the pre-construction condition of the building; or (ii) Written evidence is provided to Council that the building owner does not require a survey; or (iii) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant) after reasonable attempts; or (iv) The building owner did not agree to entry including where the owner did not respond after

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

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>
Cultural Monitoring Plan	
17	<p>(a) Prior to the start of Construction Works, a Cultural Monitoring Plan (CMP) shall be prepared in collaboration with Mana Whenua through the MEF.</p> <p>(b) The objective of the Cultural Monitoring Plan is to provide Mana Whenua the opportunity to reconnect with the whenua as kaitiaki and express tikanga and kawa responsibilities.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <p>(i) requirements for formal dedication and / or cultural oversight to be undertaken prior to start of Construction;</p> <p>(ii) requirements and protocols for cultural inductions for contractors and subcontractors working on the site;</p> <p>(iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</p> <p>(iv) identification of personnel to undertake cultural monitoring; and</p> <p>(v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition 19.</p> <p>(d) If the Requiring Authority and Mana Whenua agree, other matters can be included in the CMP.</p> <p>(e) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p>Advice Note: Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>
Network Utility Management Plan	
18	<p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the NUMP is to set out a framework for protecting, relocating, and working in proximity to existing network utilities. The NUMP shall include methods to:</p> <p>(i) Provide access for maintenance at all reasonable times, or emergency works at all times during</p>

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

Ref	Condition
	<ul style="list-style-type: none"><li data-bbox="236 181 799 210">• 10pm-5am: 45dB LAeq and 75dB LAFmax. <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:

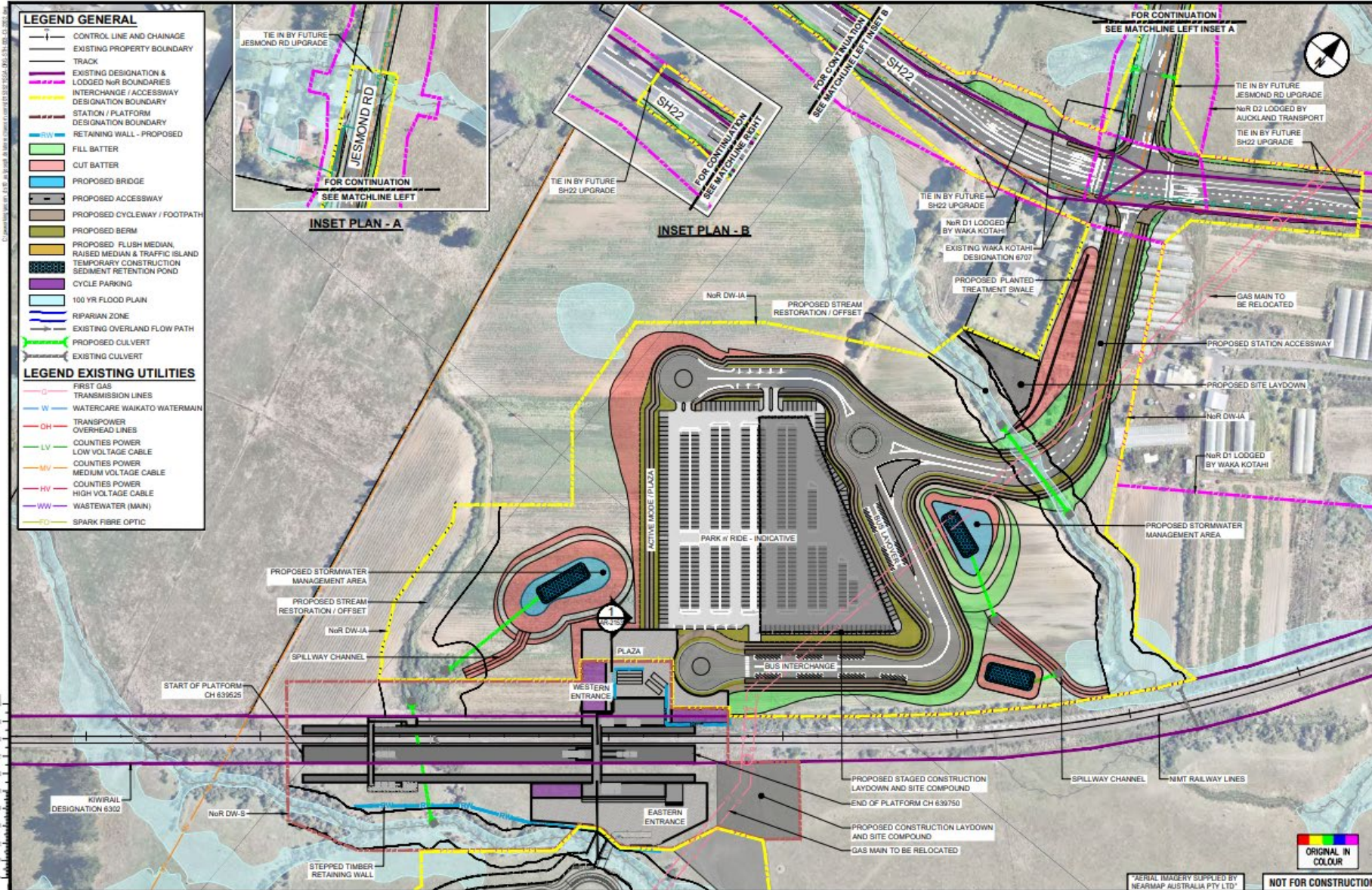
- Railway station generally between chainages 639525 and 639750 on the NIMT, associated buildings and facilities, and bridge accesses between station platforms and buildings;
- Transport interchange facilities, including:
 - Bus stops and layover facilities;
 - Bicycle parking facilities;
 - Park-and-ride 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.

