

# Memo

Date 1 February 2024

To: Celia Davison – Manager – Central / South Planning

From: Vanessa Leddra, Policy Planner  
Planning – Central/South

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

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

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

You have delegated authority, as a tier four manager, to make a decision to correct an error to an operative plan under clause 20A. Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register<sup>1</sup> authorises all powers, functions, and duties under RMA's first schedule (except clause 17 which cannot be delegated) to tier four positions.

<b>Rule or Section of Unitary Plan</b>	Chapter K Designations KiwiRail Holdings Ltd
<b>Subject Site (if applicable)</b>	Designations: <ul style="list-style-type: none"> <li>• 6308 Drury Central Station</li> <li>• 6309 Drury Central Interchange</li> <li>• 6310 Paerātā Station</li> <li>• 6311 Paerātā Station Interchange and Accessway</li> </ul>
<b>Legal Description (if applicable)</b>	
<b>Nature of change</b>	<p>A Clause 20A modification is required to correct a KiwiRail designation in the AUP.</p> <p><b>Discussion</b> Condition 3 of each designation listed above is relevant to this application. These states:- <i>“Designation Lapse</i> <i>In accordance with Clause 37(7) of Schedule 6 to the COVID-19 Recovery (Fast-track Consenting) Act this designation will lapse if not given effect to within two years from the date on which it is included in the Auckland Unitary Plan.</i></p> <p>An advice note sits below Condition 3 states:- <b>Advice Note</b> – <i>For the avoidance of doubt the designation will be given effect to at the implementation of Stage 1.”</i></p> <p>Condition 3 defines Stage One works as <i>“Means the physical works to construct</i></p>

*the Project in its Stage One configuration, which includes but is not limited to station platforms, transport interchange facilities, and accessways.”*

See Appendix A of Attachment 1 [KiwiRail's letter] for a full set of conditions.

The Plans and Places Department at Council confirmed that the designations were included in the AUP on 13 May 2022, therefore the lapse date for the designations in Drury Central and Paerātā is 13 May 2024.

On 15 November 2023, Auckland Council received a letter [see Attachment 1] from KiwiRail seeking confirmation that these four designations set out above have 'been given effect to'. This letter provides information and rationale to support KiwiRail's view that the designations set out above can be considered to have given effect to. Additional information was provided by KiwiRail on 24 January 2024 [see Attachment 2] which clarifies and confirms the integration between the development of the stations and the associated interchange works.

Following the confirmation of NoRs by the Expert Consenting Panel, according to KiwiRail, they have undertaken, and continue to progress, the following steps to give effect to the designations in Drury Central and Paerātā;

- The following properties required for the construction of station platforms, transport interchange facilities and accessways for Drury Central have been acquired or are currently proceeding via compulsory acquisition or mutual agreement by KiwiRail:
  - 250 Great South Road;
  - 4, 16, 20, 22, 24, 28, 32, 36 and 44 Flanagan Road;
  - 8 Flanagan Road (delayed due to deceased estate ownership but legal proceedings underway);
  - 35 and 45 Waihoehoe Road; and
  - 35, 39, 67 and 41 Waihoehoe Road partial acquisition.
- The following properties required for the construction of station platforms, transport interchange facilities and accessways for Paerātā have been acquired or are currently proceeding via compulsory acquisition or mutual agreement by KiwiRail:
  - 912 Karaka Road;
  - 933 Karaka Road;
  - 412 Sim Road; and
- Agreement for partial acquisition of various parcels from Grafton Downs.
- Earthworks and preloading works associated with site preparation for the station platforms and transport interchange facilities at Paerātā, as part of the Early Works Paerātā package of works, have commenced on-site. These are due for completion in early 2024 (following weather delay in the 2023 earthworks season).
- Outline Plan of Works (“OPW”) applications for both Drury Central and Paerātā have been processed and a letter of recommendation has been issued by Council with no requested changes (OPW60417093 for Drury Central dated 10 August 2023, and OPW60416924 for Paerata dated 17 July 2023).

- Many of the conditions of the designations have been Management Plans and these have been prepared pursuant to the designation conditions [and have been certified by Council]. The Urban Landscape Design Management Plan has been prepared in consultation with adjacent landowners, which is a requirement for the Stage One works.
- All Regional Consent Management Plans for both Drury Central and Paerātā have been certified by Council.
- Stormwater pipes have been constructed under the rail corridor at Paerātā.
- Platform faces have been built at Paerātā and are progressing at Drury Central in summer 2023/2024.
- Ground improvement works are scheduled to occur at Drury Central in the Christmas block of line 2023/2024 (ie piling for building foundations).
- Several buildings on land purchased for the Drury station have been removed and other site clearance activities are underway.
- Seeking and continuing to obtain funding and/or approvals to implement the NoR's/consent(s)
- Detailed design for Paerātā and Drury Central including negotiations with Network Utility Operators is currently 90 percent complete with redesign to fit available construction budget underway. Building consent packages are currently being submitted to Council as they become ready.
- Auckland Transport has reviewed the Engineering Plan Approval, which has also been submitted to Auckland Council.
- Tenders for Drury Central civil works (ie construction of roads, carpark and utilities) are to be released for tender in early 2024 for the main station works (platform and station buildings/bridges) (delayed due to compulsory acquisition process and Value Management (VM) redesign to fit available budget).
- Tenders for Paerātā station main civil works are to be released for tender in early 2024 (delayed due to compulsory acquisition process and VM redesign to fit available budget).
- Tender to be released by Waka Kotahi NZ Transport Agency in early 2024 for Paerātā roundabout on State Highway 22 (delayed due to acquisition process for 912 Sim Road).
- KiwiRail is currently in the process of appointing contractor/s for each station prior to main works construction starting on site (enabling works are already well underway at both sites) in Q1/2 2024. The appointed contractor/s will also need to undertake site preparations in compliance with the relevant designations and resource consent conditions before construction works can start. These may include but are not limited to bats/bird surveys, lizard relocations, and native fish capture and relocations.

According to KiwiRail, the above actions show that they have, as the

Requiring Authority, given effect to the designation in accordance with s184 of the RMA.

Section 12 of the COVID-19 Recovery (Fast-track Consenting) Act 2020 provides the relationship between this Act and the RMA. KiwiRail note that advice notes are not conditions and, in this case, KiwiRail acknowledges that the designations would be given effect to without requiring the full physical build out of the NoRs.

I agree with KiwiRail that they have given effect to the designations prior to the lapse dates.

<b>Designation Number and Name</b>	<b>Purpose</b>	<b>Date given effect to</b>
6308 Drury Central Station	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.	November 2023
6309 Drury Central Interchange	The construction, operation, and maintenance of the transport interchange, accessways, and ancillary and associated structures serving Drury Central Station, including, but not limited to: Park-and-ride and kiss-and-ride; transport interchange and layover facilities; accessways, paths and plazas; bicycle parking facilities; and associated transport facilities.	November 2023
6310 Paerātā Station	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.	November 2023
6311 Paerātā Interchange and Accessway	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.	November 2023





**Effect of change**

These KiwiRail designations are to be 'given effect to' as per the letter/email request dated 15 November 2023 and email dated 24 January 2024 (see Attachment 1 and 2)

Effectively this means that the lapse date for the designations set out in Chapter K Designations, Auckland Council's schedule of designations, can be amended from 'two years from the date on which it is included in the Unitary Plan to 'given

	<p>effect to i.e. no lapse date’.</p> <p>This change is minor in nature. The amendment does not change the application or intent of the provisions and are administrative to reflect that the designations have been given effect to.</p> <p>Therefore, it is considered that this can be done via a First Schedule, clause 20a update to the AUP.</p>															
<p><b>Changes required to be made (text/in-text diagrams)</b></p>	<p><u>Designations to be Given effect to (i.e no lapse date)</u></p> <p>Amend Chapter K Designations – KiwiRail Holdings Ltd for the following designations:</p> <table border="1" data-bbox="421 734 1410 1832"> <thead> <tr> <th data-bbox="421 734 667 824"><b>Designation Number and Name</b></th> <th data-bbox="667 734 1177 824"><b>Purpose</b></th> <th data-bbox="1177 734 1410 824"><b>Date given effect to</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="421 824 667 996">6308 Drury Central Station</td> <td data-bbox="667 824 1177 996">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.</td> <td data-bbox="1177 824 1410 996">November 2023</td> </tr> <tr> <td data-bbox="421 996 667 1368">6309 Drury Central Interchange</td> <td data-bbox="667 996 1177 1368">The construction, operation, and maintenance of the transport interchange, accessways, and ancillary and associated structures serving Drury Central Station, including, but not limited to: Park-and-ride and kiss-and-ride; transport interchange and layover facilities; accessways, paths and plazas; bicycle parking facilities; and associated transport facilities.</td> <td data-bbox="1177 996 1410 1368">November 2023</td> </tr> <tr> <td data-bbox="421 1368 667 1563">6310 Paerātā Station</td> <td data-bbox="667 1368 1177 1563">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.</td> <td data-bbox="1177 1368 1410 1563">November 2023</td> </tr> <tr> <td data-bbox="421 1563 667 1832">6311 Paerātā Interchange and Accessway</td> <td data-bbox="667 1563 1177 1832">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.</td> <td data-bbox="1177 1563 1410 1832">November 2023</td> </tr> </tbody> </table>	<b>Designation Number and Name</b>	<b>Purpose</b>	<b>Date given effect to</b>	6308 Drury Central Station	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.	November 2023	6309 Drury Central Interchange	The construction, operation, and maintenance of the transport interchange, accessways, and ancillary and associated structures serving Drury Central Station, including, but not limited to: Park-and-ride and kiss-and-ride; transport interchange and layover facilities; accessways, paths and plazas; bicycle parking facilities; and associated transport facilities.	November 2023	6310 Paerātā Station	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.	November 2023	6311 Paerātā Interchange and Accessway	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.	November 2023
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<p><b>Changes required to</b></p>	<p>N/A</p>															

<b>be made (maps)</b>	
<b>Attachments</b>	Attachment 1: KiwiRail Holdings Ltd request – letter/email dated 15 November 2023 and Appendices relating to Designations 6308, 6309, 6310, 6311. Attachment 2: Email with additional information dated 24 January 2024 from KiwiRail Holdings Ltd Attachment 3: Corrections to text (strikethrough/underscore) Attachment 4: Corrected text

<b>Prepared by:</b> Vanessa Leddra Policy Planner	<b>Text Entered by:</b> Maninder Kaur-Mehta Planning Technician
<b>Signature:</b> 	<b>Signature:</b> 
<b>Maps prepared by:</b> Geospatial Analyst	<b>Reviewed by:</b> Craig Cairncross Team Leader
<b>Signature:</b>  n/a	<b>Signature:</b> 
<b>Decision:</b> I agree to authorise the Clause 20A modification using my delegated authority.  Celia Davison Manager Planning – Central/South Date: 14 February 2024	
<b>Signature:</b> 	

Attachment 1: KiwiRail Holdings Ltd  
request – letter/email dated 15  
November 2023 and Appendices  
relating to Designations 6308, 6309,  
6310, 6311.

15 November, 2023

Russell Butchers  
Principal Project Lead, Premium Resource Consents  
Auckland Council  
135 Albert Street, Auckland Central  
Auckland 1010

### Designation Lapse Dates – Condition 3 of Drury and Paerātā Designations

Dear Russell,

Following our meeting on the Drury Railway Stations ("DRS") project on 26 September 2023, we confirm below KiwiRail's position regarding the lapse dates for the railway station designations in Drury and Paerātā and set out the progress in giving effect to these designations<sup>1</sup>.

#### Introduction

On 29 September 2021, KiwiRail Holdings Limited ("KiwiRail") lodged an application for notices of requirement for the development of two railway stations at Drury and Paerātā in south Auckland ("NoRs"). On 3 February 2022, the Expert Consenting Panel confirmed the NoRs, subject to conditions under the COVID-19 Recovery (Fast-track Consenting) Act 2020. The designations for Drury Central and Paerata stations, interchange and accessways are listed in Table 1 below.

**Table 1 – KiwiRail's Designations at Drury Central and Paerata**

Designation No.	Designation Purpose
6308 Drury Central Station	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.

<sup>1</sup> The NZ Geographic Board names are used in this letter and the Council is progressing with the update of the station names on the AUP OP.





6309 Drury Central Interchange	The construction, operation, and maintenance of the transport interchange, accessways, and ancillary and associated structures serving Drury Central Station, including, but not limited to: Park-and-ride and kiss-and-ride; transport interchange and layover facilities; accessways, paths and plazas; bicycle parking facilities; and associated transport facilities.
6310 Paerātā Station	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.
6311 Paerātā Interchange and Accessway	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 full set of conditions for each designation is **attached** as **Appendix A**.

The purpose of this letter is to outline:

- a. the lapse date of the designations listed in Table 1; and
- b. the steps that have been undertaken by KiwiRail, as the requiring authority, to give effect to each designation.

### **Condition 3 – Designations Lapse Date**

Condition 3 of each designation listed in Table 1 sets the designation lapse date, and states the following:

***“Designation Lapse***

*In accordance with clause 37(7) of Schedule 6 to the COVID-19 Recovery (Fast-track Consenting) Act 2020, this designation will lapse if not given effect to within two years from the date on which it is included in the Auckland Unitary Plan.*

***Advice Note*** – *For the avoidance of doubt the designation will be given effect to at the implementation of Stage 1.”*

The Plans and Places Department at Auckland Council (“Council”) confirmed the date the designations were included in the Auckland Unitary Plan on 13 May 2022. The lapse date for the designations in Drury Central and Paerata is therefore **13 May 2024**.

Following the confirmation of NoRs by the Expert Consenting Panel, KiwiRail has undertaken, and continues to progress, the following steps to give effect to the designations in Drury Central and Paerātā;

- The following properties required for the construction of station platforms, transport interchange facilities and accessways for Drury Central have been acquired or are currently proceeding via compulsory acquisition or mutual agreement by KiwiRail:
  - 250 Great South Road;
  - 4, 16, 20, 22, 24, 28, 32, 36 and 44 Flanagan Road;

- 8 Flanagan Road (delayed due to deceased estate ownership but legal proceedings underway);
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  - 912 Karaka Road;
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  - Agreement for Partial acquisition of various parcels from Grafton Downs.
- Earthworks and preloading works associated with site preparation for the station platforms and transport interchange facilities at Paerātā, as part of the Early Works Paerātā package of works, have commenced on-site. These are due for completion in early 2024 (following weather delay in the 2023 earthworks season).
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- Many of the conditions of the designations have been Management Plans and these have been prepared pursuant to the designation conditions [and have been certified by Council]. The Urban Landscape Design Management Plan has been prepared in consultation with adjacent landowners, which is a requirement for the Stage One works.
- All Regional Consent Management Plans for both Drury Central and Paerātā have been certified by Council.
- Stormwater pipes have been constructed under the rail corridor at Paerātā.
- Platform faces have been built at Paerātā and are progressing at Drury Central in summer 2023/2024.
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- Several buildings on land purchased for the Drury station have been removed and other site clearance activities are underway.
- Seeking and continuing to obtain funding and/or approvals to implement the NoR’s/consent(s)
- Detailed design for Paerātā and Drury Central including negotiations with Network Utility Operators is currently 90 percent complete with redesign to fit available construction budget underway. Building consent packages are currently being submitted to Council as they become ready.

- Auckland Transport has reviewed the Engineering Plan Approval, which has also been submitted to Auckland Council.
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The above actions show that KiwiRail, as the requiring authority, has clearly given effect to the designations in accordance with section 184 of the Resource Management Act 1991.

### **Lapse date - Advice Note**

The Advice Note contained in Condition 3 Designation Lapse states, “For the avoidance of doubt the designation will be given effect to at the implementation of Stage 1” and Condition 3 defines “Stage One works” as:

*“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.”*

As you will be aware, advice notes are not conditions. Caselaw is clear such notes are simply statements of advice and it is incorrect to categorise them as anything more than that. In this case the purpose of the advice note was to acknowledge that the designations would be given effect to without requiring the full physical build out of the NORs (which is likely to be occurring from 2038 onwards). As set out above, KiwiRail has given effect to the designations.

### **Next steps**

KiwiRail would be grateful if Council could confirm in writing by **Friday 1st December 2023** that it agrees the designations have been given effect to.

Please do not hesitate to contact the writer if you have any questions. We are happy to discuss.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Pam Butler', with a horizontal line underneath.

Pam Butler

Senior RMA Adviser

KiwiRail Holdings Limited

[Pam.butler@kiwirail.co.nz](mailto:Pam.butler@kiwirail.co.nz)

**Appendix A**

**Drury and Paerātā Stations NOR and resource consent conditions**

# APPENDIX 1 – CONDITIONS

## Drury Central Station – Designation Conditions (NoR DC-S)

### Definitions

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

Term	Definition
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Certification	<p>Certification shall be achieved by confirmation from the Council that the plan has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan shall be deemed certified:</p> <p>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or</p> <p>(b) Fifteen (15) working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</p>
Completion of Construction	When construction of the Project is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council.
Enabling Works	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"><li>• geotechnical investigations (including trial embankments)</li><li>• archaeological site investigations</li><li>• formation of access for geotechnical investigations</li><li>• establishment of site yards, site entrances and fencing</li><li>• constructing and sealing site access roads</li><li>• demolition or removal of buildings and structures</li><li>• relocation of services</li><li>• ecological surveys</li><li>• vegetation removal ancillary to Enabling Works</li><li>• establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)</li></ul>
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.

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

## Acronyms

Acronym	Description
AUP:OP	Auckland Unitary Plan: Operative in Part
BPO	Best Practicable Option
CEMP	Construction 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 DC-S	Notice of Requirement - Drury Central Station
NOR DC-I	Notice of Requirement – Drury Central Interchange
RMA	Resource Management Act 1991 and its subsequent amendments
ULDMP	Urban Landscape and Design Management Plan
SCMP	Stakeholder and Communication Management Plan
SID	Safety in Design
SQEP	Suitably Qualified and Experienced Person

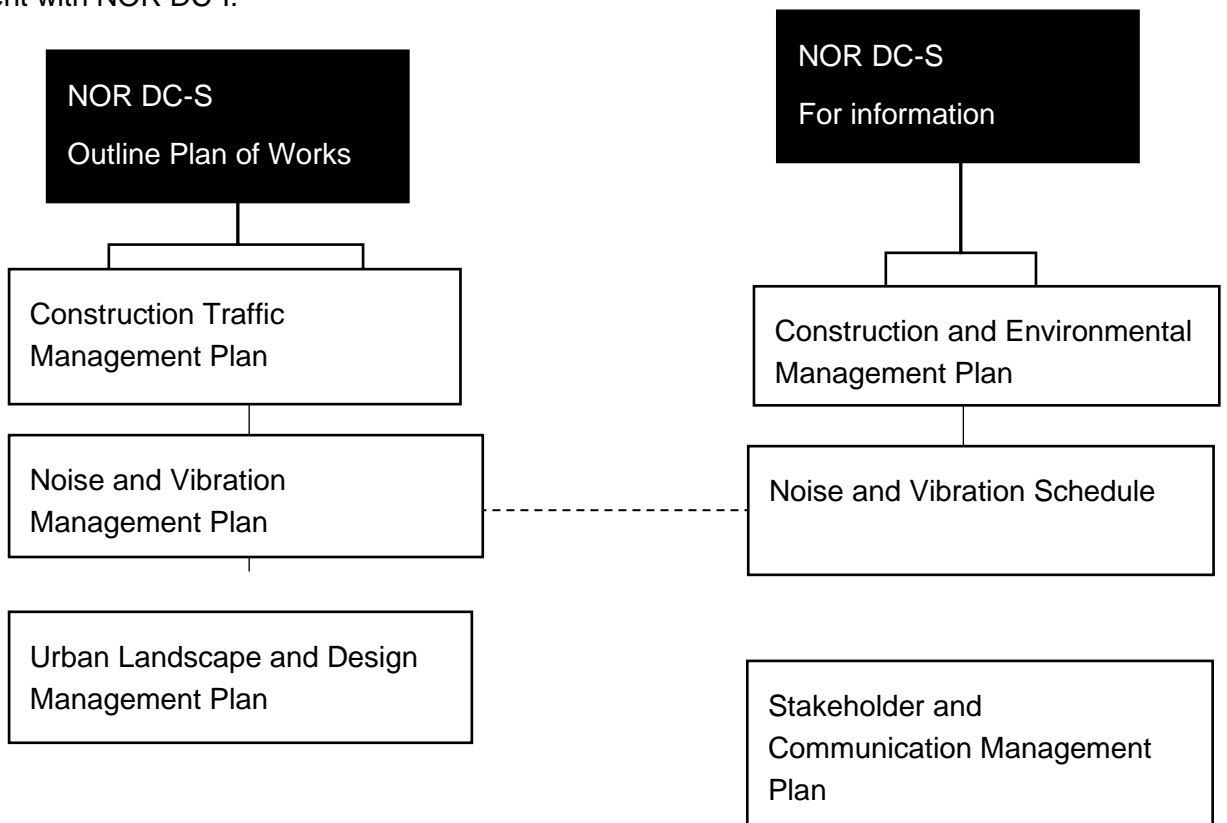
## Drury Central Station

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



## Summary of Plans identified in Conditions

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



## Drury Central Station: NoR conditions

Ref	Condition
<b>General Conditions</b>	
<b>1</b>	<p><b>Activity in general accordance with plans and information</b></p> <p>Except as modified by the conditions below, and subject to final design and Outline Plan(s), works shall be undertaken in general accordance with the Project Description and Concept Plan in Schedule 1.</p>
<b>2</b>	<p><b>Designation Review</b></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; and</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.</p>
<b>3</b>	<p><b>Designation Lapse</b></p> <p>In accordance with clause 37(7) of Schedule 6 to the COVID-19 Recovery (Fast-track Consenting) Act 2020, this designation will lapse if not given effect to within two years from the date on which it is included in the Auckland Unitary Plan.</p> <p><b>Advice Note</b> – <i>For the avoidance of doubt the designation will be given effect to at the implementation of Stage 1.</i></p>
<b>Outline Plan of Works</b>	
<b>4</b>	<p>(a) An Outline Plan for the Project shall be prepared and submitted to the Council in accordance with these conditions.</p> <p>(b) An Outline Plan 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 be prepared in consultation with Stakeholders, where the works involve any of the matters identified in condition 12(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, a 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 receipt 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>

Ref	Condition
5	<p data-bbox="204 212 475 246"><b>Management Plans</b></p> <p data-bbox="204 273 705 306">(a) Any management plan shall be:</p> <ul data-bbox="284 331 1391 533" style="list-style-type: none"><li data-bbox="284 331 1391 409">(i) prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 6-17);</li><li data-bbox="284 416 1232 450">(ii) prepared by a Suitably Qualified and Experienced Person(s); and</li><li data-bbox="284 456 1369 533">(iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CEMPs and CNVMP Schedules.</li></ul> <p data-bbox="204 557 1474 636">(b) Any management plan shall summarise comments received from Mana Whenua and other Stakeholders, along with a summary of where comments have:</p> <ul data-bbox="284 660 928 736" style="list-style-type: none"><li data-bbox="284 660 689 694">(i) Been incorporated; and</li><li data-bbox="284 701 928 736">(ii) Where not incorporated, the reasons why;</li></ul> <p data-bbox="204 761 1216 795">(c) Any management plan developed in accordance with Condition 5 may:</p> <ul data-bbox="284 819 1474 1272" style="list-style-type: none"><li data-bbox="284 819 1232 853">(i) Be prepared and submitted as a joint document for both Projects.</li><li data-bbox="284 860 1474 981">(ii) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation.</li><li data-bbox="284 987 1426 1108">(iii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects and submitted to the Council for information without further process.</li><li data-bbox="284 1115 1474 1272">(iv) If there is a material change required to a management plan which has been submitted with an Outline Plan in accordance with Condition 5, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision;</li></ul> <p data-bbox="204 1296 1410 1417">(d) Any material changes to the SCMPs or CEMPs are to be submitted to the Council for information as soon as practicable following identification for the need for any material changes.</p> <p data-bbox="204 1424 1375 1496">(e) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 6-17.</p>

**Ref Condition****Construction and Environmental Management Plan (CEMP)**

- 6**
- (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:
    - (i) the roles and responsibilities of staff and contractors;
    - (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);
    - (iii) the Construction Works programmes and the staging approach, and the proposed hours of work;
    - (iv) drawings of the proposed site layouts (including construction yards, temporary buildings and construction vehicle parking),
    - (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;
    - (vi) methods for providing for the health and safety of the general public;
    - (vii) procedures for incident management;
    - (viii) methods to ensure prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances;
    - (ix) procedures for responding to complaints about Construction Works;
    - (x) details of any environmental awareness training procedures for staff as relevant;
    - (xi) methods for amending and updating the CEMP as required;
    - (xii) identification of cultural monitoring activities as set out in the Cultural Monitoring Plan;
    - (xiii) description of how the Construction Works will be undertaken in conjunction or coordination with, and will not preclude, any construction or other works to the extent known by the Requiring Authority (including watermain connections(s) to the Watercare Flanagan Road pump station) to implement the development of the surrounding existing and planned urban environment; and
    - (xiv) any other measures to achieve the objective set out in Condition 6(b).
  - (c) Any CEMP shall be submitted to the Manager for information at least ten working days before the Start of Construction for the relevant Stage of Work.