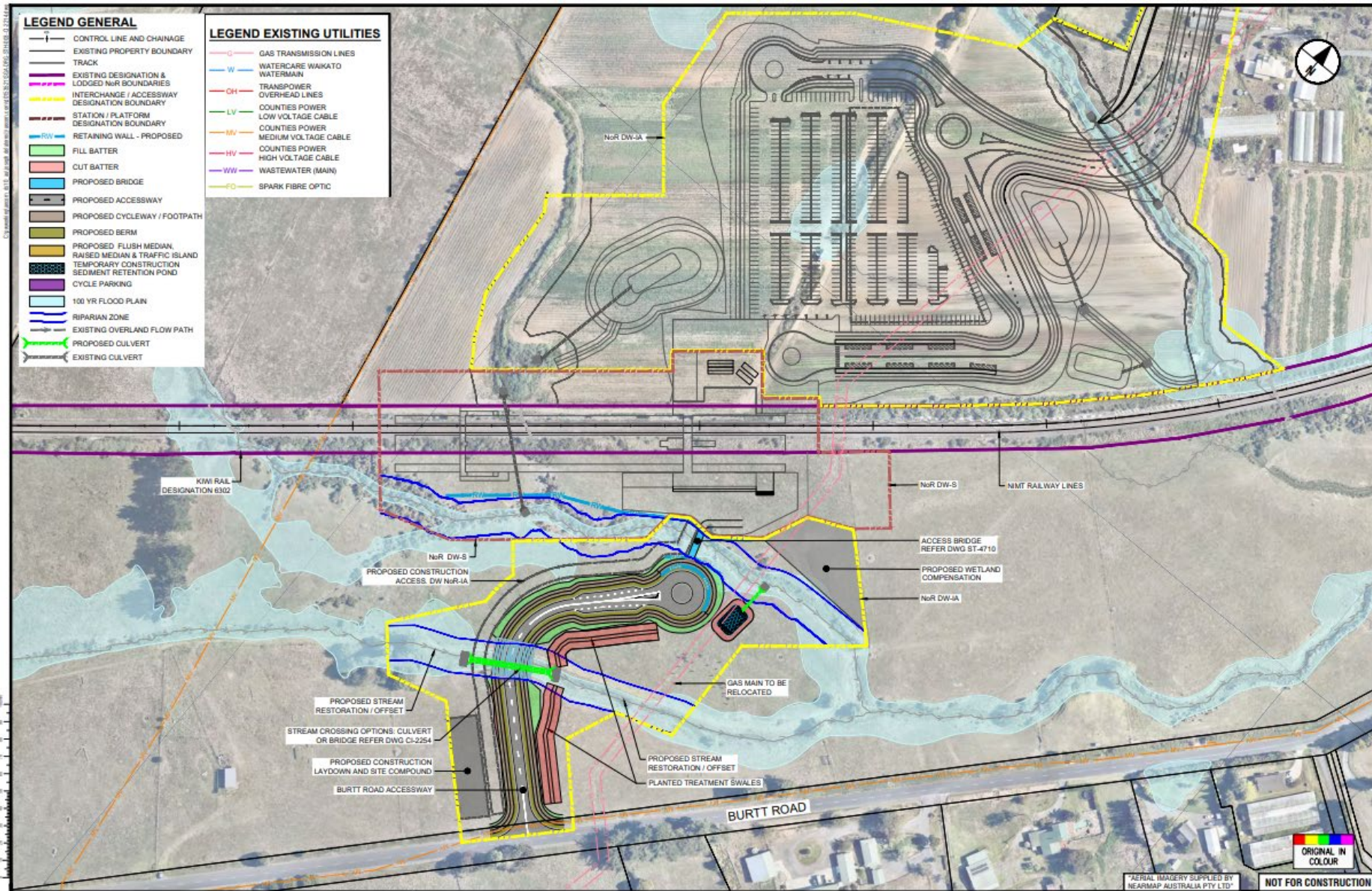
NoR	Spatial attribute	Stage One works (indicative)	Full build-out
DW-S	Number of platforms	Two	Four (in anticipation of future four-tracking of the NIMT).
	Platform length	150m	225m
	Platform access	One bridge access	Two bridge accesses
DW-IA	Bus interchange facilities		
	Park-and-ride carpark facilities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

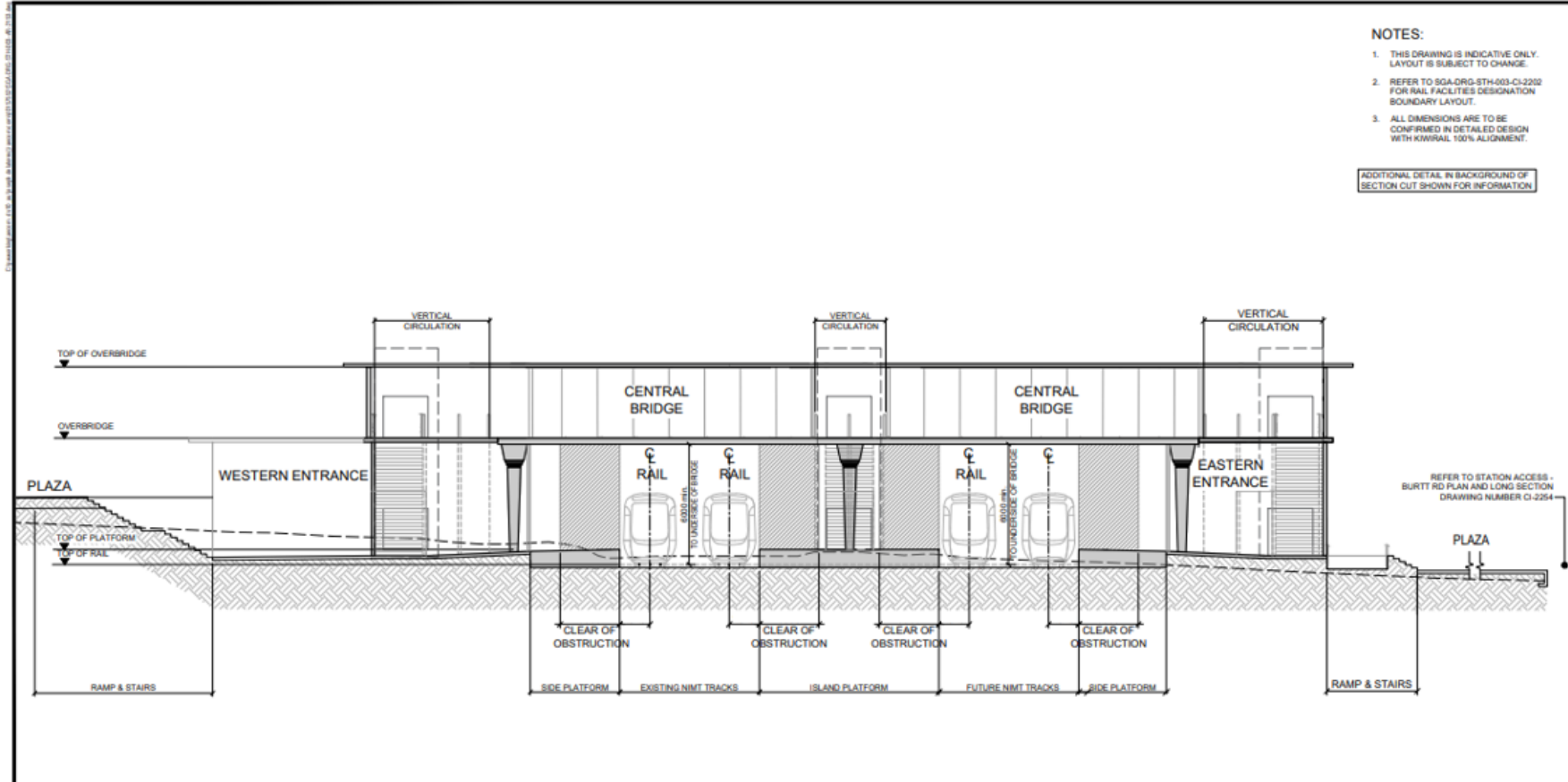
The proposed works are shown in the following Concept Plans. These plans depict the full build-out works, and are subject to refinement at the Outline Plan stage.

Concept Plans



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 KIWIRAIL 100% ALIGNMENT.

ADDITIONAL DETAIL IN BACKGROUND OF SECTION CUT SHOWN FOR INFORMATION

1 | DRURY WEST STATION CROSS SECTION
 CI-2252 Scale 1:100

ORIGINAL IN COLOUR

NOT FOR CONSTRUCTION

ORIGINAL SIZE A1

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

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

FOR LODGEMENT	
DATE	21.08.2021
A1 AS SHOWN	A3 HALF SHOWN
SCALE	
SGA-DRG-STH-003-AR-2153	

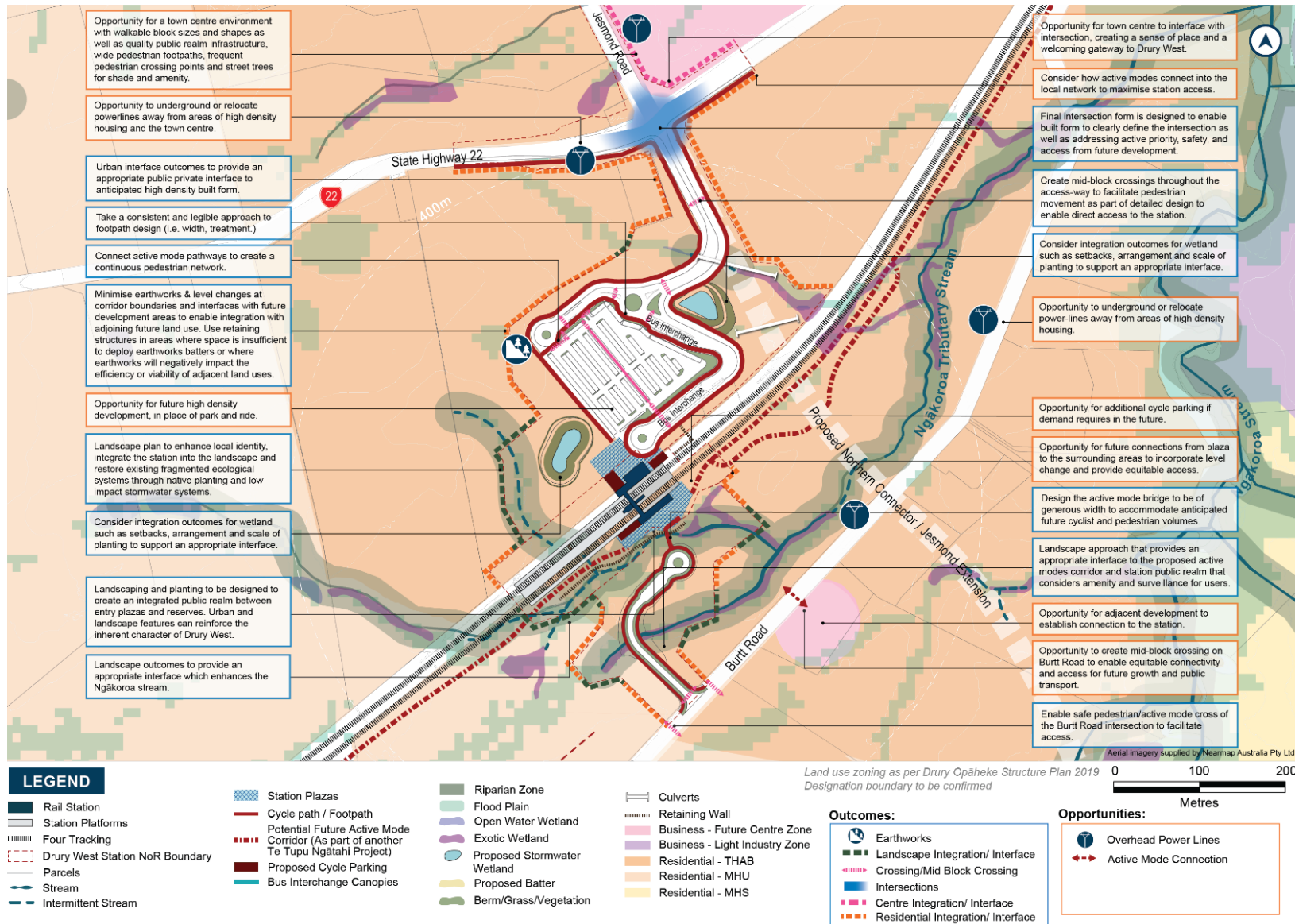
B

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 3: Designation 6313 Drury West/Ngākōroa
Intechange and Accessway clean

6313 Drury West/Ngākōroa Interchange and Accessway

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

Purpose

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

Definitions

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

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

Term	Definition
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the Construction Works.
Stage of Work	Any physical works that require the development of an Outline Plan.
Stage One works	Means the physical works to construct the Project in its Stage One configuration, which includes but is not limited to station platforms, transport interchange facilities, and accessways.
Stakeholder	Means the following: <ul style="list-style-type: none"> MADE Group Limited and Karaka Drury Limited; Lomai Properties Limited; Catholic Diocese of Auckland; Kāinga Ora; First Gas Limited; Counties Power; Minister of Housing; Fisher & Paykel Healthcare Limited; Waka Kotahi NZ Transport Agency; Auckland Transport; and The owners and occupiers of: <ul style="list-style-type: none"> The land on which the Project is to be undertaken; and The Surrounding Land (as defined below).
stakeholder	Means a relevant affected party to be consulted on a construction specific management plan.
Surrounding Land	Means the properties listed and identified in Schedule 2.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Suitably Qualified and Experienced Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence.
Urban Design Evaluation and Framework	Means the ' <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
General Conditions	
1	<p>Activity in general accordance with plans and information</p> <p>(a) Except as modified by the conditions below, and subject to final design and Outline Plan(s), works shall be undertaken in general accordance with the Project Description and Concept Plans in Schedule 1.</p> <p>(b) Where there is inconsistency between the Project Description and Concept Plans in Schedule 1, and the requirements of the following conditions, the conditions shall prevail.</p> <p>(c) Where there is inconsistency between the Project Description and Concept Plans in Schedule 1, and the management plans prepared in accordance with the conditions of the designation, the requirements of the management plans shall prevail.</p> <p>Advice Note: Project works requiring resource consent under regional plan provisions and National Environmental Standards were applied for concurrently, and are referenced by the Council as consent numbers BUN60405312, LUC60405314, WAT60405315, DIS60405313, DIS60405317, and LUS60408702.</p>
2	<p>Designation Review</p> <p>As soon as practicable following Completion of Construction the Requiring Authority shall:</p> <p>(a) review the extent of the designation to identify any areas of designated land that it no longer requires for the long-term development, operation, maintenance or mitigation of effects of the Project, including any areas of road to be vested;</p> <p>(b) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above; and</p> <p>(c) Undertake a regular review (five-yearly) of the ongoing requirements for the park-and-ride facility, and how the facility is integrated with the adjacent land use.</p>
3	<p>Designation Lapse</p> <p>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within fifteen years from the date on which it is included in the AUP.</p>
4	<p>Outline Plan of Works</p> <p>(a) An Outline Plan (or Plans) for the Project shall be prepared and submitted to the Council in accordance with section 176A of the RMA.</p> <p>(b) An Outline Plan (or Plans) shall include any relevant management plan for the particular design, construction, or operational matters being addressed in the Outline Plan.</p> <p>(c) An Outline Plan shall only be prepared in consultation with Stakeholders where the works involve any of the matters identified in condition 7(a).</p> <p>(d) Where an Outline Plan is required to be prepared under condition 4(c), the following consultation process is required to be followed:</p> <p>(i) Four months prior to any Construction Works being undertaken, the draft Outline Plan prepared by the Requiring Authority shall be submitted to the Stakeholders for comment;</p> <p>(ii) The Stakeholders will have three weeks from the date of submission of the draft Outline Plan to send comments on the draft Outline Plan to the Requiring Authority; and</p> <p>(iii) The Requiring Authority shall consider the comments to the draft Outline Plan, record whether it accepts the comments or not, and if not provide reasons why when it submits the Outline Plan to Council.</p>
5	<p>Management Plans</p> <p>(a) Any management plan, required to be prepared under a condition shall be:</p> <p>(i) prepared and implemented in accordance with the relevant management plan condition</p>