**Ref Condition****Construction Traffic Management Plan (CTMP)**

- 7**
- (a) A CTMP shall be prepared prior to the Start of Construction.
  - (b) A CTMP shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction.
  - (c) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic and transport effects. To achieve this objective, the CTMP shall include:
    - (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:
      - a. identification of detour routes
      - b. temporary speed limits; and
      - c. other methods to safely manage and maintain traffic flows, pedestrians and cyclists, on existing roads (e.g. Great South Road);
    - (iii) methods to maintain functional and operational vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be maintained;
    - (iv) methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services (including along Great South Road);
    - (v) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion;
    - (vi) identification of site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;
    - (vii) identification of any appropriate traffic management measures;
    - (viii) methods that will be undertaken to communicate traffic management measures to affected road users, pedestrians and cyclists (e.g. residents/public/stakeholders/emergency services);
    - (ix) any other measures to achieve the objective set out in Condition 8(b).

**Advice Note** - *The consent holder will be responsible for ensuring all necessary permits, such as Corridor Access Requests (CAR) permits are obtained from Auckland Transport. See Auckland Transport's website [www.aucklandtransport.govt.nz](http://www.aucklandtransport.govt.nz) for more information.*

**Construction Noise and Vibration**

- 8 Construction Noise standards**
- (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards at any occupied residential building set out in the following table as far as practicable:

**Table 1: Construction noise standards**

Day of week	Time period	L <sub>Aeq(15min)</sub>	L <sub>AFmax</sub>
Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB
		70 dB	85 dB
	0730h - 1800h	65 dB	80 dB
		45 dB	75 dB
	1800h - 2000h		
	2000h - 0630h		
Saturday	0630h - 0730h	45 dB	75 dB
		70 dB	85 dB
	0730h - 1800h	45 dB	75 dB
		45 dB	75 dB
	1800h - 2000h		
	2000h - 0630h		
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
		55 dB	85 dB
	0730h - 1800h	45 dB	75 dB
		45 dB	75 dB
	1800h - 2000h		
	2000h - 0630h		
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

(b) Where compliance with the noise standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply

**Ref Condition**

**9 Construction Vibration Standards**

(a) Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 '*Structural Vibration – Part 3: Effects of Vibration on Structures*' for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.

**Table 2 Construction vibration criteria**

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

(b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply.

Ref	Condition
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10	<b>Construction Noise and Vibration Management Plan (CNVMP)</b>
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|  | <ul style="list-style-type: none"><li data-bbox="204 266 1356 304">(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</li><li data-bbox="204 309 1436 515">(b) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve, or otherwise minimise any exceedances of, the construction noise and vibration standards set out in Conditions 8 and 9 as far as practicable.</li><li data-bbox="204 519 1497 1877">(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:<ul style="list-style-type: none"><li data-bbox="284 667 1197 705">(i) Description of the works and anticipated equipment/processes;</li><li data-bbox="284 710 1452 748">(ii) Hours of operation, including times and days when construction activities will occur;</li><li data-bbox="284 752 1181 790">(iii) The construction noise and vibration standards for the Project;</li><li data-bbox="284 795 1260 833">(iv) Identification of receivers where noise and vibration standards apply;</li><li data-bbox="284 837 1372 913">(v) Management and mitigation options, and identification of the Best Practicable Option;</li><li data-bbox="284 918 1388 994">(vi) Methods and frequency for monitoring and reporting on construction noise and vibration;</li><li data-bbox="284 999 1053 1037">(vii) Procedure for responding to monitored exceedances</li><li data-bbox="284 1041 1452 1162">(viii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints.</li><li data-bbox="284 1167 1197 1205">(ix) Contact details of the Project Liaison Person or site supervisor;</li><li data-bbox="284 1209 1468 1330">(x) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;</li><li data-bbox="284 1335 1404 1411">(xi) Procedures for monitoring construction noise and vibration and reporting to the Council.</li><li data-bbox="284 1415 1484 1581">(xii) Identification of areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 Category A or Category B] will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites.</li><li data-bbox="284 1585 1484 1796">(xiii) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 Category B] will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls;</li><li data-bbox="284 1800 1069 1839">(xiv) Procedures for review and update of the CNVMP; and</li><li data-bbox="284 1843 989 1877">(xv) Any other measures to achieve Condition 10(b).</li></ul></li></ul> |
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Ref	Condition
11	<p><b>Schedule to a CNVMP</b></p> <p>(a) A Site-Specific Construction Noise and/or Vibration Management Schedule (Schedule) shall be prepared in consultation with the owners and occupiers of sites subject to the Schedule, when:</p> <ul style="list-style-type: none"> <li>(i) Construction noise is either predicted or measured to exceed the noise standards in Condition 8, except where the exceedance of the <math>L_{Aeq}</math> criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> <li>a. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or</li> <li>b. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</li> </ul> </li> <li>(ii) Construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 9.</li> </ul> <p>(b) The objective of the Schedule is to set out the Best Practicable Option for the management of noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:</p> <ul style="list-style-type: none"> <li>(i) activity location, start and finish dates;</li> <li>(ii) The nearest neighbours to the activity;</li> <li>(iii) a location plan;</li> <li>(iv) predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Clause (a);</li> <li>(v) The proposed Best Practicable Option mitigation for the activity/location;</li> <li>(vi) The proposed communications with neighbours; and</li> <li>(vii) Location, times and types of monitoring.</li> </ul>
<b>Urban Landscape and Design Management Plan (ULDMP)</b>	
12	<p>(a) An Urban Landscape and Design Management Plan (ULDMP) shall be prepared and submitted with the relevant Outline Plan for:</p> <ul style="list-style-type: none"> <li>(i) The design of the Stage One works; and</li> <li>(ii) The design of subsequent stages where they involve works materially affecting movement in and around the station and/or the interface of the station with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority).</li> </ul> <p>(b) The objective of the ULDMP is to set out how the Project will manage or mitigate potential adverse visual effects and contribute to a quality urban environment.</p> <p>(c) To achieve this objective, the ULDMP shall include an overall concept plan that shows the layout of the Project and in particular urban landscape and design elements relating to access, connectivity, and interface with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority), with particular regard to:</p> <ul style="list-style-type: none"> <li>(i) How the works in the Outline Plan will be integrated into the surrounding existing and planned-urban environment, with particular regard to:</li> </ul>

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

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

**Ref Condition****Stakeholder and Communication Management Plan (SCMP)**

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| <b>14</b> | <ul style="list-style-type: none"><li>(a) A SCMP shall be prepared prior to the Start of Construction.</li><li>(b) The objective of the SCMP is to set out how the public and stakeholders will be communicated with throughout the Construction Works.</li><li>(c) The SCMP shall include the following details and measures setting out how the Requiring Authority will:<ul style="list-style-type: none"><li>(i) Provide the contact details for the Project Liaison Person which shall be prominently displayed at the main entrance(s) to the site(s);</li><li>(ii) Communicate with stakeholders, infrastructure service providers, transport operators, organisations, businesses, and the public;</li><li>(iii) Provide a communications framework that details the Requiring Authority's communication strategies, the accountabilities and timeframes for responding to inquiries and complaints, frequency of communications and consultation, the range of communication and consultation methods to be used, and any other relevant communication matters;</li><li>(iv) Specify methods for how stakeholders and persons affected by the Project will be notified of the commencement of construction activities and works, the expected duration of the activities and works, and who to contact for any queries, concerns, and complaints;</li><li>(v) Inform the stakeholders and parties consulted of construction progress and future construction activities;</li><li>(vi) Specify methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities;</li><li>(vii) Outline details of the inquiry and complaint management process including who is responsible for responding, how responses will be provided and the timeframes within which the responses will be provided;</li><li>(viii) Maintain a complaint register which shall detail the date, nature and complainant contact details (if provided) of any complaints received regarding the construction of the Project and the Requiring Authority's response (or confirmation of no action) to each complaint;</li><li>(ix) Outline any linkages and cross-references to communication methods set out in other conditions and management plans where relevant;</li><li>(x) any arrangements for post-construction communications; and</li><li>(xi) any other measures to achieve Condition 14(b).</li></ul></li><li>(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.</li></ul> |
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Building Damage Pre-Condition Survey	
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| 15 | <p>(a) The Requiring Authority shall write to identified owners of buildings predicted to receive vibration levels exceeding Category A (Condition 9), to offer a pre-construction condition survey of such buildings. The objective of the survey is to document the building's current condition and any existing damage. The pre-condition survey shall include the following:</p> <ul style="list-style-type: none"><li>(i) building classification (i.e. commercial, industrial, historic or other sensitive structure);</li><li>(ii) building specific vibration damage risk thresholds;</li><li>(iii) recordings (including photographs) of major building features, including location, type, construction type (including foundation type), age and present condition; and</li><li>(iv) any damage, either aesthetic or structural.</li></ul> <p>(b) For each Building identified as likely to receive vibration levels exceeding Category A, the Requiring Authority is deemed to have complied with clause (a) if</p> <ul style="list-style-type: none"><li>(i) The Requiring Authority's specialist has visited the building and assessed the pre-construction condition of the building; or</li><li>(ii) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or</li><li>(iii) The building owner did not agree to entry within three months of the date of the Requiring Authority's letter sent in accordance with clause (b) (including where the owner did not respond within that period); or</li><li>(iv) The building owner cannot, after reasonable enquiry, be found prior to Start of Construction of the Project.</li></ul> <p>(c) If any of clause b (i) to (iv) above apply to an identified building, the Requiring Authority is not required to implement building damage rectification to that building under Condition 16.</p> |
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| 16 | <p><b>Building Damage Rectification</b></p> <p>(a) The Requiring Authority shall write to landowners of the identified buildings (subject of a pre-condition survey) to offer a post construction condition survey when construction is completed. Any damage shown to be caused by the Project construction shall be rectified by the Requiring Authority (<b>Building Damage Rectification</b>).</p> <p>(b) Once an agreement on Building Damage Rectification is reached between the Requiring Authority and the owner of a damaged building under Condition 16 (a) the mitigation shall be implemented, including any third-party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.</p> <p>(c) Where Building-Damage Rectification is required, the Requiring Authority is deemed to have complied with Condition 16 if:</p> <ul style="list-style-type: none"><li>(i) The Requiring Authority has completed Building Damage Rectification to the building; or</li><li>(ii) An alternative agreement is reached between the Requiring Authority and the building owner; or</li><li>(iii) The building owner did not accept the Requiring Authority's offer to implement Building Damage Rectification within three months of the date of the Requiring Authority's letter sent in accordance with Condition 16 (a) (including where the</li></ul> |
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Ref	Condition
	<p>owner did not respond within that period following reasonable inquiries with the owner by the Requiring Authority); or</p> <p>(iv) The building owner cannot, after reasonable enquiry, be found post Completion of Construction of the Project.</p>
<b>Cultural Monitoring Plan</b>	
17	<p>(a) Prior to the start of Construction Works, a Cultural Monitoring Plan (CMP) shall be prepared in collaboration with Mana Whenua through the MEF.</p> <p>(b) The objective of the Cultural Monitoring Plan is to provide Mana Whenua the opportunity to reconnect with the whenua as kaitiaki and express tikanga and kawa responsibilities.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> <li>(i) requirements for formal dedication and / or cultural oversight to be undertaken prior to start of Construction;</li> <li>(ii) requirements and protocols for cultural inductions for contractors and subcontractors working on the site;</li> <li>(iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) identification of personnel to undertake cultural monitoring; and</li> <li>(v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition 18.</li> </ul> <p>(d) If the Requiring Authority and Mana Whenua agree, other matters can be included in the CMP.</p> <p>(e) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p><b>Advice Note</b> - Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>
18	<p><b>Accidental Discovery Protocol</b></p> <p>(a) An Accidental Discovery Protocol, for areas of the project not covered by an Archaeological Authority granted under the Heritage New Zealand Pouhere Taonga Act 2014 shall be developed in consultation with Mana Whenua through the MEF for the Project to address accidental archaeological discoveries during the Enabling Works and Construction Works.</p> <p>(b) The Accidental Discovery Protocol shall be consistent with the accidental discovery rule in Chapter E11 (Land disturbance – Regional) of the Auckland Unitary Plan: Operative in Part or any subsequent version.</p>

Ref	Condition
19	<p data-bbox="204 212 587 246"><b>Heritage Monitoring Report</b></p> <p data-bbox="204 273 1468 392">(a) A Monitoring Report shall be prepared to document changes to the Railway Yards. This shall be provided to the Council for the purpose of updating its Cultural Heritage Inventory, and to HNZPT. This shall include:</p> <ul data-bbox="284 414 1468 705" style="list-style-type: none"><li data-bbox="284 414 1468 616">(i) Documentation recording changes that have occurred to the site by the project in accordance with <i>HNZPT AGS1 Guidelines for the Identification and Recording of Buildings and Structures 2018</i>. This will include areas that have been demolished, salvaged fabric and items that have been repositioned and/or repurposed and any fabric that has been retained in place; and</li><li data-bbox="284 622 1468 705">(ii) A photographic record with supporting drawings and annotation sufficient to provide context.</li></ul> <p data-bbox="204 728 1380 795">The Report shall be provided to Council and HNZPT within 12 months of completion of the construction works associated with the Project.</p>



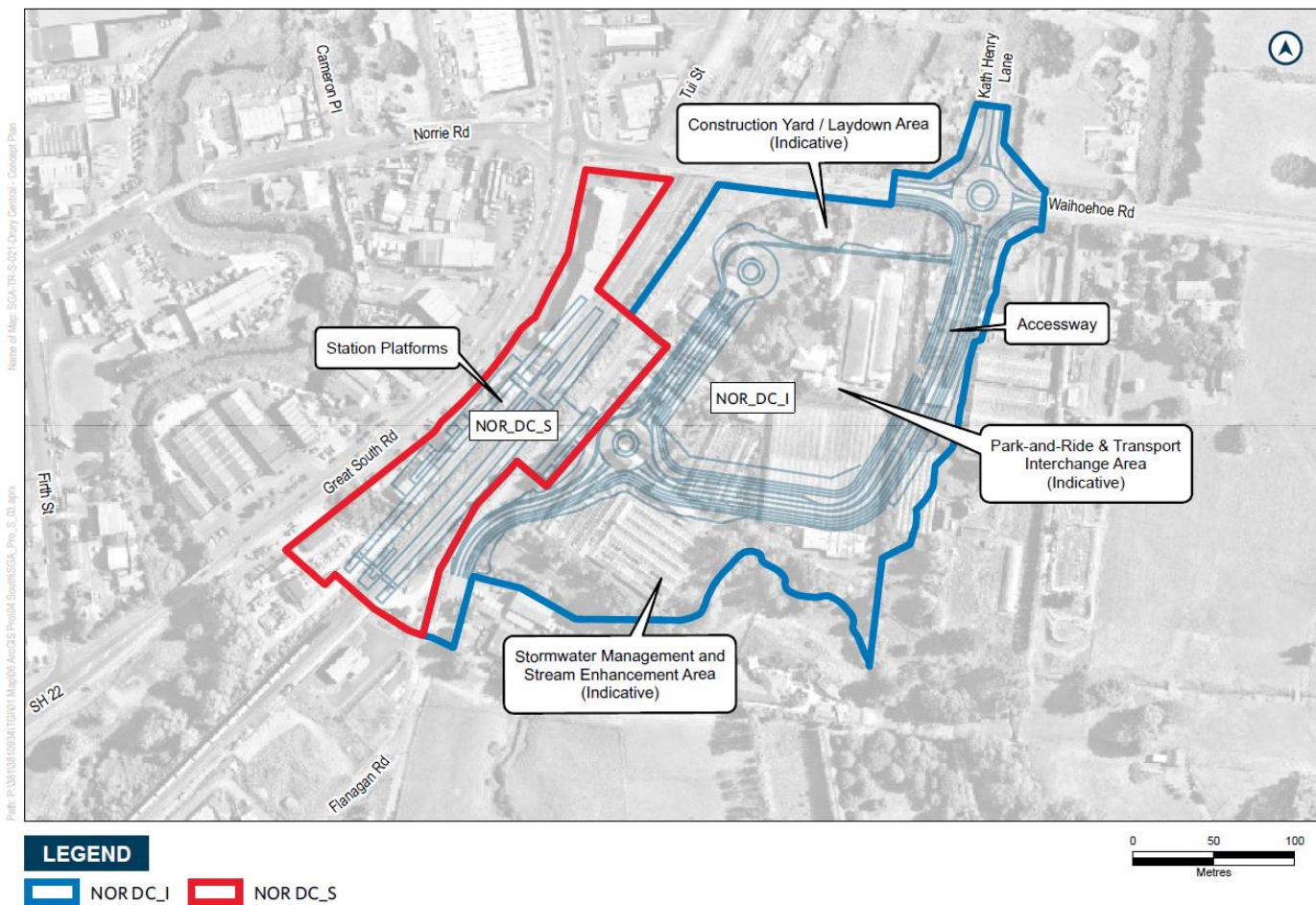
# Schedule 1: General Accordance Plans

## (NOR DC-S) Drury Central Station Project Description

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

The proposed works are shown in the following Concept Plan:

### NOR DC-S Concept Plan





## Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

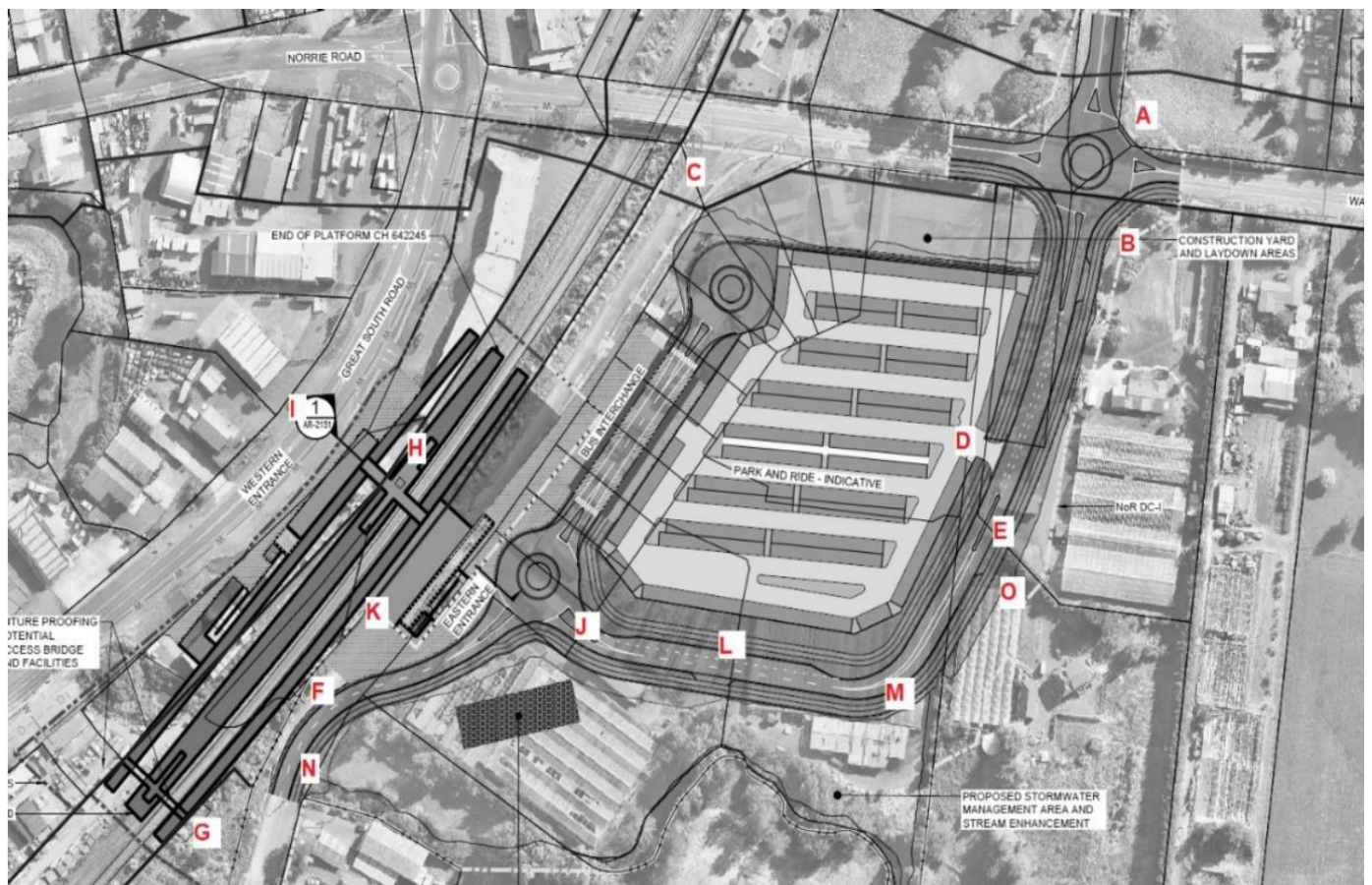
Address	Legal Description
108 Flanagan Road	Pt Lot 1 DP 62094, Lot 1 DP 80559
116 Flanagan Road	Part Lot 1 DP 620994
132 Flanagan Road	Part Allotment 33 Parish of Opaheke
120 Flanagan Road	NA99D/313 Lot 1 DP 165262, 1/6 SH Lot 10 DP 165262
68 Flanagan Road	Lot 8 DP 165262
117 Fitzgerald Road	Pt Allot 33 Parish of Opaheke NA1085/196
113 Fitzgerald Road	Lot 5 DP 165262, 1/6 SH Lot 10 DP 165262 NA99D/317
71 Waihoehoe Road	NA64D/685 Lot 1 DP 105542
81 Waihoehoe Road	NA93B/570 Lot 4 DP 156240, 1/2 SH Lot 5 DP 156240
263 Great South Road	NA129D/318
267 Great South Road	NA129D/317
271 Great South Road	NA129D/316
275 Great South Road	NA129D/315
1/257 Great South Road	NA88C/269
257 Great South Road	NA88B/843
257-261 Great South Road	NA88B/844 Lot 1 DP 148749
255 Great South Road	518014 Lot 1 DP 148749
251 Great South Road	518013 Lot 2 DP 430342
8 Norrie Road	Lot 1 DP 20398
6 Norrie Road	Lot 2 DP 20398
2 Norrie Road	Pt Allot 34 Parish of Opaheke
239-243 Great South Road	Lot 1 Deeds Reg WHAU 72, Lot 2 Deeds Reg WHAU 72, Lot 5 Deeds Reg WHAU 72
18 Waihoehoe Road	NA80A/485 Lot 10 DP 135804
15 Kath Henry Lane	NA80A/484 Lot 9 DP 135804
27 Kath Henry Lane	NA80A/483 Lot 8 DP 135804, 1/6 SH Lot 12 DP 135804
45 Kath Henry Lane	NA80A/482 Lot 7 DP 135804, 1/6 SH Lot 12 DP 135804
49 Kath Henry Lane	NA80A/481 Lot 6 DP 135804, 1/6 SH Lot 12 DP 135804, 1/2 SH Lot 13 DP 135804
50 Kath Henry Lane	NA80A/480 Lot 5 DP 135804, 1/6 SH Lot 12 DP 135804, 1/2 SH Lot 13 DP 135804
44 Kath Henry Lane	NA80A/479 Lot 4 DP 135804 and 1/6 share Lot DP 135804
34 Kath Henry Lane	NA80A/478 Lot 3 DP 135804, 1/6 SH Lot 12 DP 135804
18 Kath Henry Lane	NA91D/603 Lot 2 DP 135804
76 Waihoehoe Road	Lot 2 DP 115881NA65D/732



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

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





# Drury Central Station – Designation Conditions (NoR DC-I)

## Definitions

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

Term	Definition
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Certification	<p>Certification shall be achieved by confirmation from the Council that the plan has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan shall be deemed certified:</p> <p>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or</p> <p>(b) fifteen (15) working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</p>
Completion of Construction	When construction of the Project is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council.
Enabling Works	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> <li>• geotechnical investigations (including trial embankments)</li> <li>• archaeological site investigations</li> <li>• formation of access for geotechnical investigations</li> <li>• establishment of site yards, site entrances and fencing</li> <li>• constructing and sealing site access roads</li> <li>• demolition or removal of buildings and structures</li> <li>• relocation of services</li> <li>• ecological surveys</li> <li>• vegetation removal ancillary to Enabling Works</li> <li>• establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)</li> </ul>
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Project	For NOR DC-S means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1.

	<p>For NOR DC-I means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1.</p> <p>Reference to "Project" in the conditions means each or either of the Projects as the case may be.</p>
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the Construction Works.
Stage of Work	Any physical works that require the development of an Outline Plan.
Stage One works	Means the physical works to construct the Project in its Stage One configuration, which includes but is not limited to station platforms, transport interchange facilities, and accessways.
Stakeholder	<p>Means the following:</p> <ul style="list-style-type: none"> <li>• Kiwi Property Holdings No. 2 Limited;</li> <li>• Oyster Capital Limited;</li> <li>• Fulton Hogan Land Development Limited;</li> <li>• Watercare Services Limited;</li> <li>• Counties Power;</li> <li>• Minister of Housing; and</li> </ul> <p>The owners and occupiers of:</p> <ul style="list-style-type: none"> <li>• The land on which the Project is to be undertaken; and</li> <li>• The Surrounding Land (as defined below).</li> </ul>
stakeholder	Means a relevant affected party to be consulted on a construction specific management plan.
Surrounding Land	Means the properties listed and identified in Schedule 2.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Suitably Qualified and Experienced Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence.
Urban Design Evaluation and Framework	Means the ' <i>Drury Central and Paerata Stations Urban Design Evaluation and Framework (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

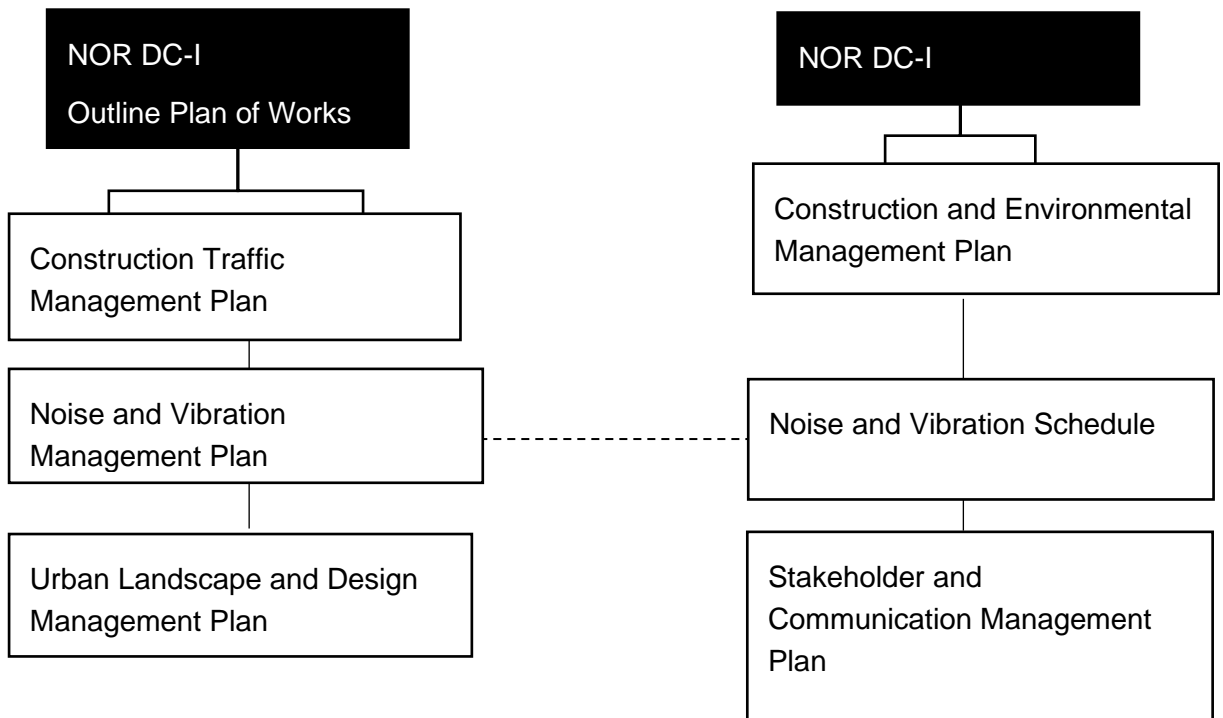
Acronym	Description
AUP:OP	Auckland Unitary Plan: Operative in Part
BPO	Best Practicable Option
CEMP	Construction and Environmental Management Plan
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction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

## Drury Central Interchange

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

## Summary of Plans identified in Conditions

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





# Drury Central Interchange: NOR conditions

Ref	Condition
<b>General Conditions</b>	
<b>1</b>	<p><b>Activity in general accordance with plans and information</b></p> <p>Except as modified by the conditions below, and subject to final design and Outline Plan(s), works shall be undertaken in general accordance with the Project Description and Concept Plan in Schedule 1.</p>
<b>2</b>	<p><b>Designation Review</b></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; and</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.</p>
<b>3</b>	<p><b>Designation Lapse</b></p> <p>In accordance with clause 37(7) of Schedule 6 to the COVID-19 Recovery (Fast-track Consenting) Act 2020, this designation will lapse if not given effect to within two years from the date on which it is included in the Auckland Unitary Plan.</p> <p><b>Advice Note</b> – <i>For the avoidance of doubt the designation will be given effect to at the implementation of Stage 1.</i></p>
<b>Outline Plan of Works</b>	
<b>4</b>	<p>(a) An Outline Plan for the Project shall be prepared and submitted to the Council in accordance with these conditions.</p> <p>(b) An Outline Plan 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 be prepared in consultation with Stakeholders, where the works involve any of the matters identified in condition 12(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, a 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 receipt 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>

**Ref Condition**

- 5 Management Plans**
- (a) Any management plan shall be:
    - (i) prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 6-17);
    - (ii) prepared by a Suitably Qualified and Experienced Person(s); and
    - (iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CEMPs and CNVMP Schedules.
  - (b) Any management plan shall summarise comments received from Mana Whenua and other Stakeholders, along with a summary of where comments have:
    - (i) Been incorporated; and
    - (ii) Where not incorporated, the reasons why;
  - (c) Any management plan developed in accordance with Condition 5 may:
    - (i) Be prepared and submitted as a joint document for both Projects.
    - (ii) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation.
    - (iii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects and submitted to the Council for information without further process.
    - (iv) If there is a material change required to a management plan which has been submitted with an Outline Plan in accordance with Condition 5, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision;
  - (d) Any material changes to the SCMPs or CEMPs are to be submitted to the Council for information as soon as practicable following identification of the need for any material changes.
  - (e) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 6-17.

**Construction and Environmental Management Plan (CEMP)**

- 6**
- (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:
    - (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),

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

Ref	Condition																									
	<ul style="list-style-type: none"> <li>(vi) identification of site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;</li> <li>(vii) identification of any appropriate traffic management measures;</li> <li>(viii) methods that will be undertaken to communicate traffic management measures to affected road users, pedestrians and cyclists (e.g. residents/public/stakeholders/emergency services);</li> <li>(ix) any other measures to achieve the objective set out in Condition 7(b).</li> </ul> <p><b>Advice Note</b> - The consent holder will be responsible for ensuring all necessary permits, such as Corridor Access Requests (CAR) permits are obtained from Auckland Transport. See Auckland Transport's website <a href="http://www.aucklandtransport.govt.nz">www.aucklandtransport.govt.nz</a> for more information.</p>																									
<b>7A</b>	<p><b>Road Safety Audit</b></p> <ul style="list-style-type: none"> <li>(a) Prior to the Start of Construction, the Requiring Authority shall engage an independent and suitably qualified Safety Engineer to undertake and complete an independent, Preliminary Design Road Safety Audit of all site access points and road layout changes associated with the Project.</li> <li>(b) The Preliminary Design Road Safety Audit shall be completed in accordance with the New Zealand Transport Agency Procedure Manual ("Road Safety Audit Procedures for projects") by an independent and appropriately qualified safety audit team.</li> <li>(c) The Requiring Authority shall adopt and address any recommendations made in the Road Safety Audit, which are agreed with the Council (in consultation with Auckland Transport).</li> </ul>																									
<b>Construction Noise and Vibration</b>																										
<b>8</b>	<p><b>Construction Noise standards</b></p> <ul style="list-style-type: none"> <li>(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:</li> </ul> <p><b>Table 1: Construction noise standards</b></p> <table border="1" data-bbox="228 1514 946 2083"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L<sub>Aeq(15min)</sub></th> <th>L<sub>AFmax</sub></th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> <tr> <td rowspan="5" style="text-align: center;">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></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Day of week	Time period	L <sub>Aeq(15min)</sub>	L <sub>AFmax</sub>	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB				
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	2000h - 0630h	45 dB	75 dB																							

**Ref Condition**

Saturday	0630h - 0730h	45 dB	75 dB	
		70 dB	85 dB	
	0730h - 1800h	45 dB	75 dB	
		45 dB	75 dB	
1800h - 2000h				
	2000h - 0630h			
	Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
		55 dB	85 dB	
0730h - 1800h		45 dB	75 dB	
		45 dB	75 dB	
1800h - 2000h				
	2000h - 0630h			
Other occupied buildings				
All	0730h – 1800h	70 dB		
	1800h – 0730h	75 dB		

(b) Where compliance with the noise standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply

**9 Construction Vibration Standards**

(a) Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 '*Structural Vibration – Part 3: Effects of Vibration on Structures*' for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.

**Table 2 Construction vibration criteria**

Receiver	Details	Category A	Category B
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv

**Ref Condition**

Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	

(b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply.

**10 Construction Noise and Vibration Management Plan (CNVMP)**

- (a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.
- (b) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve, or otherwise minimise any exceedances of, the construction noise and vibration standards set out in Conditions 8 and 9 as far as practicable.
- (c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '*Acoustics – Construction Noise*' (NZS6803:1999) and shall as a minimum, address the following:
  - (i) Description of the works and anticipated equipment/processes;
  - (ii) Hours of operation, including times and days when construction activities will occur;
  - (iii) The construction noise and vibration standards for the Project;
  - (iv) Identification of receivers where noise and vibration standards apply;
  - (v) Management and mitigation options, and identification of the Best Practicable Option;
  - (vi) Methods and frequency for monitoring and reporting on construction noise and vibration;
  - (vii) Procedure for responding to monitored exceedances
  - (viii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints.
  - (ix) Contact details of the Project Liaison Person or site supervisor;
  - (x) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;
  - (xi) Procedures for monitoring construction noise and vibration and reporting to the Council.
  - (xii) Identification of areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 Category A or Category B] will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites.
  - (xiii) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 Category B] will not be practicable and where

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

**Ref Condition**

- (c) An Outline Plan involving any works described in Condition 12(a) is to depict and explain how it addresses the following matters as relevant to the overall concept plan:
- (i) How the works in the Outline Plan will be integrated into the surrounding existing and planned urban environment, with particular regard to:
    - a. Provision for safe active mode facilities within the station and transport interchange area and safe multi-modal access between the station and the surrounding existing and planned urban environment;
    - b. Ensuring that the new Flanagan Road alignment is constructed and operational prior to the existing alignment of this road being closed;
    - c. The specific elements listed and alphabetically referenced at the approximate locations shown in Schedule 3 (as relevant to the specific designation):
    - d. Active mode facilities on Waihoehoe Road between the park-and-ride access intersection and Great South Road, including over the Waihoehoe Road rail bridge and at the Great South Road intersection; and
    - e. The Urban Design Evaluation and Framework.
  - (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:
    - a. The extent to which the Requiring Authority, the owners of Surrounding Land and infrastructure providers can coordinate the provision of new or upgraded infrastructure;
    - b. The location and design of connecting roads between the Project and the surrounding existing and planned urban environment;
    - c. The timing of works planned on Surrounding Land; and
    - d. Any other relevant access, servicing, engineering, or other matters.
  - (iii) how the project will enable a safe and inclusive environment. This may be achieved by use of:
    - a. Crime Prevention through Environmental Design principles (CPTED); and
    - b. Safety in Design principles (SID).
  - (iv) how the project will provide for walking and cycling connectivity;
  - (v) architectural treatment of major structures (e.g. bridges and retaining walls) with reference to the Urban Design Evaluation and Framework,
  - (vi) accessway design, including roadside and median treatments (e.g. furniture and lighting);
  - (vii) methods to enhance station legibility such as, arrival treatments, signage, wayfinding and interchange between transport modes;
  - (viii) As relevant to the Stage of Work, details of:
    - a. the reinstatement of construction and site compound areas, treatment of cut-and-fill slopes and interface of stormwater devices; and
    - b. how the Project's permanent works will be integrated into the built environment and the landscape context;
  - (ix) landscape treatments and planting with reference to the Urban Design Evaluation and Framework, such as:



Ref	Condition
	<ul style="list-style-type: none"> <li>a. the intended plant species, planting locations and plant sizes at the time of planting and on maturity;</li> <li>b. the planting methodology and programme; and</li> <li>c. a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants.</li> </ul> <p>(d) Mana-Whenua shall be invited through the Mana Whenua Engagement Forum (MEF) to participate in the development of the ULDMP to provide input into the relevant cultural landscape and design matters and how desired outcomes may be reflected in the ULDMP.</p>
<b>Mana Whenua Engagement Forum (MEF)</b>	
13	<ul style="list-style-type: none"> <li>(a) Within three months of confirmation of the designation the Requiring Authority must establish a kaitiaki Mana Whenua Engagement Forum (MEF) (or similar) to provide for an on-going role in the design and construction of the Project and is to maintain this forum for the duration of the Construction Works.</li> <li>(b) The objective of the MEF is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection in the Project design and construction phases and to develop agreed measures and mechanisms to avoid, remedy or mitigate adverse effects on Mana Whenua values including opportunities for expression of cultural values through design and input into relevant management plans.</li> <li>(c) The frequency at which the MEF meets and the format or nature of the meetings shall be agreed between the Requiring Authority and the MEF.</li> <li>(d) The role of the MEF is to facilitate consultation and enable Mana Whenua to provide input into (but not limited to): <ul style="list-style-type: none"> <li>(i) roles and responsibilities of Mana Whenua, including in relation to design and development of the Project;</li> <li>(ii) preparation of management plans;</li> <li>(iii) cultural monitoring activities to be undertaken;</li> <li>(iv) developing and participating in archaeological investigations and processes;</li> <li>(v) identifying opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the project area;</li> <li>(vi) Mana Whenua outcomes and wellbeing aspirations; and</li> <li>(vii) incorporating cultural narratives into the design of the Project.</li> </ul> </li> <li>(e) The Requiring Authority must extend an invitation for membership on the MEF to (but not limited to) representatives of: <ul style="list-style-type: none"> <li>(i) Ngāi Tai ki Tāmaki Tribal Trust;</li> <li>(ii) Ngāti Maru Runanga;</li> <li>(iii) Ngāti Tamaoho Trust;</li> <li>(iv) Ngaati Te Ata Waiohūa;</li> <li>(v) Ngaati Whanaunga Inc Soc;</li> <li>(vi) Te Ākitai Waiohūa;</li> <li>(vii) Te Ahiwaru Waiohūa;</li> </ul> </li> </ul>

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

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

Ref	Condition
	<p>owner did not respond within that period following reasonable inquiries with the owner by the Requiring Authority); or</p> <p>(iv) The building owner cannot, after reasonable enquiry, be found post Completion of Construction of the Project.</p>
<b>Cultural Monitoring Plan</b>	
17	<p>(a) Prior to the start of Construction Works, a Cultural Monitoring Plan (CMP) shall be prepared in collaboration with Mana Whenua through the MEF.</p> <p>(b) The objective of the Cultural Monitoring Plan is to provide Mana Whenua the opportunity to reconnect with the whenua as kaitiaki and express tikanga and kawa responsibilities.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> <li>(i) requirements for formal dedication and / or cultural oversight to be undertaken prior to start of Construction;</li> <li>(ii) requirements and protocols for cultural inductions for contractors and subcontractors working on the site;</li> <li>(iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) identification of personnel to undertake cultural monitoring; and</li> <li>(v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition 18.</li> </ul> <p>(d) If the Requiring Authority and Mana Whenua agree, other matters can be included in the Cultural Monitoring Plan.</p> <p>(e) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p><b>Advice Note</b> - Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>
18	<p><b>Accidental Discovery Protocol</b></p> <p>(a) An Accidental Discovery Protocol, for areas of the project not covered by an Archaeological Authority granted under the Heritage New Zealand Pouhere Taonga Act 2014 shall be developed in consultation with Mana Whenua through the MEF for the Project to address accidental archaeological discoveries during the Enabling Works and Construction Works.</p> <p>(b) The Accidental Discovery Protocol shall be consistent with the accidental discovery rule in Chapter E11 (Land disturbance – Regional) of the Auckland Unitary Plan: Operative in Part or any subsequent version.</p>

Ref	Condition
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19	<b>Heritage Monitoring Report</b>
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	(a) A Monitoring Report shall be prepared to document changes to the Railway Yards. This shall be provided to the Council for the purpose of updating its Cultural Heritage Inventory, and to HNZPT. This shall include:
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	(i) Documentation recording changes that have occurred to the site by the project in accordance with <i>HNZPT AGS1 Guidelines for the Identification and Recording of Buildings and Structures 2018</i> . This will include areas that have been demolished, salvaged fabric and items that have been repositioned and/or repurposed and any fabric that has been retained in place; and
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	(ii) A photographic record with supporting drawings and annotation sufficient to provide context.
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	The Report shall be provided to Council and HNZPT within 12 months of completion of the construction works associated with the Project.
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# Schedule 1: General Accordance Plans

## (NOR DC-I) Drury Central Interchange Project Description

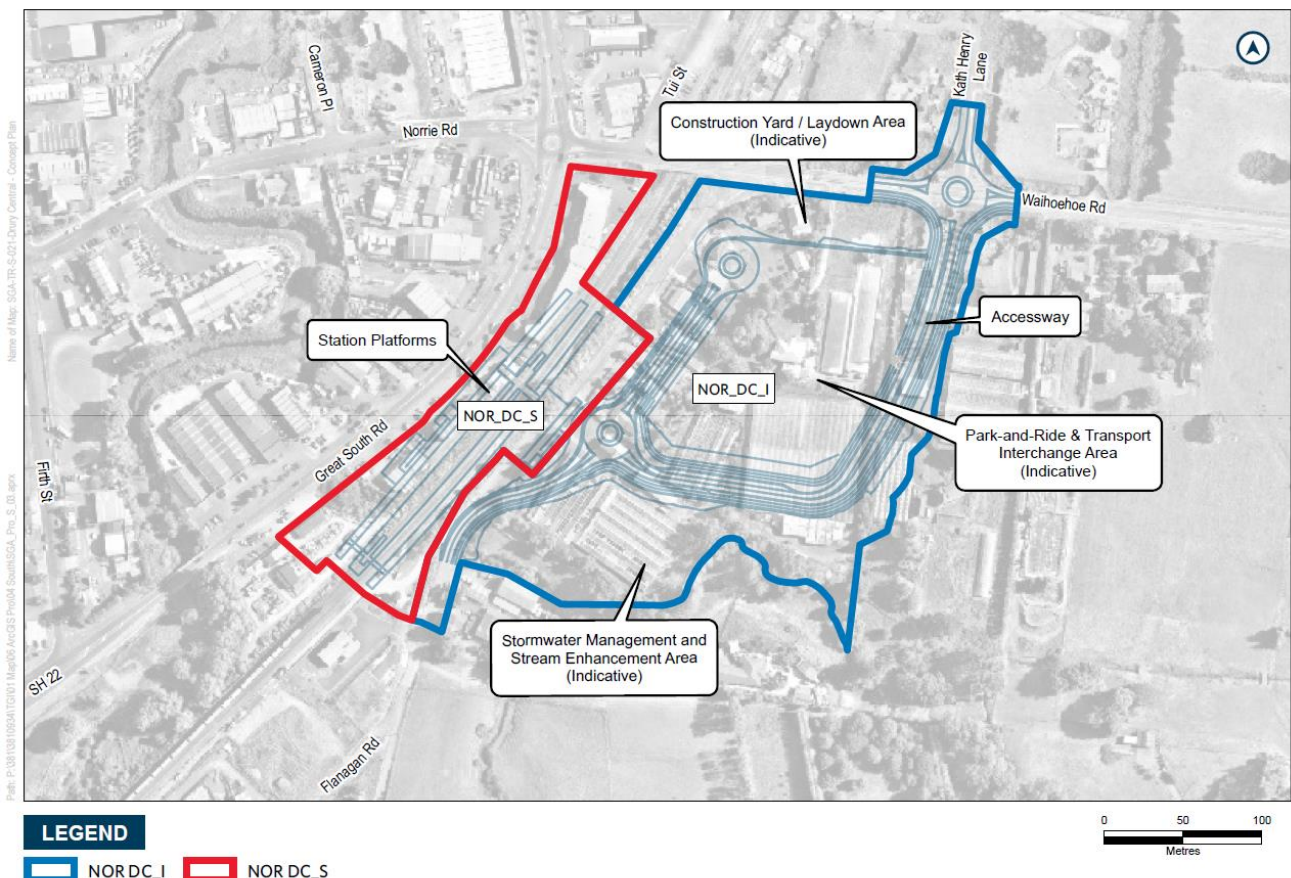
The proposed work is the construction, operation, and maintenance of the transport interchange, accessways, and ancillary and associated structures serving Drury Central Station, including, but not limited to:

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

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

The proposed work is shown in the following Concept Plan.

### NOR DC-I Concept Plan



## Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

Address	Legal Description
108 Flanagan Road	Pt Lot 1 DP 62094, Lot 1 DP 80559
116 Flanagan Road	Part Lot 1 DP 620994
132 Flanagan Road	Part Allotment 33 Parish of Opaheke
120 Flanagan Road	NA99D/313 Lot 1 DP 165262, 1/6 SH Lot 10 DP 165262
68 Flanagan Road	Lot 8 DP 165262
117 Fitzgerald Road	Pt Allot 33 Parish of Opaheke NA1085/196
113 Fitzgerald Road	Lot 5 DP 165262, 1/6 SH Lot 10 DP 165262 NA99D/317
71 Waihoehoe Road	NA64D/685 Lot 1 DP 105542
81 Waihoehoe Road	NA93B/570 Lot 4 DP 156240, 1/2 SH Lot 5 DP 156240
263 Great South Road	NA129D/318
267 Great South Road	NA129D/317
271 Great South Road	NA129D/316
275 Great South Road	NA129D/315
1/257 Great South Road	NA88C/269
257 Great South Road	NA88B/843
257-261 Great South Road	NA88B/844 Lot 1 DP 148749
255 Great South Road	518014 Lot 1 DP 148749
251 Great South Road	518013 Lot 2 DP 430342
8 Norrie Road	Lot 1 DP 20398
6 Norrie Road	Lot 2 DP 20398
2 Norrie Road	Pt Allot 34 Parish of Opaheke
239-243 Great South Road	Lot 1 Deeds Reg WHAU 72, Lot 2 Deeds Reg WHAU 72, Lot 5 Deeds Reg WHAU 72
18 Waihoehoe Road	NA80A/485 Lot 10 DP 135804
15 Kath Henry Lane	NA80A/484 Lot 9 DP 135804
27 Kath Henry Lane	NA80A/483 Lot 8 DP 135804, 1/6 SH Lot 12 DP 135804
45 Kath Henry Lane	NA80A/482 Lot 7 DP 135804, 1/6 SH Lot 12 DP 135804
49 Kath Henry Lane	NA80A/481 Lot 6 DP 135804, 1/6 SH Lot 12 DP 135804, 1/2 SH Lot 13 DP 135804
50 Kath Henry Lane	NA80A/480 Lot 5 DP 135804, 1/6 SH Lot 12 DP 135804, 1/2 SH Lot 13 DP 135804
44 Kath Henry Lane	NA80A/479 Lot 4 DP 135804 and 1/6 share Lot DP 135804
34 Kath Henry Lane	NA80A/478 Lot 3 DP 135804, 1/6 SH Lot 12 DP 135804
18 Kath Henry Lane	NA91D/603 Lot 2 DP 135804
76 Waihoehoe Road	Lot 2 DP 115881NA65D/732
76A Waihoehoe Road	NA65D/733 Lot 3 DP 115881

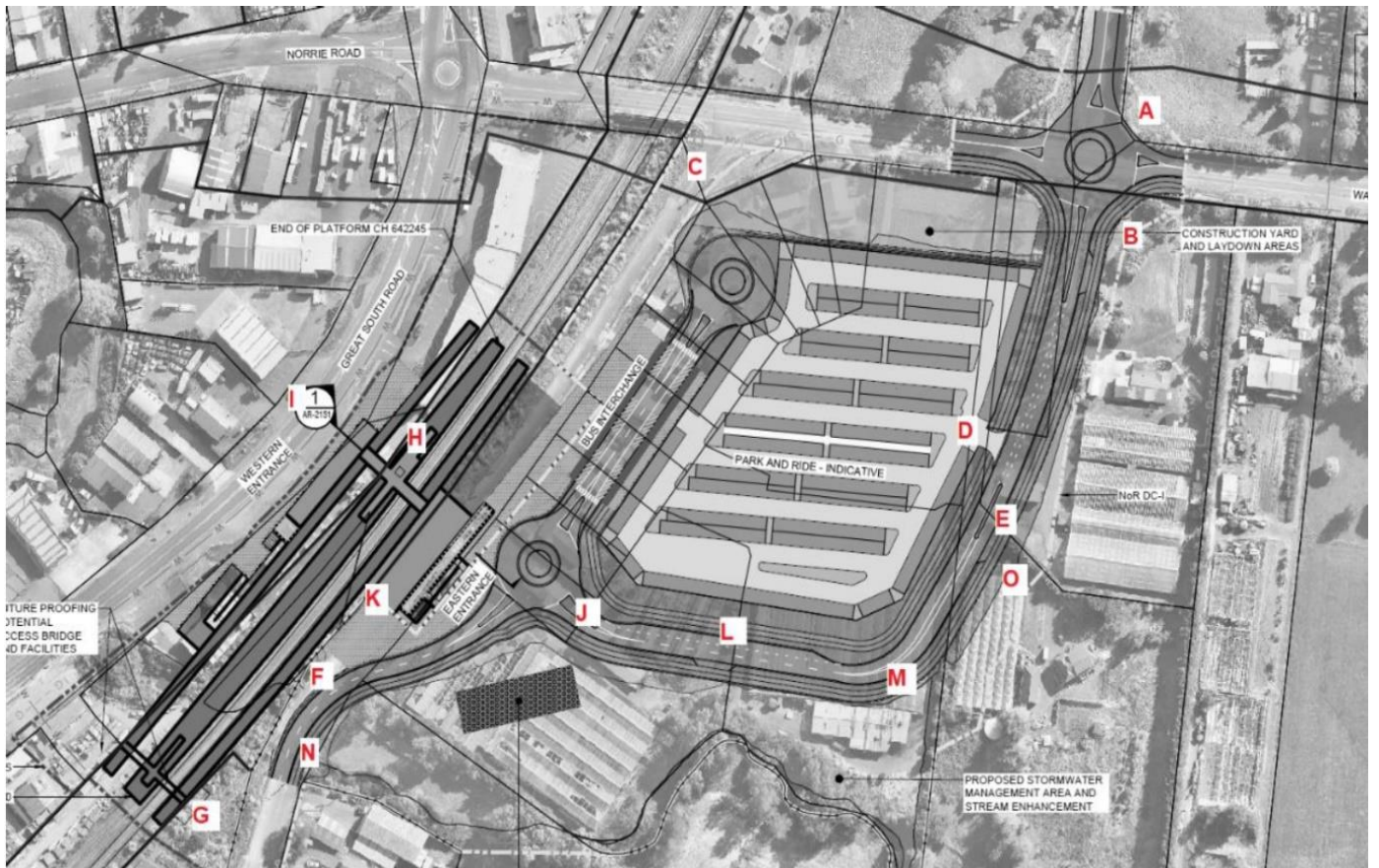






## Schedule 3 – Specific Elements relevant to condition 12(c)(i)(c)

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



# Drury Central Station – Resource Consent Conditions

## Definitions

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

Term	Definition
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council.
Enabling Works	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> <li>• preloading site for ground stability</li> <li>• geotechnical investigations (including trial embankments)</li> <li>• archaeological site investigations</li> <li>• formation of access for geotechnical investigations</li> <li>• establishment of site yards, site entrances and fencing</li> <li>• constructing and sealing site access roads</li> <li>• demolition or removal of buildings and structures</li> <li>• relocation of services</li> <li>• ecological surveys</li> <li>• vegetation removal ancillary to Enabling Works</li> <li>• establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)</li> </ul>
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Project	<p>For NOR DC-S means the works and activities described in the Project Description in Schedule 1 to the NoR conditions, and as indicatively shown in the Concept Plan in Schedule 1 to the NoR conditions.</p> <p>For NOR DC-I means the works and activities described in the Project Description in Schedule 1 to the NoR conditions, and as indicatively shown in the Concept Plan in Schedule 1 to the NoR conditions.</p> <p>Reference to “Project” in the conditions means each or either of the Projects as the case may be.</p>
Project Liaison Person	The person or persons appointed for the duration of the Project’s Construction Works to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the Construction Works.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Completion of Construction	When construction of the Project is complete and it is available for use.

Suitably Qualified and Experienced Person	A person (or persons) person who can provide sufficient evidence to demonstrate their suitability and competence.
Any reference to number of days	Has the same meaning as Working Days under section 2 of the Resource Management Act 1991.
<b>Definitions related to ground dewatering and groundwater diversion conditions</b>	
Alarm Level	Specific levels at which actions are required.
Alert Level	Specific levels at which actions are required.
Bulk Excavation	Includes all excavation that affects groundwater excluding minor enabling works and piling less than 1.5m in diameter.
Commencement of Dewatering	Means commencement of Bulk Excavation and/or the commencement of the taking or diversion of groundwater, other than for initial state monitoring purposes
Completion of Dewatering	Means, in the case of a drained excavation the stage where the permanent drainage system(s) are in place and no further groundwater is being taken for the construction of the excavation.
Commencement of Excavation	Means commencement of Bulk Excavation
Completion of Excavation	Means the stage when all Bulk Excavation has been completed and all foundation/footing excavations within 10 meters of the perimeter have been completed.
Condition Survey	Means an external visual inspection or a detailed condition survey (as defined in the relevant conditions).
Damage	Includes Aesthetic, Serviceability, Stability, but does not include Negligible Damage. Damage as described in the table below.
External visual inspection	A condition survey undertaken for the purpose of detecting any new external Damage or deterioration of existing external Damage. Includes as a minimum a visual inspection of the exterior and a dated photographic record of all observable exterior Damage.
Monitoring Station	Means any monitoring instrument including a ground or building deformation station, inclinometer, groundwater monitoring bore, retaining wall deflection station, or other monitoring device required by this consent.
Seasonal Low Groundwater Level	Means the annual lowest groundwater level – which typically occurs in summer.

Services	Include fibre optic cables, sanitary drainage, stormwater drainage, gas and water mains, power and telephone installations and infrastructure, road infrastructure assets such as footpaths, kerbs, catch-pits, pavements and street furniture.
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## Acronyms

Acronym	Description
AUP:OP	Auckland Unitary Plan: Operative in Part
DSI	Detailed Site Investigation
RMA	Resource Management Act 1991 and its subsequent amendments
SQEP	Suitably Qualified and Experienced Person
SQBS	Suitably Qualified Building Surveyor
RL	Reduced Level
GSMCP	Groundwater and Settlement Monitoring and Contingency Plan
HAIL	Hazardous Activities and Industries List
PSI	Preliminary Site Investigation
SMP	Site Management Plan
HEC-14	Hydraulic Engineering Circular No. 14,
HEC-15	Hydraulic Engineering Circular No. 15
WCR	Works Completion Report

**Description of damage relating to groundwater diversion and take**

<b>Category of Damage</b>	<b>Normal Degree of Severity</b>	<b>Description of Typical Damage</b> <i>(Building Damage Classification after Burland (1995), and Mair et al (1996))</i>	<b>General Category</b> <i>(after Burland – 1995)</i>
<b>0</b>	Negligible	Hairline cracks.	<b>Aesthetic Damage</b>
<b>1</b>	Very Slight	Fine cracks easily treated during normal redecoration. Perhaps isolated slight fracture in building. Cracks in exterior visible upon close inspection. Typical crack widths up to 1mm.	
<b>2</b>	Slight	Cracks easily filled. Redecoration probably required. Several slight fractures inside building. Exterior cracks visible, some repainting may be required for weather-tightness. Doors and windows may stick slightly. Typically crack widths up to 5mm.	
<b>3</b>	Moderate	Cracks may require cutting out and patching. Recurrent cracks can be masked by suitable linings. Brick pointing and possible replacement of a small amount of exterior brickwork may be required. Doors and windows sticking. Utility services may be interrupted. Weather tightness often impaired. Typical crack widths are 5mm to 15mm or several greater than 3mm.	<b>Serviceability Damage</b>
<b>4</b>	Severe	Extensive repair involving removal and replacement of walls especially over door and windows required. Window and door frames distorted. Floor slopes noticeably. Walls lean or bulge noticeably. Some loss of bearing in beams. Utility services disrupted. Typical crack widths are 15mm to 25mm but also depend on the number of cracks.	
<b>5</b>	Very Severe	Major repair required involving partial or complete reconstruction. Beams lose bearing, walls lean badly and require shoring. Windows broken by distortion. Danger of instability. Typical crack widths are greater than 25mm but depend on the number of cracks.	<b>Stability Damage</b>

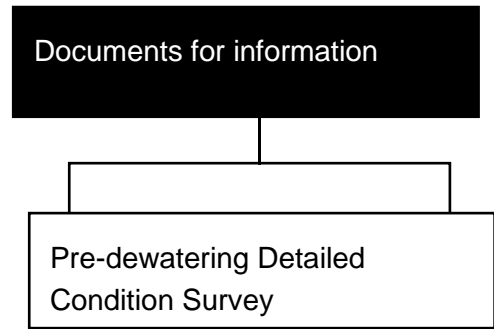
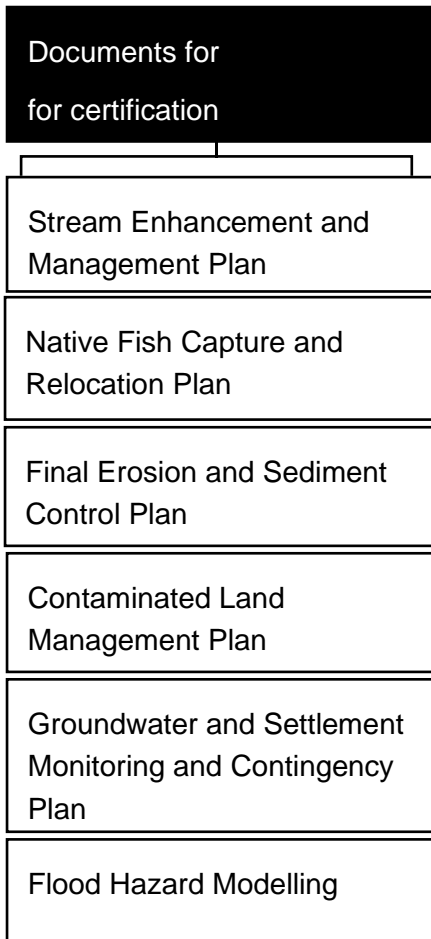
**Table 1: Building Damage Classification**

Note: In the table above the column headed “Description of Typical Damage” applies to masonry buildings only and the column headed “General Category” applies to all buildings.

## Drury Central Station – Index of Resource Consents

Ref	Drury Central Resource Consents	General	Specific
RC 1	<p><b>Water Permit (s13) and (s14) and (s15) – works in watercourses and associated diversion activities</b></p> <p>Dewatering, diverting groundwater, stream works, reclamation of intermittent stream</p>	1- 4	5, 6, 7, 8  20, 21, 22, 23, 24
RC 2	<p><b>Land use (s9(2)) – Stormwater quality and Stormwater Management Flow</b></p> <p>Contaminant generating activity, discharge within a SMAF</p>	1-4	16, 17, 18, 19
RC 3	<p><b>Land use (s9(2)) – Land disturbance activities</b></p> <p>Earthworks, vegetation clearance</p>	1-4	9, 10, 11, 12, 13
RC 4	<p><b>Discharge Permit (s15) Discharge of contaminants</b></p> <p>Disturbing contaminated land or potentially contaminated land.</p>	1-4	14, 15
RC 5	<p><b>Land use (s9(1)) – NES:Soil</b></p> <p>Disturbing the soil of a piece of land</p>	1-4	14, 15
RC 6	<p><b>Water Permit (s13) – NES:FW</b></p> <p>Reclamation of intermittent stream, extension of culverts</p>	1-4	5, 6, 7, 8

## Summary of documents identified in Conditions





# Drury Central Station: Regional Consent Conditions

Ref	Condition												
<b>General Conditions</b>													
<b>1</b>	<p><b>Activity in general accordance with plans and information</b></p> <p>(a) The activity is to be carried out in general accordance with the plans and information submitted with the application detailed below, and all referenced by the Council as consent number “BUNXXXXX”:[Yet to be allocated].</p> <ul style="list-style-type: none"> <li>• Resource consent application form in Volume 1 of the Assessment of Environmental Effects prepared by Te Tupu Ngātahi, dated 29 of September 2021.</li> <li>• Documents as follows:</li> </ul> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><i>Reference</i></th> <th style="text-align: left;"><i>Document Title</i></th> <th style="text-align: left;"><i>Author</i></th> <th style="text-align: left;"><i>Date</i></th> </tr> </thead> <tbody> <tr> <td>AEE, drawings and technical reports in Volumes 2, 3, 4A and 4B</td> <td>Drury Central and Paerata Rail Stations Assessment of Effects on the Environment, version 1</td> <td>Te Tupu Ngātahi / Supporting Growth Alliance</td> <td>September 2021</td> </tr> <tr> <td>General Arrangement Plan</td> <td>General Arrangement Plan – Drury Central Station (SGA-DRG-STH-003-CI-2201)</td> <td>Te Tupu Ngātahi / Supporting Growth Alliance</td> <td>September 2021</td> </tr> </tbody> </table> <p>(b) Where there is inconsistency between the documents listed above and the requirements of the following conditions, the conditions shall prevail.</p> <p>(c) Where there is inconsistency between the conditions, and the management plans under the conditions, the requirements of the management plans shall prevail.</p>	<i>Reference</i>	<i>Document Title</i>	<i>Author</i>	<i>Date</i>	AEE, drawings and technical reports in Volumes 2, 3, 4A and 4B	Drury Central and Paerata Rail Stations Assessment of Effects on the Environment, version 1	Te Tupu Ngātahi / Supporting Growth Alliance	September 2021	General Arrangement Plan	General Arrangement Plan – Drury Central Station (SGA-DRG-STH-003-CI-2201)	Te Tupu Ngātahi / Supporting Growth Alliance	September 2021
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General Arrangement Plan	General Arrangement Plan – Drury Central Station (SGA-DRG-STH-003-CI-2201)	Te Tupu Ngātahi / Supporting Growth Alliance	September 2021										
<b>2</b>	<p><b>Consent Lapse</b></p> <p>Pursuant to clause 37(7) of Schedule 6 to the COVID-19 Recovery (Fast-track Consenting) Act 2020, the various resource consents shall lapse two years from the date of commencement unless they have been given effect to.</p> <p><b>Advice Note – Lapse Dates</b></p> <p><i>For the avoidance of doubt the resource consents will be given effect to at the implementation of Start of Construction.</i></p>												
<b>3</b>	<p><b>Consent Expiry</b></p> <p>Pursuant to section 36 of Schedule 6 of the COVID-19 Recovery (Fast-Track Consenting) Act 2020, the consents for ground dewatering and diversion, stream works, reclamation of stream and discharge of contaminants to land will expire 35 years from the date of commencement.</p>												

Ref	Condition
3A	<p><b>Monitoring</b></p> <p>The Consent Holder must pay the Council an initial consent compliance monitoring charge of \$2,000.00 (inclusive of GST), and the Consent Holder must pay any further monitoring charge or charges to recover the actual and reasonable costs that have been incurred to ensure compliance with the conditions attached to this consent.</p>
3B	<p><b>Review under section 128</b></p> <p>Under s.128 of the RMA the conditions of this consent may be reviewed by the Council at the Consent Holder's cost. The reason for this review condition is to deal with any material adverse effect on the environment which may arise from the exercise of this consent and which it is appropriate to deal with at a later stage.</p>

4

#### Management Plan Certification Process

- (a) The management plans listed in (b) shall be submitted to the Manager at least twenty (20) working days prior to the anticipated Start of Construction (unless otherwise specified) to be certified. The certification process shall be confined to confirming that the management plan adequately gives effect to the relevant condition(s).
- (b) The following plans shall be submitted for certification:
  - (i) Stream Enhancement and Management Plan;
  - (ii) Native Fish Capture and Relocation Plan;
  - (iii) Final Erosion and Sediment Control Plan;
  - (iv) Contaminated Land Management Plan;
  - (v) Groundwater and Settlement Monitoring and Contingency Plan;
- (c) Management Plans under clause (b) shall include evidence of having provided opportunity for Mana Whenua to be involved in the development of the management plan and a summary of how any comments are addressed.
- (d) Within ten (10) working days of the management plan being provided to the Manager under clause (a) above, the Manager shall confirm with the Consent Holder if changes are required to enable certification.
- (e) If the Manager's response is that they are not able to certify the management plan, the Consent Holder shall request that the Managers provide reasons and recommendations for changes to the management plan in writing.
- (f) Within ten (10) working days of the Manager's response under clause (e) the Consent Holder shall consider any of the reasons and recommendations of the Manager and resubmit an amended management plan to be certified;
- (g) If the Consent Holder has not received a response from the Manager within five (5) working days of the date of resubmission under clause (f) above, or fifteen (15) days where no changes were requested under clause (d), the management plan will be deemed to be certified.
- (h) Any certified management plan may be updated or revised to reflect any changes in design, construction methods or management of effects:
  - (i) Any material changes are to be submitted to the Manager for certification as soon as practicable following identification of the need for an update or revision. If the Consent Holder has not received a response from the Manager within five (5) working days of submitting the revised information, the management plan will be deemed to be certified.
  - (ii) Except for material changes, management plans may be amended to reflect any changes in design, construction methods or management of effects and submitted to Council for information, without the need for recertification.
- (i) Each management plan in condition 4(b) shall be Prepared by a Suitably Qualified and Experienced Person(s).
- (j) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 5, 8, 11 14 and 24.