Ref	Condition
	<p>(refer to Conditions 7-9, 12, 13, 16, 17 and 18);</p> <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)

6	<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>
----------	---

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

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

Ref	Condition
	<ul style="list-style-type: none"> (vi) As relevant to the Stage of Work, details of: <ul style="list-style-type: none"> (aa) The reinstatement of construction and site compound areas, treatment of cut-and-fill slopes, and interface of stormwater devices; and (bb) How the Project's permanent works (including final ground levels) will be integrated into the built environment and the landscape context; (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"> (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; (b) the intended plant species, planting locations and plant sizes at the time of planting and on maturity; (c) the planting methodology and programme; (d) a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants; and (e) methods to mitigate adverse visual effects associated with open carpark areas. These may include rapidly establishing vegetation, feature shelters, and/or art elements. (viii) How the Project will enable an accessible environment for people of all ages and abilities through the application of the Auckland Design Manual Universal Design Checklist². (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"> (i) Been incorporated; and (ii) Where not incorporated, the reasons why. <p>Advice Note: Refer to Figure 3-10 of the Urban Design Evaluation and Framework (attached as Schedule 3) for a spatial representation of the matters described in Condition 7 and how these relate to further integration opportunities in the surrounding area.</p>
Construction and Environmental Management Plan (CEMP)	
8	<ul style="list-style-type: none"> (a) A CEMP shall be prepared prior to the Start of Construction. (b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve this objective the CEMP shall include: <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) drawings of the proposed site layouts (including construction yards, temporary buildings and construction vehicle parking); (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places, and for avoiding the deposition of debris or material onto public roads will be achieved as far as practicable; (vi) methods for providing for the health and safety of the general public;

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

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

Ref	Condition
	www.aucklandtransport.govt.nz for more information.
9A	Safe System Audit (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.
9B	Planned passenger rail services shall not commence from the station prior to the signalisation of the intersection of Jesmond Road, Karaka Road, and the proposed station accessway.

Construction Noise and Vibration

10	<p>Construction Noise standards</p> <p>(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards at any occupied residential building set out in the following table as far as practicable:</p> <p>Table 1: Construction noise standards</p> <table border="1"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L_{Aeq}(15min)</th> <th>L_{AFmax}</th> </tr> </thead> <tbody> <tr> <td colspan="4">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 _{Aeq} (15min)	L _{AFmax}	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Saturday	0630h - 0730h	45 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB	0730h - 1800h	55 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Other occupied buildings				All	0730h – 1800h	70 dB		1800h – 0730h	75 dB	
Day of week	Time period	L _{Aeq} (15min)	L _{AFmax}																																																								
Occupied activity sensitive to noise																																																											
Weekday	0630h - 0730h	55 dB	75 dB																																																								
	0730h - 1800h	70 dB	85 dB																																																								
	1800h - 2000h	65 dB	80 dB																																																								
	2000h - 0630h	45 dB	75 dB																																																								
Saturday	0630h - 0730h	45 dB	75 dB																																																								
	0730h - 1800h	70 dB	85 dB																																																								
	1800h - 2000h	45 dB	75 dB																																																								
	2000h - 0630h	45 dB	75 dB																																																								
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB																																																								
	0730h - 1800h	55 dB	85 dB																																																								
	1800h - 2000h	45 dB	75 dB																																																								
	2000h - 0630h	45 dB	75 dB																																																								
Other occupied buildings																																																											
All	0730h – 1800h	70 dB																																																									
	1800h – 0730h	75 dB																																																									

Ref	Condition																			
	otherwise provided for in the CNVMP as required by Condition 12, then the methodology in Condition 13 [Schedule] shall apply																			
11	<p>Construction Vibration Standards</p> <p>(a) Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 '<i>Structural Vibration – Part 3: Effects of Vibration on Structures</i>' for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.</p> <p>Table 2 Construction vibration criteria</p> <table 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	
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																		
12	<p>Construction Noise and Vibration Management Plan (CNVMP)</p> <p>(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve, or otherwise minimise any exceedances of, the construction noise and vibration standards set out in Conditions 10 and 11 as far as practicable.</p> <p>(c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '<i>Acoustics – Construction Noise</i>' (NZS6803:1999) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> (i) Description of the works and anticipated equipment/processes; (ii) Hours of operation, including times and days when construction activities will occur; (iii) The construction noise and vibration standards for the Project; (iv) Identification of receivers where noise and vibration standards apply; (v) A hierarchy of management and mitigation options, and identification of the Best Practicable Option; (vi) Methods and frequency for monitoring and reporting on construction noise and vibration; (vii) Procedure for responding to monitored exceedances; (viii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints; (ix) Contact details of the Project Liaison Person or site supervisor; (x) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (xi) Procedures for monitoring construction noise and vibration and reporting to the Council. (xii) Identification of areas where compliance with the noise [Condition 10] and/or vibration standards [Condition 11 Category A or Category B] will not be practicable and the specific management controls to be implemented and consultation requirements with owners and 																			