**Advice Note** – *If an amendment under condition 4(h) has no or a de minimis adverse effect on the environment or is an administrative change (including nominating personnel) that will not be a material change.*

**Ref Condition****Stream works – Section 13 (Land use consent and Water Permit)**

- 5 Stream Enhancement and Management Plan (SEMP)**
- (a) A Stream Enhancement and Management Plan (SEMP) must be prepared prior to Start of Construction.
  - (b) The purpose of the SEMP is to set out measures which offset the impacts of culvert extension on the Hingaia Stream and reclamation of the Flanagan Tributary.
  - (c) The SEMP shall be prepared in general accordance with the '*Rail Environmental Compensation Memorandum*' prepared by Te Tupu Ngātahi dated 19 July 2021 (*Appendix 9 to the Ecological Assessment of Effects*) and "Auckland Regional Council (ARC) Riparian Zone Management Guidelines" Technical Publication 148 June 2001 (or any subsequent edition).
  - (d) The SEMP shall use the Environmental Compensation Ratio to establish the quantum of stream offset/enhancement that is required to achieve no net loss in ecological value but shall provide a minimum of 20m of riparian planting width along the Hingaia Tributary.
  - (e) The SEMP shall include:
    - (i) identification of areas of stream(s) to be enhanced;
    - (ii) detail the measures proposed to minimise the loss of stream habitat and riparian margin as far as practicable;
    - (iii) a description of any pre-existing riparian vegetation and existing limitations on the area available for planting;
    - (iv) details of the proposed plant species, plant sourcing, plant sizes at time of planting, plan of the planted area within the planting area required, density of planting, and timing of planting; and
    - (v) a programme of establishment and post establishment protection and maintenance (fertilising, weed removal/spraying, replacement of dead/poorly performing plants, watering to maintain soil moisture, maintenance programme).
  - (f) Mana Whenua (via the Mana Whenua Engagement Forum established under the designation conditions) shall be invited to participate in the development of the SEMP to provide input into the design and mitigation measures, and the SEMP shall summarise comments received from Mana Whenua along with a summary of where comments have:
    - (i) Been incorporated; and
    - (ii) Where not incorporated, the reasons why.

**Advice Notes:** *The certification and amendment of the SEMP is covered by Condition 4.*

- 6 Implementation of the Stream Enhancement and Management Plan**
- Within one (1) year following Completion of Construction, the planting must be fully implemented in accordance with the certified SEMP and must be maintained for a duration of five years.

- 7 Native Fish Passage**
- Access for native fish species to pass through the length of the Maketu culvert of the Hingaia Tributary (including any retrofitted or new section of this culvert) at all times between the peak winter migration period June to October must be provided by creating and maintaining fish

Ref	Condition
	<p>passage in accordance with <i>New Zealand Fish Passage Guidelines 2018</i>, or any subsequent version unless otherwise agreed with the Manager. Fish passage measures may include use of:</p> <ul style="list-style-type: none"> <li>(i) Baffles;</li> <li>(ii) Backwatering to reduce water velocities;</li> <li>(iii) A ramp at the outlet of the culvert to ensure passage for fish travelling upstream, if required.</li> </ul>
7A	<p><b>Fish Passage Monitoring and Maintenance</b></p> <ul style="list-style-type: none"> <li>(a) Twenty (20) working days following completion of the installation of the extended culverts, new culvert and apron structures, the consent holder must submit to the Manager the information required by regulations 62, 63 (culverts) and 68 (aprons and ramps) of the National Environmental Standard for Freshwater (2020), specifying the time and date of collection.</li> <li>(b) Within twenty (20) working days following completion of the culvert and apron structures, the consent holder must submit a Fish Passage Monitoring and Maintenance Plan (FPMMP) to the Manager for certification. The FPMMP must specify the ongoing monitoring and maintenance measures of the structures to ensure fish passage is maintained and does not reduce over the lifetime of the structures, and include the following detail and processes: <ul style="list-style-type: none"> <li>(i) Specific aspects of the structure to be monitored to ensure that the structure's provision for the passage of fish does not reduce over its lifetime.</li> <li>(ii) Programme and frequency of routine monitoring and maintenance.</li> <li>(iii) Method of visual inspection of the structure within 5 days following a significant natural hazard, or events that may otherwise affect the structure's provision for fish passage.</li> <li>(iv) Record keeping of monitoring results including photos,</li> <li>(v) Follow up actions including the preparation of as-built plans and supporting information, further steps, and remediation measures.</li> </ul> </li> <li>(c) If any of the routine monitoring or visual inspections identify that provision for fish passage has been reduced, or the culvert and/or apron structures are damaged, the consent holder must undertake maintenance or remediation works as soon as practicable to remedy the issues identified. <p><b>Advice Note:</b> <i>Prior to any remedial works being undertaken, the consent holder should assess whether the works meet the permitted activity regulations in the Resource Management (National Standards for Freshwater) Regulations 2020.</i></p> </li> <li>(d) The consent holder must maintain a record of: <ul style="list-style-type: none"> <li>(i) All placement, alteration, extension and reconstruction works for the culvert and/or apron structures, including when the works commence, how long they take, and when the works are completed; and</li> <li>(ii) Details of all monitoring and maintenance works undertaken on the culvert and/or apron structures in accordance with condition <b>7A</b>, including photos and evidence of any maintenance works undertaken.</li> </ul> </li> </ul>

Ref	Condition
	<ul style="list-style-type: none"> <li>(e) If requested, the consent holder must provide this record to the Council within 10 working days of the date of request.</li> <li>(f) Within twenty (20) working days of any changes to the structure or detail as submitted within condition <b>7A</b> above, as a result of routine monitoring and maintenance, or following a significant natural hazard or event that may otherwise affect the culvert and/or apron structure's provision for fish passage, the consent holder must provide: <ul style="list-style-type: none"> <li>(i) Updated as-built information of the structure and associated fish passage, and</li> <li>(ii) Further steps to be taken to ensure that the structure's provision for the passage of fish does not reduce over its lifetime.</li> </ul> </li> <li>(g) Fish passage must be maintained through the culvert and apron structures in perpetuity, and monitoring, maintenance and remediation measures must be undertaken in accordance with the FPMMP throughout the lifetime of the structures.</li> </ul>
<b>8</b>	<p><b>Native Fish Capture and Relocation Plan</b></p> <ul style="list-style-type: none"> <li>(a) A Native Fish Capture and Relocation Plan must be prepared prior to the Start of Construction.</li> <li>(b) The objective of the Native Fish Capture and Relocation Plan is to detail how native fish will be captured and relocated prior to reclamation and dewatering of the Flanagan Road Stream or in stream works such as culvert extension or replacement on the Hingaia Tributary.</li> <li>(c) The Native Fish Capture and Relocation Plan shall include: <ul style="list-style-type: none"> <li>(i) methodologies to capture fish;</li> <li>(ii) details of the qualified ecologist to undertake the capture and relocation and to be present on-site during dewatering to rescue and relocate any remaining fish present;</li> <li>(iii) details of the relocation site; and</li> <li>(iv) storage and transport measures.</li> </ul> </li> <li>(d) Mana Whenua (via the Mana Whenua Engagement Forum established under the designation conditions) shall be invited to participate in the development of the Native Fish Capture and Relocation Plan and any comments received from Mana Whenua shall be summarised along with a summary of where comments have: <ul style="list-style-type: none"> <li>(i) Been incorporated; and</li> <li>(ii) Where not incorporated, the reasons why.</li> </ul> </li> </ul> <p><b>Advice Notes</b> – <i>The certification and amendment of the Native Fish Capture and Relocation Plan is covered by Condition 4.</i></p>
<b>8A</b>	<p><b>Lizard mitigation programme</b></p> <ul style="list-style-type: none"> <li>(a) Prior to the commencement of any vegetation removal works the Consent Holder must submit and have certified by Council, a Lizard Management Plan (LMP) prepared by a suitably qualified and experienced ecologist/herpetologist. The LMP Plan must be designed so as to achieve the following two objectives:</li> </ul>

Ref	Condition
	<p>(i) The population of each species of native lizard present on the site at which vegetation clearance is to occur must be maintained or enhanced, either on the same site or at an appropriate alternative site; and</p> <p>(ii) The habitat(s) that lizards are transferred to (either on site or at an alternative site, as the case may be) will support viable native lizard populations for all species present pre-development.</p> <p>(b) The LMP must address the following (as appropriate):</p> <p>(i) Credentials and contact details of the ecologist/herpetologist who will implement the plan.</p> <p>(ii) Timing of the implementation of the LMP.</p> <p>(iii) A description of methodology for survey, trapping and relocation of lizards rescued including but not limited to salvage protocols, relocation protocols (including method used to identify suitable relocation site(s)), nocturnal and diurnal capture protocols, supervised habitat clearance/transfer protocols, artificial cover object protocols, and opportunistic relocation protocols.</p> <p>(iv) A description of the relocation site; including discussion of:</p> <ul style="list-style-type: none"><li>• provision for additional refugia, if required e.g. depositing salvaged logs, wood or debris for newly released skinks that have been rescued.</li><li>• any protection mechanisms (if required) to ensure the relocation site is maintained (e.g.) covenants, consent notices etc.</li><li>• any weed and pest management to ensure the relocation site is maintained as appropriate habitat.</li></ul> <p>(v) Monitoring methods, including but not limited to the following: baseline surveying within the site, baseline surveys outside the site to identify potential release sites for salvaged lizard populations and lizard monitoring sites, ongoing annual surveys to evaluate translocation success, pre- and post-translocation surveys, and monitoring of effectiveness of pest control and/or any potential adverse effects on lizards associated with pest control.</p> <p>(vi) A post-vegetation clearance search for remaining lizards.</p> <p>(c) A suitably qualified and experienced ecologist/herpetologist approved to oversee the implementation of the Lizard Management Plan (LMP) must certify that the lizard related works have been carried out according to the certified LMP within two weeks of completion of the vegetation clearance works.</p> <p>(d) All works on site must comply with the certified Lizard Management Plan.</p> <p>(e) Upon completion of works, all findings resulting from the implementation of the Lizard Management Plan must be recorded by a suitably qualified and experienced ecologist/herpetologist approved by the council on an Amphibian/Reptile Distribution Scheme (ARDS) Card (or similar form that provides the same information) which must be sent to Council.</p> <p><b>Advice Note:</b> Please note that it is recommended that the lizard rescue plan is undertaken in conjunction with the vegetation clearance operations (and contractor) for an integrated approach (on the same day), to enable the physical search for gecko's following felling of trees and shrubs and to rescue any skinks from ground cover vegetation and terrestrial retreats.</p>

Ref	Condition
8B	<p><b>Bird Management</b></p> <ul style="list-style-type: none"> <li>(a) All vegetation clearance must occur outside the main native bird nesting season (early September until the end of February) to minimise any disturbance risk that vegetation removal would have on nesting birds.</li> <li>(b) If vegetation clearance is unavoidable during the main native bird nesting season, an approved and experienced ecologist or ornithologist must visually inspect all trees and shrubs proposed for removal within 24 hours of felling to identify any active nests. This includes checking cavities and hollows for nesting birds.</li> <li>(c) Should any nesting be observed, a 10-metre buffer of vegetation must be required to remain around the nest site until an approved and experienced ecologist or ornithologist has confirmed that the nest has failed, or the chicks have hatched and naturally left the natal site.</li> <li>(d) Following inspection and confirmation of absence of nesting birds, the consent holder must submit a completion report to the Council, within 30 working days.</li> </ul>
8C	<p><b>Bat management</b></p> <ul style="list-style-type: none"> <li>(a) The area containing high-risk potential bat roosting tree (or group of high-risk trees where adjoining) to be removed must be monitored overnight (from one hour before dusk until dawn), for a minimum of three fine nights using an Automatic Bat Monitor (ABM; or multiple ABMs as required). A fine night is when the temperature is above 10° with no precipitation during the first two hours after sunset and before sunrise. Surveys must not commence if the dusk temperature is below 7°C.</li> <li>(b) The ABM(s) must be placed at least 1.5 m above the ground, at the base of the high-risk tree or tree group.</li> <li>(c) If no bat activity indicative of potential roosting behaviour is recorded, the tree may be removed – removal must occur on the same day that the survey ends so there is no opportunity for reoccupation of the roost by bats. A suitably qualified ecologist (i.e., a Level D competent bat ecologist) should be onsite for the duration of all tree felling operations to advise staff should bats be detected (leaving trees or injured) and to inspect each felled tree for signs of bats roosts.</li> <li>(d) If bat activity indicative of potential roosting behaviour is recorded, each tree must be climbed and visually inspected by (e.g.) an arborist. The arborist will photograph any potential evidence of bats (staining, cavities, guano), which will be reviewed by the Level D competent bat ecologist prior to felling. The arborist will also check for signs of bats using a hand-held bat detector set to detect at 40kHz (to detect social and echolocation calls from roosting long-tailed bats, under supervision of the ecologist). If no signs of bats presence are evident, the tree can be felled – removal must occur on the same day as the visual inspection.</li> <li>(e) If bats are seen leaving or entering the tree, or are found to be living in the tree after visual inspection, then it must not be removed until the bats have abandoned the roost. If bats use the tree for more than three nights in a row then it is likely to be an important maternity colony and the removal of the tree should only occur after the Level D bat ecologist has confirmed that all bats have abandoned the roost. A 50 m buffer must be retained for the duration of roosting to preserve microclimate conditions and protect the tree/s from windthrow.</li> </ul>



Ref	Condition
	<p>(f) The following procedures must be implemented in the event of finding dead or injured bats:</p> <ul style="list-style-type: none"> <li>(i) Injured bats should be immediately taken for assessment by a vet experienced in treating small mammals.</li> <li>(ii) If after hours treatment is required, the Department of Conservation (DOC) (DOC Hotline 0800 362 468) or the Wildbase Hospital (0800 738 363) should be contacted within 2 hours after the injured bat is found.</li> <li>(iii) Any bat found during the felling (dead, injured or otherwise) will be inspected by the ecologist should bat handling and short-term retention be required. The ecologist must determine on site if the bat is able to be released immediately or the most appropriate method for the safe dispersal of the animal. DOC must be notified immediately of each such event.</li> <li>(iv) DOC advice must be sought with regards to the rehabilitation requirements of any injured bats.</li> <li>(v) Any rehabilitated bat should be released in the same general location in which it was found, or the nearest suitable location as determined by the Level D competent bat ecologist.</li> </ul> <p><b>Advice Note</b> – <i>A permit under the Wildlife Act 1953 may be required from the Department of Conservation, this may address:</i></p> <ul style="list-style-type: none"> <li>• <i>Bats: Tree removal protocols prior to the removal of any trees within the Project area with bat roost potential and restricted to the high bat activity period, (November to April).</i></li> <li>• <i>Birds: Any vegetation clearance of exotic treeland and planted vegetation within the bird nesting season, (September – February).</i></li> <li>• <i>Lizards: Any vegetation clearance where indigenous skinks are likely to occur including lizard salvage and relocation, restricted to the high lizard activity period, (November to April).</i></li> <li>• <i>Fish: Instream works, timed to avoid native fish migration periods (November to May)</i></li> </ul>
<b>Earthworks – Section 9(2) Land Use Conditions</b>	
9	<p><b>Earthworks Period</b></p> <ul style="list-style-type: none"> <li>(a) No bulk earthworks shall be undertaken on the subject site(s) between 1 May and 30 September in any year, without the submission of a 'Request for winter works' for approval to the Council.</li> <li>(b) Unless otherwise agreed in the approval obtained under (a) above, all winter works will be re-assessed monthly or as required to ensure that significant adverse effects are not occurring in the receiving environment</li> <li>(c) No bulk earthworks shall occur outside the earthwork season, unless written approval has been received from the Council or their delegate.</li> </ul>

Ref	Condition
10	<p><b>Erosion and Sediment Control Measures</b></p> <ul style="list-style-type: none"> <li>(a) All practicable measures shall be taken during construction to reduce to the smallest amount practicable erosion and the discharge of sediment beyond the footprint of the Project.</li> <li>(b) Erosion and sediment control measures shall be constructed and maintained in general accordance with <i>Auckland Council Guideline Document GD2016/005</i> and any amendments to this document, except where a higher standard is detailed in the certified FESCP, in which case the higher standard shall apply.</li> </ul>
11	<p><b>Final Erosion and Sediment Control Plan (FESCP)</b></p> <ul style="list-style-type: none"> <li>(a) A finalised ESCP shall be prepared in general accordance with the '<i>Drury Central Rail Station – Provisional Erosion and Sediment Control Plan</i>' prepared by Te Tupu Ngātahi and dated September 2021.</li> <li>(b) The purpose of the FESCP is to set out measures to be implemented during construction to meet the requirements of Condition 10.</li> <li>(c) The FESCP shall include, but is not limited to: <ul style="list-style-type: none"> <li>(i) specific erosion and sediment control works for the earthworks (location and dimensions, capacity);</li> <li>(ii) supporting calculations and design drawings as necessary;</li> <li>(iii) details of construction methods;</li> <li>(iv) monitoring and maintenance requirements; catchment boundaries and contour information;</li> <li>(v) details relating to the management of dust generated by earthworks;</li> <li>(vi) links to the contaminated land measures set out in the CLMP; and,</li> <li>(vii) details relating to the management of exposed areas (e.g. grassing, mulching).</li> <li>(viii) Any other measures to achieve compliance with Condition 11(b);</li> </ul> </li> <li>(d) Where flocculant treatment is proposed for use on site, the FESCP shall include flocculation management details which shall include as a minimum: <ul style="list-style-type: none"> <li>(i) specific design details of the chemical treatment system based on a rainfall activated methodology for the site's sediment retention ponds, decanting earth bunds, and any other impoundment systems;</li> <li>(ii) monitoring, maintenance (including post storm) and contingency programme (including a record sheet);</li> <li>(iii) details of optimum dosage (including assumptions);</li> <li>(iv) results of initial chemical treatment trial;</li> <li>(v) use of organic flocculant where practicable;</li> <li>(vi) a spill contingency plan; and</li> <li>(vii) details of the person or bodies that will hold responsibility for operation and maintenance of the flocculation treatment system.</li> </ul> </li> <li>(e) Flocculation management measures shall be implemented prior to commencement of any flocculation dosing onsite.</li> <li>(f) No earthworks or flocculation dosing activity on the Project site shall commence until certification of the FESCP from the Manager is provided in accordance with Condition 4.</li> </ul>

Ref	Condition
	<p>(g) Mana Whenua (via the Mana Whenua Engagement Forum established under the designation conditions) shall be invited to participate in the development of the FESCP and any comments received from Mana Whenua shall be summarised along with a summary of where comments have:</p> <ul style="list-style-type: none"> <li>(i) Been incorporated; and</li> <li>(ii) Where not incorporated, the reasons why.</li> </ul> <p><b>Advice Notes</b> – <i>The certification and amendment of the FESCP is covered by Condition 4.</i></p>
12	<p><b>Earthworks – General Performance Standards</b></p> <ul style="list-style-type: none"> <li>(a) There shall be no deposition of earth, mud, dirt or other debris on any public road or footpath resulting from bulk earthworks on the Project site. In the event that such deposition does occur, it shall be removed as soon as practicable taking into account safety. In no instance, shall roads or footpaths be washed down with water without appropriate erosion and sediment control measures in place to prevent contamination of the stormwater drainage system, watercourses or receiving waters.</li> <li>(b) The operational effectiveness and efficiency of all erosion and sediment control measures specifically required as a condition of resource consent, including the FESCP, shall be maintained throughout the duration of earthworks, or until the Project site is permanently stabilised against erosion.</li> <li>(c) The Project site shall be progressively stabilised against erosion at all stages of earthworks activity and shall be sequenced to minimise the discharge of contaminants to groundwater or surface water.</li> </ul>
13	<p><b>Earthworks pre-construction meeting</b></p> <ul style="list-style-type: none"> <li>(a) Prior to the commencement of any earthworks within each stage, the Consent Holder shall hold a pre-start meeting that: <ul style="list-style-type: none"> <li>(i) is located on the subject site;</li> <li>(ii) is scheduled not less than five (5) days before the anticipated commencement of earthworks;</li> <li>(iii) includes a representative from Council Compliance Monitoring and any other relevant Council specialist (if invited by Auckland Council);</li> <li>(iv) invite Mana Whenua representatives to provide for identification and protection of cultural values in works area; and</li> <li>(v) includes representation from the contractors who will undertake the works.</li> </ul> </li> <li>(b) The meeting shall discuss the erosion and sediment control measures, the earthworks methodologies and shall ensure all relevant parties are aware of and familiar with the necessary conditions of this consent.</li> <li>(c) The following information shall be made available at the pre-start meeting: <ul style="list-style-type: none"> <li>(i) timeframes for key stages of the works authorised under this consent;</li> <li>(ii) defined extent of the relevant works;</li> <li>(iii) any archaeological authority for the works;</li> <li>(iv) resource consent conditions; and</li> <li>(v) the certified Final Erosion and Sediment Control Plan (FESCP).</li> </ul> </li> </ul>

**Ref Condition**

- (d) In addition to the requirements in Condition 13(a), a pre-start meeting shall be held prior to the commencement of the earthworks activity in each period between October 1 and April 30 this consent is exercised.

**Section 9 / NES:SOIL Contaminated Land Environmental Health**

**14 Contaminated Land Management Plan (CLMP)**

- (a) A Contaminated Land Management Plan (CLMP) shall be prepared prior to the commencement of land disturbance activities associated with the Project.
- (b) The purpose of the CLMP is to set out measures to be implemented to control the discharge of contaminants from land disturbance.
- (c) The CLMP shall be prepared by a SQEP in accordance with the *Ministry for the Environment Contaminated Land Management Guidelines No. 1, Reporting on Contaminated Sites in New Zealand* (revised 2021), and shall include:
  - (i) Detail of land disturbance activities to be carried out.
  - (ii) Summary of relevant site information and known contaminant conditions (if a Detailed Site Investigation (DSI) has been undertaken).
  - (iii) Details of the roles and responsibilities (including contact details) for parties involved in the land disturbance activities
  - (iv) Summary of health and safety protection measures to be implemented;
  - (v) identification of specific environmental management procedures including for:
    - a. soil and groundwater during disturbance;
    - b. stockpiles (if relevant);
    - c. erosion, sediment, dust and odour; and
    - d. offsite soil transport and disposal, including additional testing as required to confirm disposal to an appropriately licensed facility.
    - e. contingency measures in the event of an accidental discovery (for example asbestos, unknown fill, odour, staining).
    - f. post development controls (if required).
- (d) If a DSI has been completed in general accordance with the *Ministry for the Environment's Contaminated Land Management Guideline No 5, Site Investigation and Analysis of Soils* (revised 2011) for the project, this CLMP shall also identify:
  - (i) locations of contaminated land within the Project area; and
  - (ii) any non-contaminated land, which may be treated as clean fill.
- (e) Mana Whenua (via the Mana Whenua Engagement Forum established under the designation conditions) shall be invited to participate in the development of the CLMP and any comments received from Mana Whenua shall be summarised along with a summary of where comments have:
  - (i) Been incorporated; and
  - (ii) Where not incorporated, the reasons why.

**Advice Note** – *The certification and amendment of the CLMP is covered by Condition 4.*

Ref	Condition
15	<p><b>Post Land Disturbance Works</b></p> <p>(a) Within three months of the completion of land disturbance associated with the Project, a Works Completion Report (WCR) shall be submitted to the Manager. The WCR shall be prepared by a SQEP and shall include the following:</p> <ul style="list-style-type: none"> <li>(i) A summary of land disturbance works undertaken, including the location and dimensions of the excavations carried out and the volume of soil excavated;</li> <li>(ii) Details and results of any soil testing completed in association with the land disturbance activities;</li> <li>(iii) Records/evidence of the appropriate disposal for any soil material removed from the site; and</li> <li>(iv) Records of any unexpected contamination encountered during the works and response actions, if applicable.</li> </ul>
<b>Stormwater – Diversion and Discharge</b>	
16	<p><b>Pre-construction Meeting</b></p> <p>(a) A pre-construction meeting shall be held by the Consent Holder prior to commencement of the construction of any stormwater devices onsite, and must:</p> <ul style="list-style-type: none"> <li>(i) be arranged five (5) working days prior to initiation of the construction of any stormwater devices on the site;</li> <li>(ii) be located on the subject area;</li> <li>(iii) include representation from the Council;</li> <li>(iv) invite representation from Mana Whenua (through the Mana Whenua Engagement Forum established under the designation conditions); and</li> <li>(v) include representation from the site stormwater engineer or site contractor who will undertake the works and any other relevant parties.</li> </ul>
17	<p><b>Stormwater System – Design</b></p> <p>(a) The stormwater management system design shall achieve the following outcomes:</p> <ul style="list-style-type: none"> <li>(i) Manages the operational runoff from the whole of the Drury Central Station and Interchange to achieve an average annual removal efficiency of at least 75% Total Suspended Solid levels (TSS);</li> <li>(ii) be designed in general accordance with Auckland Council’s Guidance Document 01 (GD01)</li> <li>(iii) be designed for long-term durability, ease of maintenance access, and to minimise ongoing operation and maintenance requirements;</li> <li>(iv) Management of erosion and scour effects at all locations where concentrated flow is released from the Project site (including piped outfalls, wetland spillways and steep channels). Erosion counter measure shall be designed in accordance with HEC-14 and HEC-15.</li> <li>(v) Stormwater detention achieves the Stormwater Management Area – Flow 2 hydrologic mitigations set out in the Auckland Unitary Plan, Operative in Part Section E10, Table E10.6.3.1.1</li> </ul>

Ref	Condition
	<ul style="list-style-type: none"> <li>(b) The Consent Holder shall consult with Mana Whenua (through the Mana Whenua Engagement Forum established under the designation conditions) on the design of stormwater devices.</li> <li>(c) In the event that any modifications to the stormwater management system are needed that do not result in a reduction to the performance or capacity of the system, an application under section 127 of the RMA will not be required, and the following information is to be certified by the Council, prior to implementation: <ul style="list-style-type: none"> <li>(i) Plans and drawings outlining the details of the modifications; and</li> <li>(ii) Supporting information that details how the proposed change does not reduce the capacity or performance of the stormwater management system.</li> </ul> </li> </ul>
18	<p><b>Operation and certification of stormwater management works</b></p> <ul style="list-style-type: none"> <li>(a) The stormwater management system must be fully operational before the use of the impervious area.</li> <li>(b) Within three months of the Completion of Construction, the Consent Holder must provide the following to the Council: <ul style="list-style-type: none"> <li>(i) Written evidence in the form of a validation report that the stormwater management device or system was installed or built generally in accordance with the design specifications in Condition 17, and</li> <li>(ii) As-built plans of the stormwater management device or system, certified (signed) by a suitably qualified service provider as a true record of the stormwater management system.</li> </ul> </li> </ul>
19	<p><b>Stormwater - Inspection and maintenance records</b></p> <p>Details of all inspections and maintenance for the stormwater management system, for the preceding three years, shall be retained by the Consent Holder. These records shall be provided to the Council on request.</p>
<b>Groundwater Diversion</b>	
20	<p><b>Damage Avoidance</b></p> <p>All excavation, dewatering systems, retaining structures and works associated with the diversion or taking of groundwater, shall be designed, constructed and maintained so as to avoid Damage to buildings, structures and Services within or immediately adjacent to the Project existing as of the date of consent being granted, outside that considered in the report titled “<i>Assessment of Groundwater and Ground Settlement Effects</i>” prepared by Te Tupu Ngātahi dated September 2021.</p>
21	<p><b>Groundwater and Settlement Monitoring and Contingency Plan (GSMCP)</b></p> <ul style="list-style-type: none"> <li>(a) At least twenty (20) days prior to the Commencement of Dewatering, a Groundwater and Settlement Monitoring and Contingency Plan (GSMCP) prepared by a SQEP, shall be submitted to the Council for certification.</li> <li>(b) The objective of the GSMCP shall be to confirm that the effects of the Detailed Design are in accordance with Condition 20, and where necessary to set out the practices and</li> </ul>

**Ref Condition**

procedures to be adopted, including monitoring to avoid, remedy or mitigate any adverse effect. The GSMCP shall include, at a minimum, the following information:

- (i) A final monitoring location plan, showing the location and type of all Monitoring Stations including groundwater monitoring bores, ground and building deformation pins. The monitoring plan should be based on “*Indicative Monitoring Location Plan – Drury Central*” prepared by Te Tupu Ngātahi dated September 2021 and included in Schedule 1. Where the location of a Monitoring Station differs substantively from the “*Indicative Monitoring Location Plan – Drury Central*” a written explanation for the difference shall be provided.
  - (ii) A schedule of proposed groundwater monitoring well locations, and the recommended pre-construction, construction and post-construction monitoring frequency.
  - (iii) A schedule of proposed ground and building deformation markers, and the recommended pre-construction, construction and post-construction monitoring frequency.
  - (iv) A risk assessment to identify existing buildings and structures at risk of damage due to settlement caused by dewatering or excavation activities
  - (v) A schedule of buildings and / or utilities for pre- and post-construction condition surveys, or interim external visual inspections;
  - (vi) All pre-construction monitoring data, and all pre-construction building/Service condition surveys required by the GSMCP.
  - (vii) A bar chart or a schedule, showing the timing and frequency of condition surveys, visual inspections and all other monitoring required by this GSMCP, and a sample report template for regular monitoring.
  - (viii) All Alert and Alarm Level Triggers as a result of recommendations in the building condition surveys and / or data obtained from pre-dewatering monitoring.
  - (ix) Details of the contingency actions to be implemented if Alert or Alarm Levels are exceeded, and procedures and notification of parties if Damage is detected.
  - (x) Details of and need for a maintenance programme for any permanent backfill or drainage systems.
- (c) All construction, dewatering, monitoring and contingency actions shall be carried out in accordance with the certified GSMCP. No Bulk Excavation (that may affect groundwater levels) or other dewatering activities shall commence until the GSMCP is certified in writing by the Council.
- (d) Mana Whenua (via the Mana Whenua Engagement Forum established under the designation conditions) shall be invited to participate in the development of the GSMCP and any comments received from Mana Whenua shall be summarised along with a summary of where comments have:
- (i) Been incorporated; and
  - (ii) Where not incorporated, the reasons why.

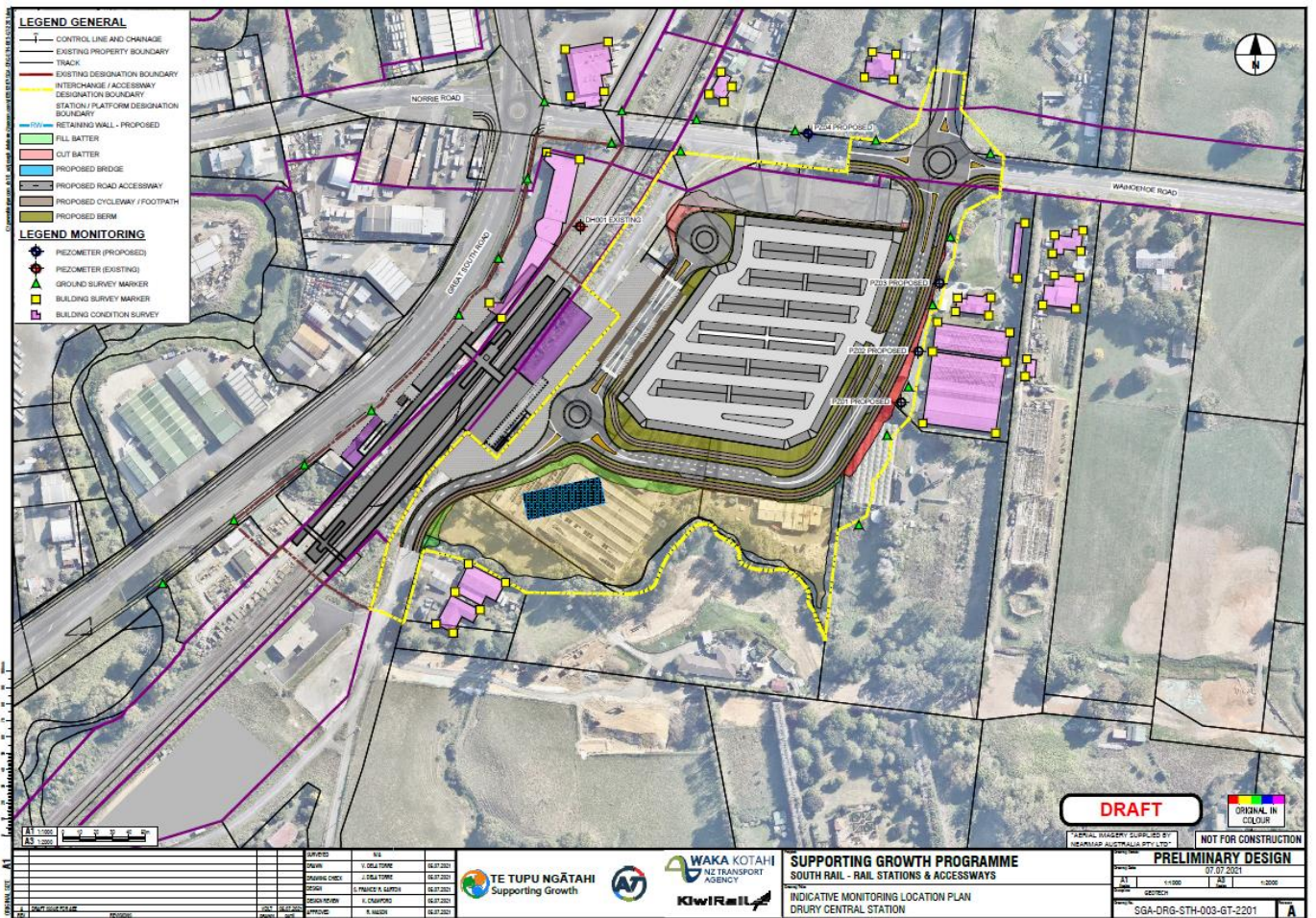
**Advice Notes** - *The certification and amendment of the Groundwater and Settlement Monitoring and Contingency Plan is covered by Condition 4.*

Ref	Condition
22	<p><b>De-watering Services Condition Survey</b></p> <p>(a) Prior to the Commencement of Dewatering, a condition survey of potentially affected stormwater, water and wastewater services (as identified in the GSMCP) shall be undertaken in consultation with the relevant service provider.</p> <p>(b) This condition does not apply to any service where written evidence is provided to the Council that the owner of that service has confirmed they do not require a condition survey.</p>
23	<p><b>Pre-Dewatering Detailed Condition Survey</b></p> <p>(a) Prior to the Commencement of Dewatering, the Consent Holder shall undertake a risk assessment to identify existing buildings and structures at risk of damage due to settlement caused by dewatering or excavation activities. The risk assessment process shall be set out in the GSMCP required by Condition 21(b) iv. and shall be based on the detailed design and construction methodology, the groundwater and settlement monitoring required under this consent, and groundwater and settlement modelling completed using this data.</p> <p>(b) Prior to the Commencement of Dewatering, the Consent Holder shall write to identified owners of buildings and structures identified in “<i>Final Monitoring Location Plan – Drury Central</i>” in the certified GSCMP and offer to undertake a pre-dewatering Detailed Condition Survey. The survey shall be undertaken by a SQEP or SQBS and a written report shall be prepared and reviewed by the SQEP responsible for overseeing the monitoring. The report shall be submitted for information to the Council. The Detailed Condition Survey shall include:</p> <ul style="list-style-type: none"> <li>(i) Confirmation of the installation of building deformation stations as required by the risk assessment in Condition 23 (a) and / or in the locations shown on the plan titled “<i>Final Monitoring Location Plan – Drury Central</i>” in the certified GSCMP;</li> <li>(ii) A description of the type of foundations;</li> <li>(iii) A description of existing levels of Damage considered to be of an aesthetic or superficial nature;</li> <li>(iv) A description of existing levels of Damage considered to affect the serviceability of the building where visually apparent without recourse to intrusive or destructive investigation;</li> <li>(v) An assessment as to whether existing Damage may or may not be associated with actual structural Damage and an assessment of the susceptibility of buildings/structures to further movement and Damage;</li> <li>(vi) Photographic evidence of existing observable Damage;</li> <li>(vii) A review of proposed Alarm and Alert Levels to confirm they are appropriately set and confirmation that any ground settlement less than the Alarm Level will not cause Damage;</li> <li>(viii) An assessment of whether the monitoring frequency is appropriate;</li> <li>(ix) An assessment of whether the locations and density of existing building deformation stations are adequate and appropriate for the effective detection of change to building and structure condition;</li> </ul>



Ref	Condition
	<ul style="list-style-type: none"> <li>(x) The Consent Holder has the discretion to redact condition surveys and photographic records in the report provided to Council, if an owner has provided a written request to withhold their information;</li> <li>(c) The Consent Holder is deemed to have complied with Condition 23 if: <ul style="list-style-type: none"> <li>(i) The Consent Holder has completed the Detailed Condition Survey of all identified properties and services at Condition 23 (b); or</li> <li>(ii) An alternative agreement is reached between the Consent Holder and any owner; or</li> <li>(iii) The owner did not accept the Consent Holders offer to undertake a Detailed Condition Survey within three months of the date of the Consent Holders request, (including where the owner did not respond within that period, following reasonable inquiries made with the owner by the Consent Holder); or</li> <li>(iv) The property or service owner cannot, after reasonable enquiry, be found.</li> </ul> </li> </ul>
24	<p><b>Completion of Dewatering Condition Survey</b></p> <ul style="list-style-type: none"> <li>(a) The Consent Holder shall write to owners of the identified buildings and structures (subject of a pre-dewatering Detailed Condition Survey) to offer a completion of Dewatering Condition Survey. Any Damage shown to be caused by the Project dewatering shall be rectified by the Consent Holder (<b>Damage Rectification</b>).</li> <li>(b) Once an agreement on Damage Rectification is reached between the Consent Holder and the owner of a damaged building or structure under Condition 24(a) the mitigation shall be implemented, including any third-party authorisations required, in a reasonable and practical timeframe agreed between the Consent Holder and the owner.</li> <li>(c) Where Damage Rectification is required, the Consent Holder is deemed to have complied with Condition 24 if: <ul style="list-style-type: none"> <li>(i) The Consent Holder has completed Damage Rectification to the building or structure; or</li> <li>(ii) An alternative agreement is reached between the Consent Holder and the owner; or</li> <li>(iii) The owner did not accept the Consent Holders offer to implement Damage Rectification within three months of the date of the Consent Holders letter sent in accordance with Condition 24 (a) (including where the owner did not respond within that period following reasonable inquiries with the owner by the Consent Holder); or</li> <li>(iv) The owner cannot, after reasonable enquiry, be found post completion of construction of the Project.</li> </ul> </li> </ul> <p><i><b>Advice note</b> - Where the identified buildings or structures are also subject to noise and vibration surveys, Surveys and Damage Rectification may be undertaken jointly.</i></p>
<p><b>Advice Note - The Consent Holder is advised that the discharge of pumped groundwater to a stormwater system or waterbody will need to comply with any other regulations, bylaws or discharge rules that may apply.</b></p>	

# Schedule 1 – Indicative Hydrogeology Monitoring Location Plan



# Paerata Station – Designation Conditions (NoR P-S)

## Definitions

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

Term	Definition
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Certification	<p>Certification shall be achieved by confirmation from the Council that the plan has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan shall be deemed certified:</p> <p>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or</p> <p>(b) fifteen (15) working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</p>
Completion of Construction	When construction of the Project is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council.
Enabling Works	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> <li>• geotechnical investigations (including trial embankments)</li> <li>• archaeological site investigations</li> <li>• formation of access for geotechnical investigations</li> <li>• establishment of site yards, site entrances and fencing</li> <li>• constructing and sealing site access roads</li> <li>• demolition or removal of buildings and structures</li> <li>• relocation of services</li> <li>• ecological surveys</li> <li>• vegetation removal ancillary to Enabling Works</li> <li>• establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)</li> </ul>
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Project	For NOR P-S means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1.

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

## Acronyms

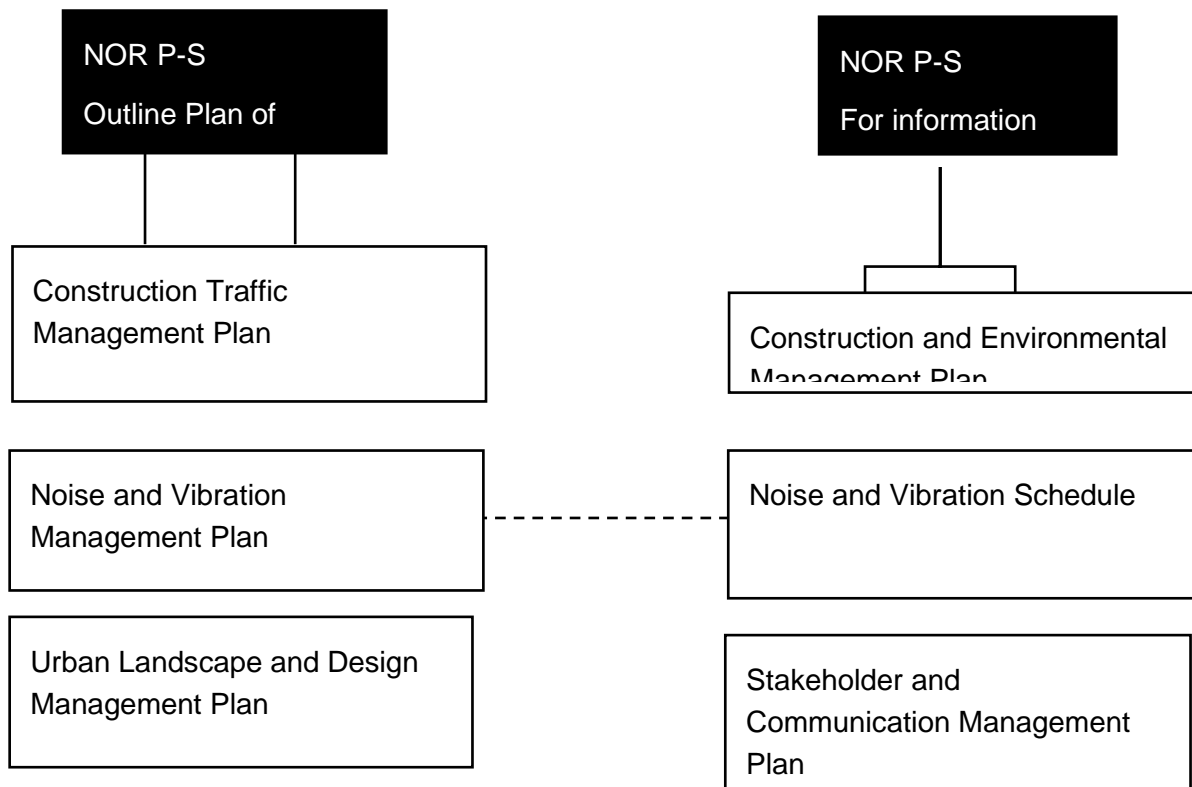
Acronym	Description
AUP:OP	Auckland Unitary Plan: Operative in Part
BPO	Best Practicable Option
CEMP	Construction Environmental Management Plan
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic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

## Paerata Station

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

## Summary of Plans identified in Conditions

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



# Paerata Station: NoR Conditions

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



**Ref. Condition**

- 5 Management Plans**
- (a) Any management plan shall be:
    - (i) prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 6 to 15);
    - (ii) prepared by a Suitably Qualified and Experienced Person(s); and
    - (iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CEMPs and CNVMP Schedules.
  - (b) Any management plan shall summarise comments received from Mana Whenua and other Stakeholders, along with a summary of where comments have:
    - (i) been incorporated; and
    - (ii) where not incorporated, the reasons why.
  - (c) Any management plan developed in accordance with Condition 5 may:
    - (i) be prepared and submitted as a joint document for both Projects.
    - (ii) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation.
    - (iii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects and submitted to the Council for information without further process.
    - (iv) if there is a material change required to a management plan which has been submitted with an Outline Plan in accordance with Condition 5, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision;
  - (d) Any material changes to the SCMPs or CEMPs are to be submitted to the Council for information as soon as practicable following identification for the need for any material changes.
  - (e) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 6 to 15.