Ref	Condition
	<p>occupiers of affected sites.</p> <ul style="list-style-type: none"> (xiii) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 10] and/or vibration standards [Condition 11 Category B] will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls; (xiv) Procedures for review and update of the CNVMP; and (xv) Any other measures to achieve Condition 12(b).
13	<p>Schedule to a CNVMP</p> <ul style="list-style-type: none"> (a) A Site-Specific Construction Noise and/or Vibration Management Schedule (Schedule) shall be prepared in consultation with the owners and occupiers of sites subject to the Schedule, when: <ul style="list-style-type: none"> (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 8, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> (aa) 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or (bb) 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days. (ii) Construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 11. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as: <ul style="list-style-type: none"> (i) activity location, start and finish dates; (ii) The nearest neighbours to the activity; (iii) a location plan; (iv) predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Clause (a); (v) The proposed Best Practicable Option mitigation for the activity/location; (vi) The proposed communications with neighbours; and (vii) Location, times and types of monitoring.
14	<p>Building Damage Pre Condition Survey</p> <ul style="list-style-type: none"> (a) The Requiring Authority shall write to identified owners of buildings predicted to receive vibration levels exceeding Category A (Condition 11), to offer a pre-construction condition survey of such buildings. The objective of the survey is to document the building's current condition and any existing damage. The pre-condition survey shall include the following: <ul style="list-style-type: none"> (i) building classification (i.e. commercial, industrial, historic or other sensitive structure); (ii) building specific vibration damage risk thresholds; (iii) recordings (including photographs) of major building features, including location, type, construction type (including foundation type), age and present condition; and (iv) any damage, either aesthetic or structural. (b) For each Building identified as likely to receive vibration levels exceeding Category A, the Requiring Authority is deemed to have complied with clause (a) if: <ul style="list-style-type: none"> (i) The Requiring Authority's specialist has visited the building and assessed the pre-construction condition of the building; or (ii) Written evidence is provided to Council that the building owner does not require a survey; or (iii) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant) after reasonable attempts; or (iv) The building owner did not agree to entry including where the owner did not respond after

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

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>
Cultural Monitoring Plan	
17	<p>(a) Prior to the start of Construction Works, a Cultural Monitoring Plan (CMP) shall be prepared in collaboration with Mana Whenua through the MEF.</p> <p>(b) The objective of the Cultural Monitoring Plan is to provide Mana Whenua the opportunity to reconnect with the whenua as kaitiaki and express tikanga and kawa responsibilities.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <p>(i) requirements for formal dedication and / or cultural oversight to be undertaken prior to start of Construction;</p> <p>(ii) requirements and protocols for cultural inductions for contractors and subcontractors working on the site;</p> <p>(iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</p> <p>(iv) identification of personnel to undertake cultural monitoring; and</p> <p>(v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition 19.</p> <p>(d) If the Requiring Authority and Mana Whenua agree, other matters can be included in the CMP.</p> <p>(e) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p>Advice Note: Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>
Network Utility Management Plan	
18	<p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the NUMP is to set out a framework for protecting, relocating, and working in proximity to existing network utilities. The NUMP shall include methods to:</p> <p>(i) Provide access for maintenance at all reasonable times, or emergency works at all times during</p>

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

Ref	Condition
	<ul style="list-style-type: none"><li data-bbox="236 181 799 210">• 10pm-5am: 45dB LAeq and 75dB LAFmax. <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:

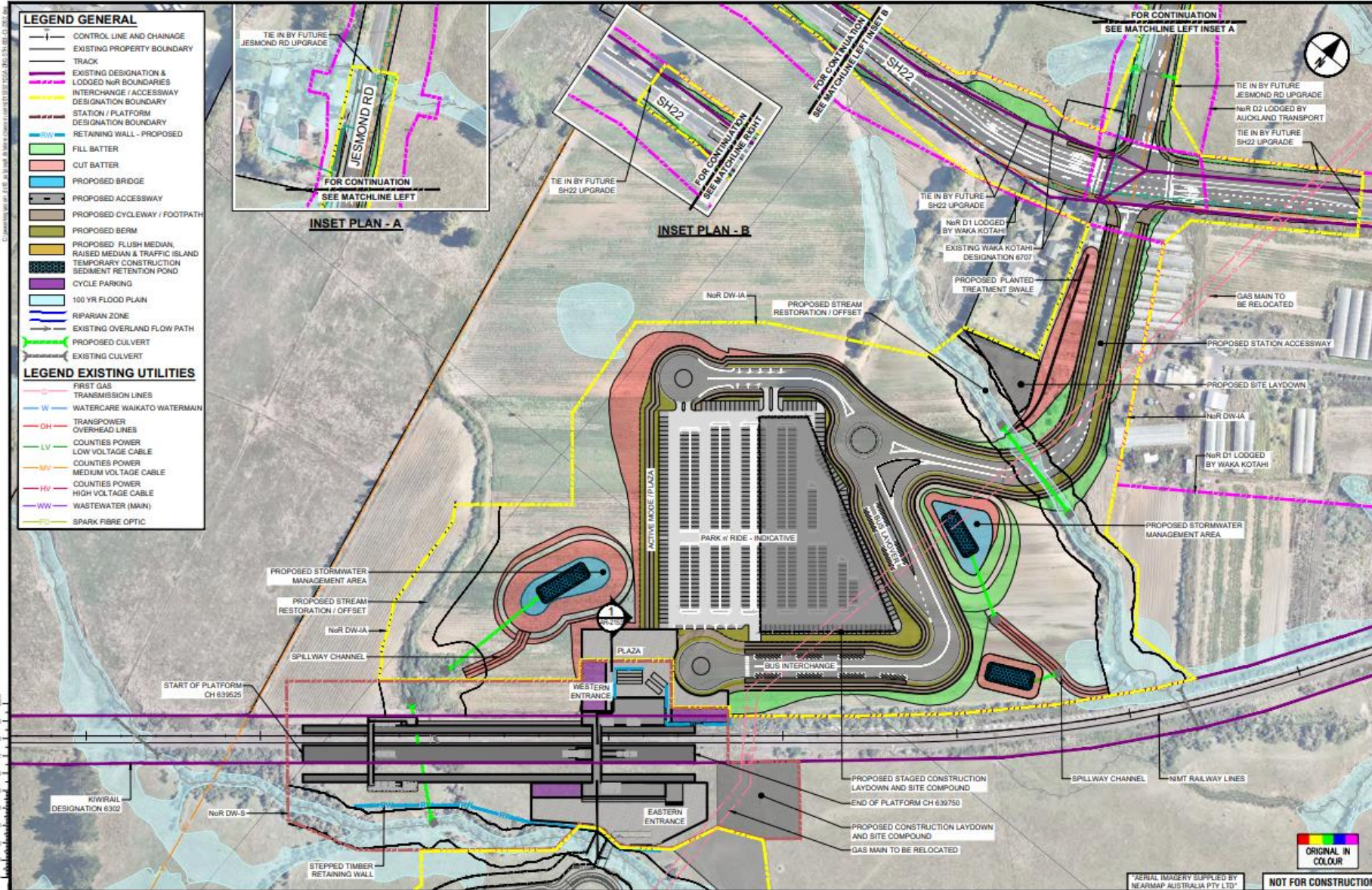
- Railway station generally between chainages 639525 and 639750 on the NIMT, associated buildings and facilities, and bridge accesses between station platforms and buildings;
- Transport interchange facilities, including:
 - Bus stops and layover facilities;
 - Bicycle parking facilities;
 - Park-and-ride 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.