**Construction and Environmental Management Plan (CEMP)**

- 6**
- (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:
    - (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;



**Ref. Condition**

- (iv) drawings of the proposed site layouts (including construction yards, temporary buildings and construction vehicle parking),
  - (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;
  - (vi) methods for providing for the health and safety of the general public;
  - (vii) procedures for incident management;
  - (viii) methods to ensure prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances;
  - (ix) procedures for responding to complaints about Construction Works;
  - (x) details of any environmental awareness training procedures for staff as relevant;
  - (xi) methods for amending and updating the CEMP as required;
  - (xii) identification of cultural monitoring activities as set out in the Cultural Monitoring Plan; and
  - (xiii) any other measures to achieve the objective set out in Condition 6(b).
- (c) Any CEMP shall be submitted to the Manager for information at least ten (10) working days before the Start of Construction for the relevant Stage of Work.

**Construction Traffic Management Plan (CTMP)**

- 7**
- (a) A CTMP shall be prepared prior to the Start of Construction.
  - (b) A CTMP shall be submitted to the Manager for information at least 10 working days prior to the start of construction.
  - (c) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic and transport effects. To achieve this objective, the CTMP shall include:
    - (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:
      - a. identification of detour routes
      - b. temporary speed limits; and
      - c. other methods to safely manage and maintain traffic flows, pedestrians and cyclists, on existing roads;
    - (iii) methods to maintain functional and operational vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be maintained;
    - (iv) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion;
    - (v) identification of site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;
    - (vi) identification of any appropriate traffic management measures;

**Ref. Condition**

- (vii) methods that will be undertaken to communicate traffic management measures to affected road users, pedestrians and cyclists (e.g. residents/public/stakeholders/emergency services);
- (viii) any other measures to achieve the objective set out in Condition 7(b).

**Advice Note** - The consent holder will be responsible for ensuring all necessary permits, such as Corridor Access Requests (CAR) permits are obtained from Auckland Transport. See Auckland Transport's website [www.aucklandtransport.govt.nz](http://www.aucklandtransport.govt.nz) for more information.

**Construction Noise and Vibration Management Plan (CNVMP)**

**8 Construction Noise standards**

- (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards at any occupied residential building set out in the following table as far as practicable:

**Table 1: Construction noise standards**

Day of week	Time period	L <sub>Aeq</sub> (15min)	L <sub>AFmax</sub>	
Occupied activity sensitive to noise				
Weekday	0630h - 0730h	55 dB	75 dB	
	0730h - 1800h	70 dB	85 dB	
	1800h - 2000h	65 dB	80 dB	
	2000h - 0630h	45 dB	75 dB	
Saturday	0630h - 0730h	45 dB	75 dB	
	0730h - 1800h	70 dB	85 dB	
	1800h - 2000h	45 dB	75 dB	
	2000h - 0630h	45 dB	75 dB	
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB	
	0730h - 1800h	55 dB	85 dB	
		45 dB	75 dB	
		45 dB	75 dB	

**Ref. Condition**

	1800h - 2000h		
	2000h - 0630h		
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

(b) Where compliance with the noise standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply

**9 Construction Vibration Standards**

(a) Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 '*Structural Vibration – Part 3: Effects of Vibration on Structures*' for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.

**Table 2 Construction vibration criteria**

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

(b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply.

**10 Construction Noise and Vibration Management Plan (CNVMP)**

(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.

**Ref. Condition**

- (b) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve, or otherwise minimise any exceedances of, the construction noise and vibration standards set out in Conditions 8 and 9 as far as practicable.
- (c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '*Acoustics – Construction Noise*' (NZS6803:1999) and shall as a minimum, address the following:
- (i) Description of the works and anticipated equipment/processes;
  - (ii) Hours of operation, including times and days when construction activities will occur;
  - (iii) The construction noise and vibration standards for the Project;
  - (iv) Identification of receivers where noise and vibration standards apply;
  - (v) Management and mitigation options, and identification of the Best Practicable Option;
  - (vi) Methods and frequency for monitoring and reporting on construction noise and vibration;
  - (vii) Procedure for responding to monitored exceedances
  - (viii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints.
  - (ix) Contact details of the Project Liaison Person or site supervisor;
  - (x) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;
  - (xi) Procedures for monitoring construction noise and vibration and reporting to the Council.
  - (xii) Identification of areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 Category A or Category B] will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites.
  - (xiii) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 Category B] will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls.
  - (xiv) Procedures for review and update of the CNVMP; and
  - (xv) Any other measures to achieve Condition 10(b).

**11 Schedule to a CNVMP**

- (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:

**Ref. Condition**

- (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:
    - a. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or
    - b. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.
  - (ii) Construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 9.
- (b) The objective of the Schedule is to set out the Best Practicable Option for the management of noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:
- (i) Activity location, start and finish dates;
  - (ii) The nearest neighbours to the construction activity;
  - (iii) A location plan;
  - (iv) The predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Clause (a);
  - (v) The proposed Best Practicable option mitigation for the activity/location, including measures to address impacts on farming operations (including animal safety and welfare);
  - (vi) The proposed communications with neighbours; and
  - (vii) Location, times and types of monitoring.

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

- 12**
- (a) An Urban Landscape and Design Management Plan (ULDMP) shall be prepared and submitted with the relevant Outline Plan(s) for:
    - (i) The design of the Stage One works; and
    - (ii) The design of subsequent stages where they involve works materially affecting movement in and around the station and/or the interface of the station with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority), including changes resulting from the addition of an accessway from Sim Road.
  - (b) The objective of the ULDMP is to set out how the Project will manage or mitigate potential adverse visual effects and contribute to a quality urban environment.
  - (c) To achieve this objective, the ULDMP shall include an overall concept plan that shows the layout of the Project and in particular urban landscape and design elements relating to access, connectivity, and interface with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority), with particular regard to:
    - (i) How the works in the Outline Plan Project will be integrated into the future urban environment, with particular regard to:
      - a. Provision for safe active mode facilities within the station, and safe and efficient multi-modal access between the station and the surrounding existing and planned urban environment;

**Ref. Condition**

- b. The Urban Design Evaluation and Framework;
- (ii) How the Project works will be coordinated and integrated with the planned future urban development of Surrounding Land to the extent practicable, with particular regard to:
  - a. The extent to which the Requiring Authority, the owners of Surrounding Land and infrastructure providers can coordinate the provision of new or upgraded infrastructure including stormwater management communal device location and sizing to serve the wider future urban catchment, and how stormwater infrastructure can be provided so as to enable integration with the surrounding existing and planned urban environment;
  - b. How the finished levels will integrate with the adjacent land;
  - c. The location and design of connecting roads between the Project and surrounding land (including future connections to the accessway);
  - d. The timing of works planned on Surrounding Land;
  - e. Any delineation between temporary and permanent land take;
  - f. Any other relevant access, servicing, engineering, or other matters; and
  - g. Any adjustments to the extent of the designation in light of the above analysis.
- (iii) how the project will enable a safe and inclusive environment. This may be achieved by use of;
  - a. Crime Prevention through Environmental Design principles (CPTED); and
  - b. Safety in Design principles (SID).
- (iv) how the project will provide for walking and cycling connectivity,
- (v) architectural treatment of major structures (e.g. bridges and retaining walls),
- (vi) accessway design, including roadside and median treatments (e.g. furniture and lighting);
- (vii) methods to enhance station legibility such as, arrival treatments, signage, wayfinding and interchange between transport modes;
- (viii) As relevant to the Stage of Work, details of;
  - a. the reinstatement of construction and site compound areas, treatment of cut-and-fill slopes and interface of stormwater devices; and
  - b. how the Project's permanent works will be integrated into the built environment and the landscape context;
- (ix) landscape treatments and planting, such as:
  - a. the intended plant species, planting locations and plant sizes at the time of planting and on maturity;
  - b. the planting methodology and programme; and
- (x) a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants.
- (d) Mana-Whenua shall be invited through the Mana Whenua Engagement Forum (MEF) to participate in the development of the ULDM to provide input into the relevant cultural landscape and design matters and how desired outcomes may be reflected in the ULDM.

**Ref. Condition****Mana Whenua Engagement Forum (MEF)**

- 13**
- (a) Within three months of confirmation of the designation the Requiring Authority must establish a kaitiaki Mana Whenua Engagement Forum (MEF) (or similar) to provide for an on-going role in the design and construction of the Project and is to maintain this forum for the duration of the Construction Works.
  - (b) The objective of the MEF is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection in the Project design and construction phases and to develop agreed measures and mechanisms to avoid, remedy or mitigate adverse effects on Mana Whenua values including opportunities for expression of those cultural values through design and input into relevant management plans.
  - (c) The frequency at which the MEF meets and the format or nature of the meetings shall be agreed between the Requiring Authority and the MEF.
  - (d) The role of the MEF is to facilitate consultation about and enable Mana Whenua to provide input into (but not limited to):
    - (i) roles and responsibilities of Mana Whenua, including in relation to design and development of the Project;
    - (ii) preparation of management plans;
    - (iii) cultural monitoring activities to be undertaken;
    - (iv) developing and participating in archaeological investigations and processes; and
    - (v) identifying opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area;
    - (vi) Mana Whenua outcomes and wellbeing aspirations; and
    - (vii) incorporating cultural narratives into the design of the Project.
  - (e) The Requiring Authority must extend an invitation for membership on the MEF to (but not limited to) representatives of:
    - (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;

**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.*

**Stakeholder and Communication Management Plan (SCMP)**

- 14**
- (a) A SCMP shall be prepared prior to the Start of Construction.
  - (b) The objective of the SCMP is to set out how the public and stakeholders will be communicated with throughout the Construction Works.

**Ref. Condition**

- (c) The SCMP shall include the following details and measures setting out how the Requiring Authority will:
- (i) Provide the contact details for the Project Liaison Person which shall be prominently displayed at the main entrance(s) to the site(s);
  - (ii) Communicate with a list of stakeholders, infrastructure service providers, transport operators, organisations, businesses, and the public persons who will be communicated with;
  - (iii) Provide a communications framework that details the Requiring Authority's communication strategies, the accountabilities and timeframes for responding to inquiries and complaints, frequency of communications and consultation, the range of communication and consultation methods to be used, and any other relevant communication matters;
  - (iv) Specify methods for how stakeholders and persons affected by the Project will be notified of the commencement of construction activities and works, the expected duration of the activities and works, and who to contact for any queries, concerns, and complaints;
  - (v) Inform the stakeholders and parties consulted of construction progress and future construction activities;
  - (vi) Specify methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities;
  - (vii) Outline details of the inquiry and complaint management process including who is responsible for responding, how responses will be provided and the timeframes within which the responses will be provided;
  - (viii) Maintain a complaint register which shall detail the date, nature and complainant contact details (if provided) of any complaints received regarding the construction of the Project and the Requiring Authority's response (or confirmation of no action) to each complaint;
  - (ix) Outline any linkages and cross-references to communication methods set out in other conditions and management plans where relevant;
  - (x) any arrangements for post-construction communications; and
  - (xi) any other measures to achieve Condition 14(b).
- (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.

**Cultural Monitoring Plan (CMP)**

- 15**
- (a) Prior to the start of Construction Works, a Cultural Monitoring Plan (CMP) shall be prepared in collaboration with Mana Whenua through the MEF.
  - (b) The objective of the Cultural Monitoring Plan is to provide Mana Whenua the opportunity to reconnect with the whenua as kaitiaki and express tikanga and kawa responsibilities.
  - (c) The Cultural Monitoring Plan shall include:
    - (i) requirements for formal dedication and or cultural oversight to be undertaken prior to Start of Construction;



**Ref. Condition**

- (ii) requirements and protocols for cultural inductions for contractors and subcontractors working on the site;
  - (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;
  - (iv) identification of personnel to undertake cultural monitoring; and
  - (v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition 16.
- (d) If the Requiring Authority and Mana Whenua agree, other matters can be included in the CMP.
- (e) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified and in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.

**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.*

**16 Accidental Discovery Protocol**

- (a) An Accidental Discovery Protocol, for areas of the Project not covered by an Archaeological Authority granted under the Heritage New Zealand Pouhere Taonga Act 2014 shall be developed in consultation with Mana Whenua for the Project through the MEF to address accidental archaeological discoveries during the Enabling Works and Construction Works.
- (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.

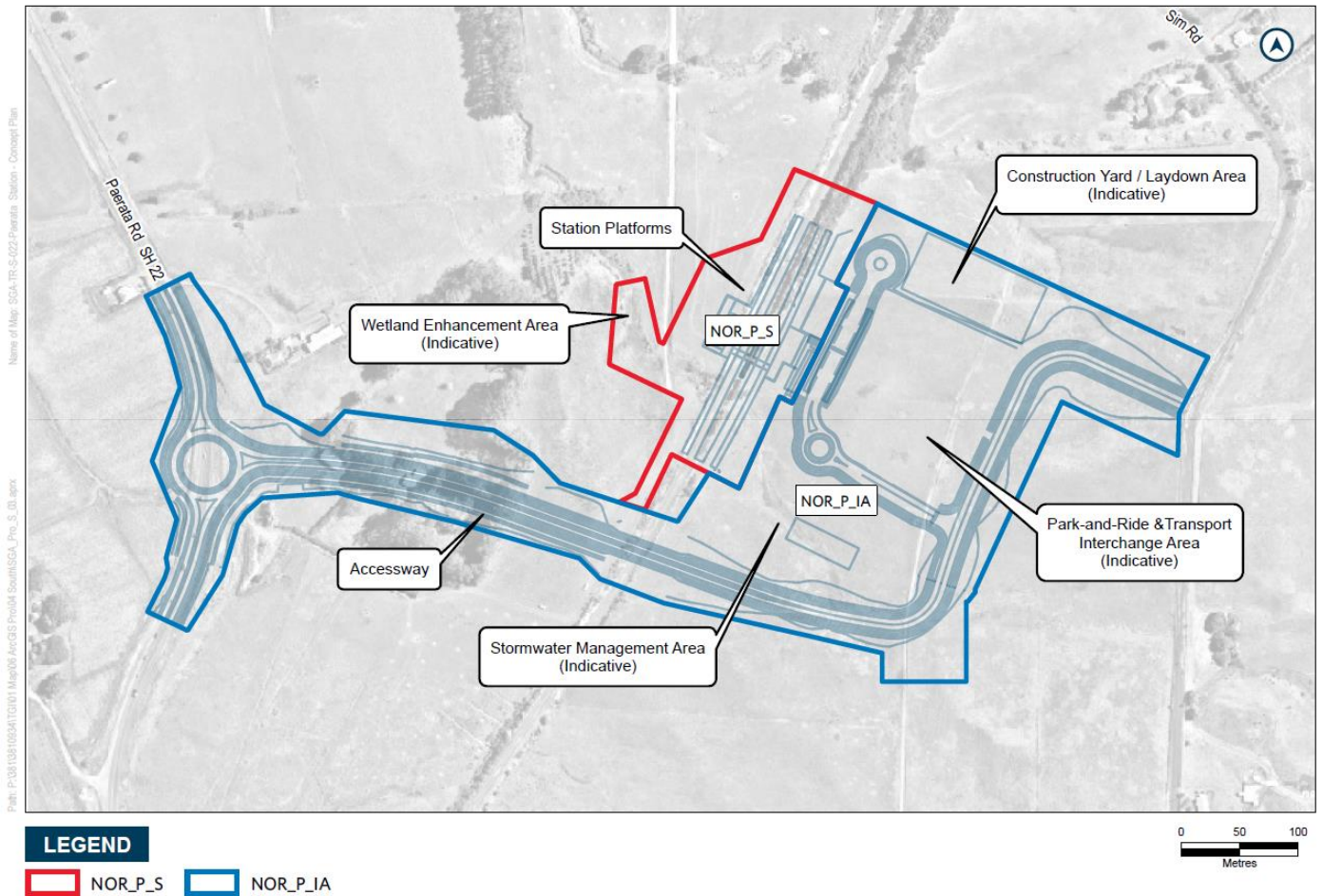
# Schedule 1: General Accordance

## (NOR P-S) Paerata Station Project Description

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

The proposed work is shown in the following Concept Plan.

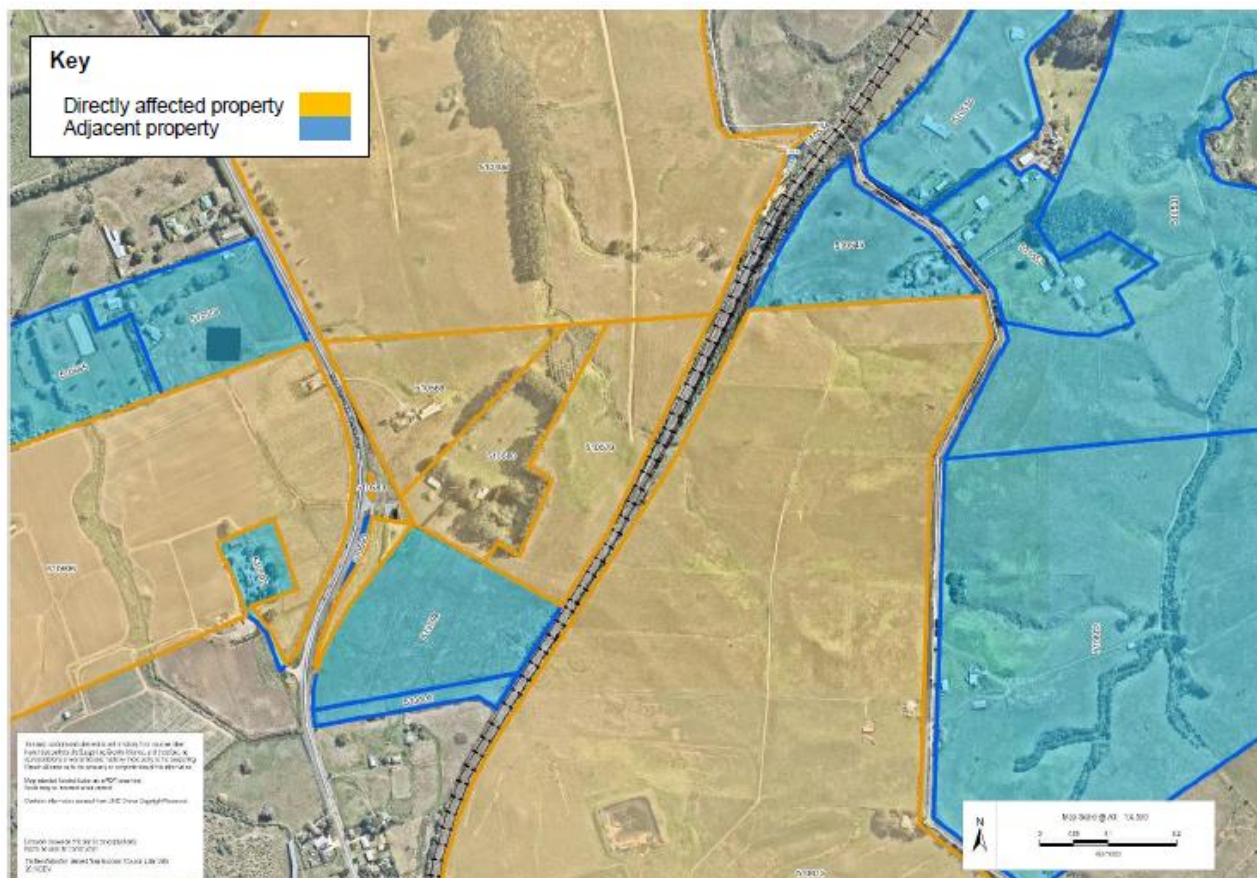
### NOR P-S Concept Plan



## Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

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



# Paerata Station – Designation Conditions (NoR P-IA)

## Definitions

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

Term	Definition
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Certification	<p>Certification shall be achieved by confirmation from the Council that the plan has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan shall be deemed certified:</p> <p>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or</p> <p>(b) fifteen (15) working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</p>
Completion of Construction	When construction of the Project is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council.
Enabling Works	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> <li>• geotechnical investigations (including trial embankments)</li> <li>• archaeological site investigations</li> <li>• formation of access for geotechnical investigations</li> <li>• establishment of site yards, site entrances and fencing</li> <li>• constructing and sealing site access roads</li> <li>• demolition or removal of buildings and structures</li> <li>• relocation of services</li> <li>• ecological surveys</li> <li>• vegetation removal ancillary to Enabling Works</li> <li>• establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)</li> </ul>
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Project	For NOR P-S means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1.