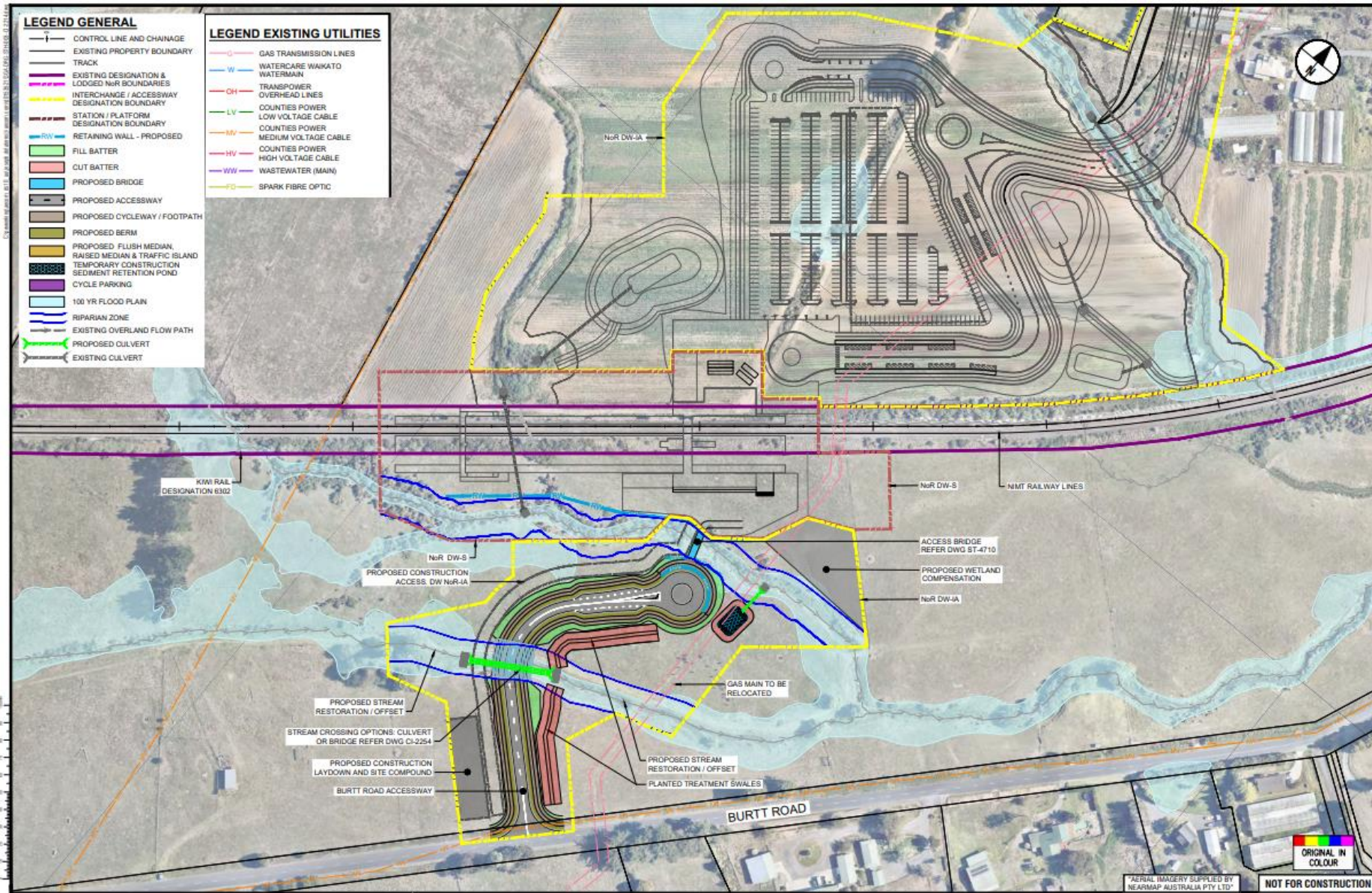
NoR	Spatial attribute	Stage One works (indicative)	Full build-out
DW-S	Number of platforms	Two	Four (in anticipation of future four-tracking of the NIMT).
	Platform length	150m	225m
	Platform access	One bridge access	Two bridge accesses
DW-IA	Bus interchange facilities		
	Park-and-ride carpark facilities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

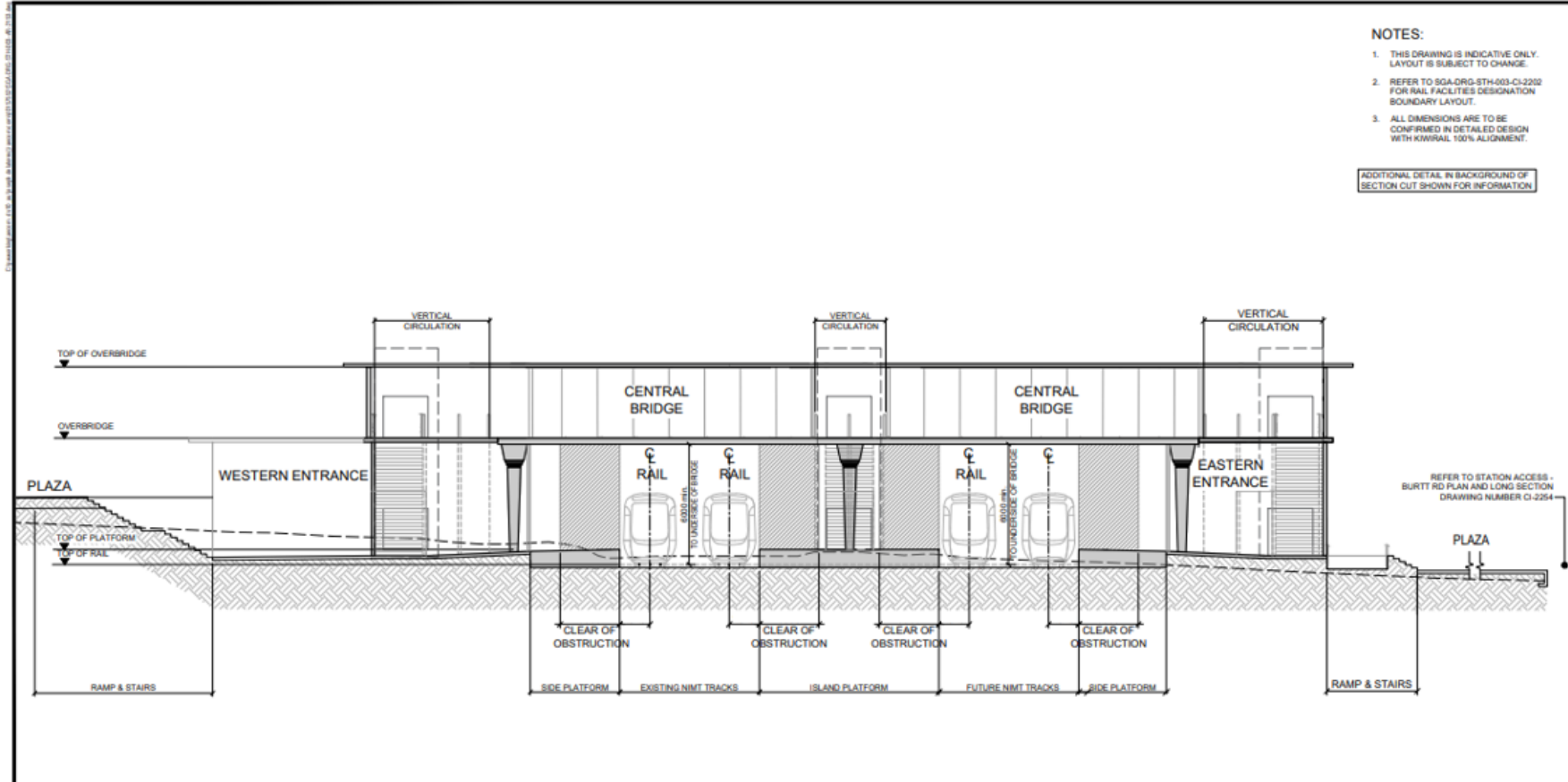
The proposed works are shown in the following Concept Plans. These plans depict the full build-out works, and are subject to refinement at the Outline Plan stage.

Concept Plans



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 1:100

ORIGINAL IN COLOUR

NOT FOR CONSTRUCTION

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



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

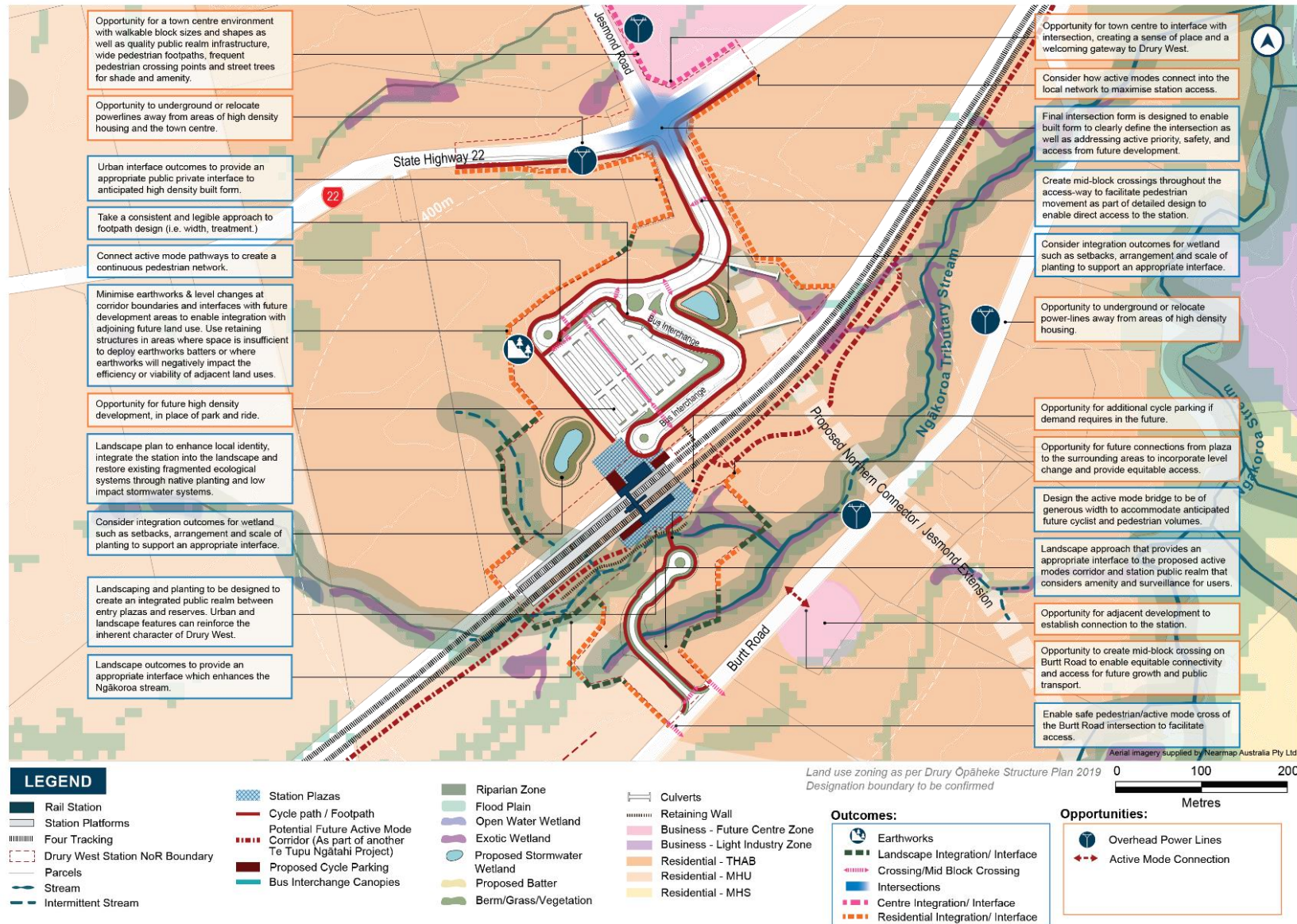
FOR LODGEMENT	
DATE	21.08.2021
AS SHOWN	HALF SHOWN
SCALE	
SGA-DRG-STH-003-AR-2153	B

Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

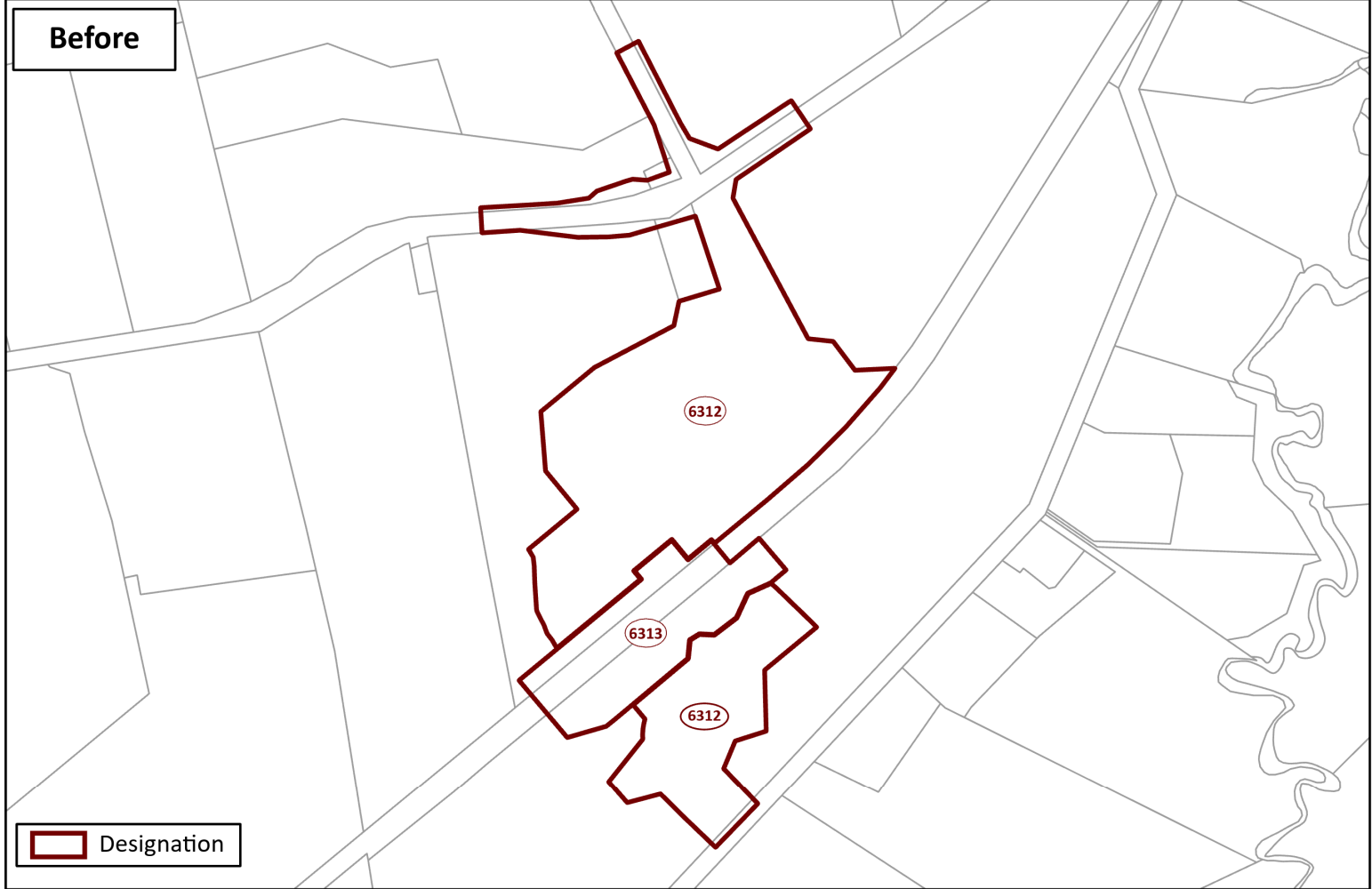
Address	Legal Description
110 Karaka Road	Lot 6 DP 187179
160 Karaka Road	Lot 5 DP 187179
647 Burtt Road	Lot 1 DP 147116
16 Jesmond Road	Pt Lot 1 DP 82833, ALLOT 425 Parish OF OPAHEKE
41 Jesmond Road	Lot 1 DP 12364
538 Burtt Road	Lot 15 DP 20373

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

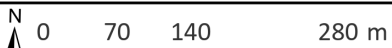
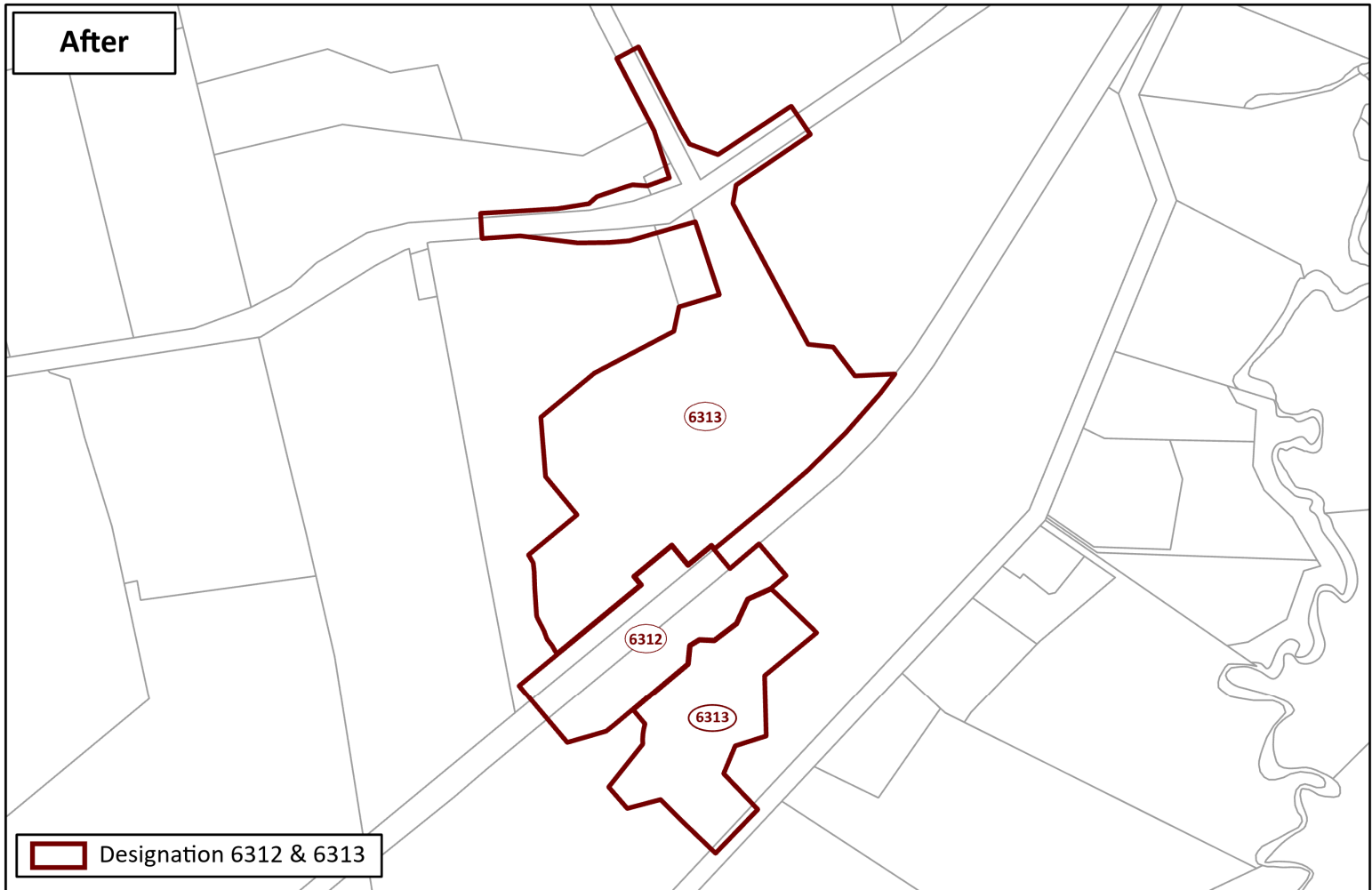


Attachment 4: Changes to Mapping

Before



After



Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information.

Before and After Designation 6312 & 6313