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

## Acronyms

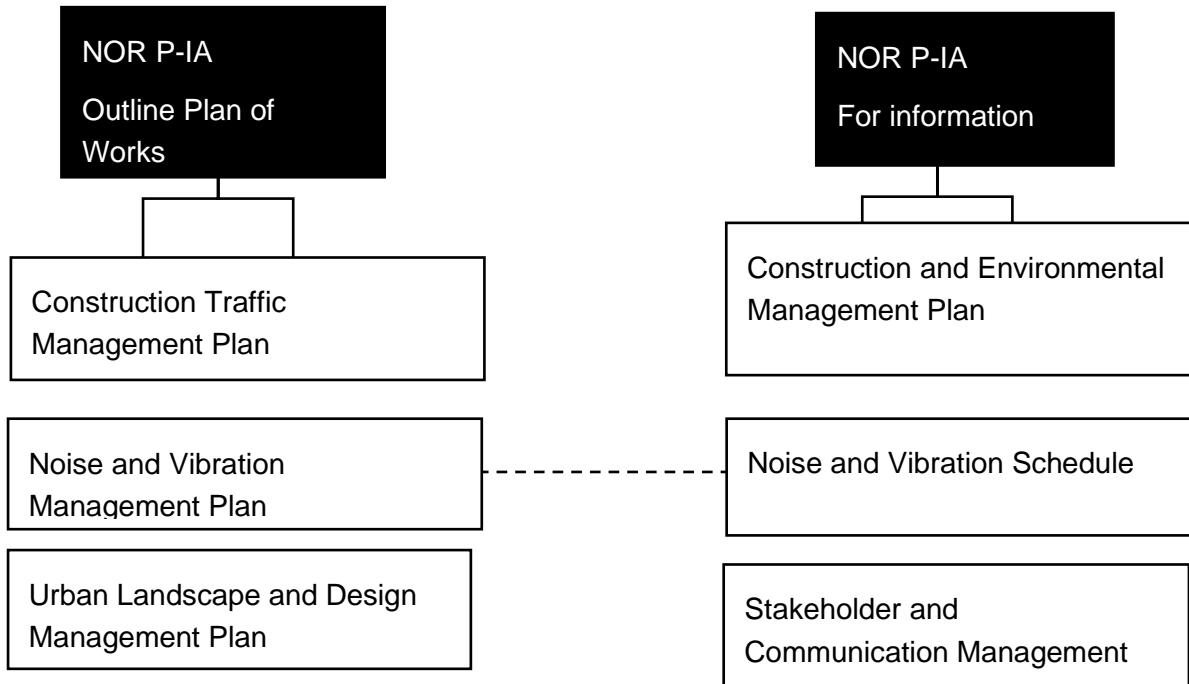
Acronym	Description
AUP:OP	Auckland Unitary Plan: Operative in Part
BPO	Best Practicable Option
CEMP	Construction Environmental Management Plan
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic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

## Paerata Interchange and Accessway

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

## Summary of Plans identified in Conditions

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





# Paerata Interchange and Accessway: NoR Conditions

Ref. Condition	
<b>General Conditions</b>	
<b>1</b>	<p><b>Activity in General Accordance with Plans and Information</b></p> <p>Except as modified by the conditions below, and subject to final design and Outline Plan(s), works shall be undertaken in general accordance with the Project Description and Concept Plan in Schedule 1.</p>
<b>2</b>	<p><b>Designation Review</b></p> <p>As soon as practicable following Completion of Construction, or completion of the Accessway as generally shown in the Concept Plan in Schedule 1, the Requiring Authority shall:</p> <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; and</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.</p>
<b>3</b>	<p><b>Designation Lapse</b></p> <p>In accordance with clause 37(7) of Schedule 6 to the COVID-19 Recovery (Fast-track Consenting) Act 2020, this designation will lapse if not given effect to within two years from the date on which it is included in the Auckland Unitary Plan.</p> <p><b>Advice Note</b> – <i>For the avoidance of doubt the designation will be given effect to at the implementation of Stage 1.</i></p>
<b>Outline Plan of Works</b>	
<b>4</b>	<p>(a) An Outline Plan for the Project shall be prepared and submitted to the Council in accordance with these conditions.</p> <p>(b) An Outline Plan 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 be prepared in consultation with Stakeholders, where the works involve any of the matters identified in condition 12(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, a 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 receipt 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>



**Ref. Condition**

- 5 Management Plans**
- (a) Any management plan shall be:
    - (i) prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 6 to 14);
    - (ii) prepared by a Suitably Qualified and Experienced Person(s); and
    - (iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CEMPs and CNVMP Schedules.
  - (b) Any management plan shall summarise comments received from Mana Whenua and other Stakeholders, along with a summary of where comments have:
    - (i) been incorporated; and
    - (ii) where not incorporated, the reasons why.
  - (c) Any management plan developed in accordance with Condition 5 may:
    - (i) be prepared and submitted as a joint document for both Projects.
    - (ii) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation.
    - (iii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects and submitted to the Council for information without further process.
    - (iv) if there is a material change required to a management plan which has been submitted with an Outline Plan in accordance with Condition 5, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision;
  - (d) Any material changes to the SCMPs or CEMPs are to be submitted to the Council for information as soon as possible following the need for any material change.
  - (e) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 6 to 14.

**Construction and Environmental Management Plan (CEMP)**

- 6**
- (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:
    - (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),

**Ref. Condition**

- (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;
  - (vi) methods for providing for the health and safety of the general public;
  - (vii) procedures for incident management;
  - (viii) methods to ensure prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances;
  - (ix) procedures for responding to complaints about Construction Works;
  - (x) details of any environmental awareness training procedures for staff as relevant;
  - (xi) methods for amending and updating the CEMP as required;
  - (xii) identification of cultural monitoring activities as set out in the Cultural Monitoring Plan; and
  - (xiii) any other measures to achieve the objective set out in Condition 6(b).
- (c) Any CEMP shall be submitted to the Manager for information at least ten (10) working days before the Start of Construction for the relevant Stage of Work.

**Construction Traffic Management Plan (CTMP)**

- 7**
- (a) A CTMP shall be prepared prior to the Start of Construction.
  - (b) A CTMP shall be submitted to the Manager for information at least 10 working days prior to the start of construction.
  - (c) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic and transport effects. To achieve this objective, the CTMP shall include:
    - (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:
      - a. identification of detour routes
      - b. temporary speed limits; and
      - c. other methods to safely manage and maintain traffic flows, pedestrians and cyclists, on existing roads;
    - (iii) methods to maintain functional and operational vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be maintained;
    - (iv) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion;
    - (v) identification of site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;
    - (vi) identification of any appropriate traffic management measures;
    - (vii) methods that will be undertaken to communicate traffic management measures to affected road users, pedestrians and cyclists (e.g. residents/public/stakeholders/emergency services);

**Ref. Condition**

(viii) any other measures to achieve the objective set out in Condition 7(b).

**Advice Note** - The consent holder will be responsible for ensuring all necessary permits, such as Corridor Access Requests (CAR) permits are obtained from Auckland Transport. See Auckland Transport’s website [www.aucklandtransport.govt.nz](http://www.aucklandtransport.govt.nz) for more information.

**Advice Note** – Prior to any physical works being undertaken on the state highway, it is a legal requirement to apply to Waka Kotahi for a Corridor Access request (CAR) and for that request to be approved. Any CAR application should be submitted to Waka Kotahi via [networkaccess@asm.nzta.nz](mailto:networkaccess@asm.nzta.nz) a minimum of fourteen working days prior to the commencement of any works on the state highway; longer is advised for complex works.

**7A Road Safety Audit**

- (a) Prior to the Start of Construction, the Requiring Authority shall engage an independent and suitably qualified Safety Engineer to undertake and complete an independent, Preliminary Design Road Safety Audit of all site access points and road layout changes associated with the Project.
- (b) The Preliminary Design Road Safety Audit shall be completed in accordance with the New Zealand Transport Agency Procedure Manual (“Road Safety Audit Procedures for projects”) by an independent and appropriately qualified safety audit team.

The Requiring Authority shall adopt and address any recommendations made in the Road Safety Audit, which are agreed with the Council (in consultation with Auckland Transport).

**Construction Noise and Vibration Management Plan (CNVMP)**

**8 Construction Noise standards**

- (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards at any occupied residential building set out in the following table as far as practicable:

**Table 1: Construction noise standards**

Day of week	Time period	L <sub>Aeq</sub> (15min)	L <sub>AFmax</sub>
Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	0730h - 1800h	65 dB	80 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h		

**Ref. Condition**

Saturday	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

(b) Where compliance with the noise standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply

**9 Construction Vibration Standards**

(a) Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 '*Structural Vibration – Part 3: Effects of Vibration on Structures*' for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.

**Table 2 Construction vibration criteria**

Receiver	Details	Category A	Category B
Occupied Activities	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv

**Ref. Condition**

sensitive to noise	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	

- (b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply.

**10 Construction Noise and Vibration Management Plan (CNVMP)**

- (a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.
- (b) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve, or otherwise minimise any exceedances of, the construction noise and vibration standards set out in Conditions 8 and 9 as far as practicable.
- (c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '*Acoustics – Construction Noise*' (NZS6803:1999) and shall as a minimum, address the following:
- (i) Description of the works and anticipated equipment/processes;
  - (ii) Hours of operation, including times and days when construction activities will occur;
  - (iii) The construction noise and vibration standards for the Project;
  - (iv) Identification of receivers where noise and vibration standards apply;
  - (v) Management and mitigation options, and identification of the Best Practicable Option;
  - (vi) Methods and frequency for monitoring and reporting on construction noise and vibration;
  - (vii) Procedure for responding to monitored exceedances
  - (viii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints.
  - (ix) Contact details of the Project Liaison Person or site supervisor;
  - (x) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;
  - (xi) Procedures for monitoring construction noise and vibration and reporting to the Council.
  - (xii) Identification of areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 Category A or Category B] will not be practicable and the

Ref.	Condition
	<p>specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites.</p> <p>(xiii) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 Category B] will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls.</p> <p>(xiv) Procedures for review and update of the CNVMP; and</p> <p>(xv) Any other measures to achieve Condition 10(b).</p>
11	<p><b>Schedule to a CNVMP</b></p> <p>(a) A Site-Specific Construction Noise and/or Vibration Management Schedule (Schedule) shall be prepared in consultation with the owners and occupiers of sites subject to the Schedule, when:</p> <p>(i) Construction noise is either predicted or measured to exceed the noise standards in Condition 8, except where the exceedance of the <math>L_{Aeq}</math> criteria is no greater than 5 decibels and does not exceed:</p> <p style="margin-left: 40px;">a. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or</p> <p style="margin-left: 40px;">b. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</p> <p>(ii) Construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 9.</p> <p>(b) The objective of the Schedule is to set out the Best Practicable Option for the management of noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:</p> <p>(i) Activity location, start and finish dates;</p> <p>(ii) The nearest neighbours to the construction activity;</p> <p>(iii) A location plan;</p> <p>(iv) The predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Clause (a);</p> <p>(v) The proposed Best Practicable Option mitigation for the activity/location, including measures to address impacts on farming operations (including animal safety and welfare);</p> <p>(vi) The proposed communications with neighbours;</p> <p>(vii) Location, times and types of monitoring.</p>
<b>Urban Landscape and Design Management Plan (ULDMP)</b>	
12	<p>(a) An Urban Landscape and Design Management Plan (ULDMP) shall be prepared and submitted with the relevant Outline Plan(s) for:</p> <p>(i) The design of the Stage One works; and</p> <p>(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</p>

**Ref. Condition**

Requiring Authority), including changes resulting from the addition of an accessway from Sim Road.

- (b) The objective of the ULDM is to set out how the Project will manage or mitigate potential adverse visual effects and contribute to a quality urban environment.
- (c) To achieve this objective, the ULDM shall include an overall concept plan that shows the layout of the Project and in particular urban landscape and design elements relating to access, connectivity, and interface with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority), with particular regard to:
  - (i) How the works in the Outline Plan Project will be integrated into the future urban environment, with particular regard to:
    - a. Provision for safe active mode facilities within the station, and safe and efficient multi-modal access between the station and the surrounding existing and planned urban environment;
    - b. The Urban Design Evaluation and Framework;
  - (ii) How the Project works will be coordinated and integrated with the planned future urban development of Surrounding Land to the extent practicable, with particular regard to:
    - a. The extent to which the Requiring Authority, the owners of Surrounding Land and infrastructure providers can coordinate the provision of new or upgraded infrastructure including stormwater management communal device location and sizing to serve the wider future urban catchment, and how stormwater infrastructure can be provided so as to enable integration with the surrounding existing and planned urban environment;
    - b. How the finished levels will integrate with the adjacent land;
    - c. The location and design of connecting roads between the Project and surrounding land (including future connections to the accessway);
    - d. The timing of works planned on Surrounding Land;
    - e. Any delineation between temporary and permanent land take; and
    - f. Any other relevant access, servicing, engineering, or other matters; and
    - g. Any adjustments to the extent of the designation in light of the above analysis.
  - (iii) how the project will enable a safe and inclusive environment. This may be achieved by use of:
    - a. Crime Prevention through Environmental Design principles (CPTED); and
    - b. Safety in Design principles (SID).
  - (iv) how the project will provide for walking and cycling connectivity
  - (v) architectural treatment of major structures (e.g. bridges and retaining walls),
  - (vi) accessway design, including roadside and median treatments (e.g. furniture and lighting);
  - (vii) methods to enhance station legibility such as, arrival treatments, signage, wayfinding and interchange between transport modes;
  - (viii) As relevant to the Stage of Work, details of;

Ref.	Condition
	<ul style="list-style-type: none"> <li>a. the reinstatement of construction and site compound areas, treatment of cut-and-fill slopes and interface of stormwater devices; and</li> <li>b. how the Project's permanent works will be integrated into the built environment and the landscape context;</li> </ul> <p>(ix) landscape treatments and planting, such as:</p> <ul style="list-style-type: none"> <li>a. the intended plant species, planting locations and plant sizes at the time of planting and on maturity;</li> <li>b. the planting methodology and programme; and</li> <li>c. a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants.</li> </ul> <p>(d) Mana-Whenua shall be invited through the Mana Whenua Engagement Forum (MEF) to participate in the development of the ULDMP to provide input into the relevant cultural landscape and design matters and how desired outcomes may be reflected in the ULDMP.</p>
<b>Mana Whenua Engagement Forum (MEF)</b>	
13	<ul style="list-style-type: none"> <li>(a) Within three months of confirmation of the designation the Requiring Authority must establish a kaitiaki Mana Whenua Engagement Forum (MEF) (or similar) to provide for an on-going role in the design and construction of the Project and is to maintain this forum for the duration of the Construction Works.</li> <li>(b) The objective of the MEF is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection in the Project design and construction phases and to develop agreed measures and mechanisms to avoid, remedy or mitigate adverse effects on Mana Whenua values including opportunities for expression of those cultural values through design and input into relevant management plans.</li> <li>(c) The frequency at which the MEF meets and the format or nature of the meetings shall be agreed between the Requiring Authority and the MEF.</li> <li>(d) The role of the MEF is to facilitate consultation about and enable Mana Whenua to provide input into (but not limited to): <ul style="list-style-type: none"> <li>(i) roles and responsibilities of Mana Whenua, including in relation to design and development of the Project;</li> <li>(ii) preparation of management plans;</li> <li>(iii) cultural monitoring activities to be undertaken;</li> <li>(iv) developing and participating in archaeological investigations and processes; and</li> <li>(v) identifying opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area;</li> <li>(vi) Mana Whenua outcomes and wellbeing aspirations; and</li> <li>(vii) incorporating cultural narratives into the design of the Project.</li> </ul> </li> <li>(e) The Requiring Authority must extend an invitation for membership on the MEF to (but not limited to) representatives of: <ul style="list-style-type: none"> <li>(i) Ngāi Tai ki Tāmaki Tribal Trust;</li> <li>(ii) Ngāti Maru Runanga;</li> </ul> </li> </ul>



**Ref. Condition**

- (iii) Ngāti Tamaoho Trust;
- (iv) Ngaati Te Ata Waiohua;
- (v) Ngaati Whanaunga Inc Soc;
- (vi) Te Ākitai Waiohua;
- (vii) Te Ahiwaru Waiohua;

**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.*

**Stakeholder and Communication Management Plan (SCMP)**

- 14**
- (a) A SCMP shall be prepared prior to the Start of Construction.
  - (b) The objective of the SCMP is to set out how the public and stakeholders will be communicated with throughout the Construction Works.
  - (c) The SCMP shall include the following details and measures setting out how the Requiring Authority will:
    - (i) Provide the contact details for the Project Liaison Person which shall be prominently displayed at the main entrance(s) to the site(s);
    - (ii) Communicate with stakeholders, infrastructure service providers, transport operators, organisations, businesses, and the public;
    - (iii) Provide a communications framework that details the Requiring Authority's communication strategies, the accountabilities and timeframes for responding to inquiries and complaints, frequency of communications and consultation, the range of communication and consultation methods to be used, and any other relevant communication matters;
    - (iv) Specify methods for how stakeholders and persons affected by the Project will be notified of the commencement of construction activities and works, the expected duration of the activities and works, and who to contact for any queries, concerns, and complaints;
    - (v) Inform the stakeholders and parties consulted of construction progress and future construction activities;
    - (vi) Specify methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities;
    - (vii) Outline details of the inquiry and complaint management process including who is responsible for responding, how responses will be provided and the timeframes within which the responses will be provided;
    - (viii) Maintain a complaint register which shall detail the date, nature and complainant contact details (if provided) of any complaints received regarding the construction of the Project and the Requiring Authority's response (or confirmation of no action) to each complaint;
    - (ix) Outline any linkages and cross-references to communication methods set out in other conditions and management plans where relevant;
    - (x) any arrangements for post-construction communications; and
    - (xi) any other measures to achieve Condition 14(b).

Ref.	Condition
	(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.
<b>Cultural Monitoring Plan (CMP)</b>	
15	<p>(a) Prior to the start of Construction Works, a Cultural Monitoring Plan (CMP) shall be prepared in collaboration with Mana Whenua through the MEF.</p> <p>(b) The objective of the Cultural Monitoring Plan is to provide Mana Whenua the opportunity to reconnect with the whenua as kaitiaki and express tikanga and kawa responsibilities.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> <li>(i) requirements for formal dedication and / or cultural oversight to be undertaken prior to Start of Construction;</li> <li>(ii) requirements and protocols for cultural inductions for contractors and subcontractors working on the site;</li> <li>(iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) identification of personnel to undertake cultural monitoring; and</li> <li>(v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition 16.</li> </ul> <p>(d) If the Requiring Authority and Mana Whenua agree, other matters can be included in the CMP.</p> <p>(e) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified and in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p><b>Advice Note</b> - Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>
16	<p><b>Accidental Discovery Protocol</b></p> <p>(a) An Accidental Discovery Protocol, for areas of the Project not covered by an Archaeological Authority granted under the Heritage New Zealand Pouhere Taonga Act 2014 shall be developed in consultation with Mana Whenua for the Project through the MEF to address accidental archaeological discoveries during the Enabling Works and Construction Works.</p> <p>(b) The Accidental Discovery Protocol shall be consistent with the accidental discovery rule in Chapter E11 (Land disturbance – Regional) of the Auckland Unitary Plan: Operative in Part or any subsequent version.</p>

# Schedule 1: General Accordance

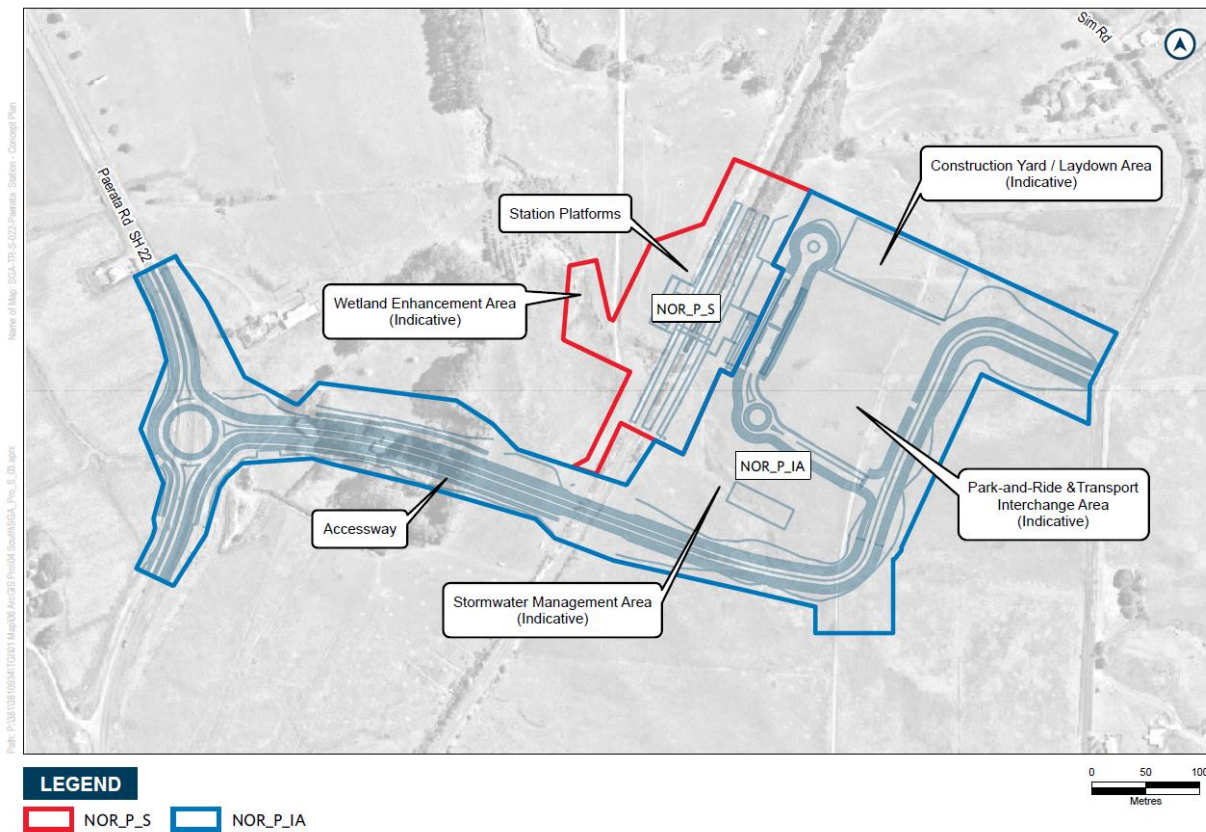
## (NOR P-IA) Paerata Interchange and Accessway Project Description

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

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

The proposed work is shown in the following Concept Plan.

### NOR P-IA Concept Plan







# Paerata Station – Resource Consent Conditions

## Definitions

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

Term	Definition
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council.
Enabling Works	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> <li>• preloading site for ground stability</li> <li>• geotechnical investigations (including trial embankments)</li> <li>• archaeological site investigations</li> <li>• formation of access for geotechnical investigations</li> <li>• establishment of site yards, site entrances and fencing</li> <li>• constructing and sealing site access roads</li> <li>• demolition or removal of buildings and structures</li> <li>• relocation of services</li> <li>• ecological surveys</li> <li>• vegetation removal ancillary to Enabling Works</li> </ul> <p>establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting)</p>
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Project	<p>For NOR P-S means the works and activities described in the Project Description in Schedule 1 to the NoR conditions, and as indicatively shown in the Concept Plan in Schedule 1 to the NoR conditions.</p> <p>For NOR P-IA means the works and activities described in the Project Description in Schedule 1 to the NoR conditions, and as indicatively shown in the Concept Plan in Schedule 1 to the NoR conditions.</p> <p>Reference to "Project" in the conditions means each or either of the Projects as the case may be.</p>
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the Construction Works.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Completion of Construction	When construction of the Project is complete and it is available for use.

Suitably Qualified and Experienced Person	A person (or persons) person who can provide sufficient evidence to demonstrate their suitability and competence.
Any reference to number of days	Has the same meaning as Working Days under section 2 of the Resource Management Act 1991.

### **Definitions related to ground dewatering and groundwater diversion conditions**

Alert Level	Specific levels at which actions are required.
Bulk Excavation	Includes all excavation that affects groundwater excluding minor enabling works and piling less than 1.5m in diameter.
Commencement of Dewatering	Means commencement of Bulk Excavation and/or the commencement of the taking or diversion of groundwater, other than for initial state monitoring purposes
Completion of Dewatering	Means, in the case of a drained excavation, the stage where the permanent drainage system(s) are in place and no further groundwater is being taken for the construction of the excavation.
Commencement of Excavation	Means commencement of Bulk Excavation
Completion of Excavation	Means the stage when all Bulk Excavation has been completed and all foundation/footing excavations within 10 meters of the perimeter have been completed.
Condition Survey	Means an external visual inspection or a detailed condition survey.
Damage	Includes Aesthetic, Serviceability, Stability, but does not include Negligible Damage. Damage as described in the table below.
Monitoring Station	Means any monitoring instrument including a ground or building deformation station, inclinometer, groundwater monitoring bore, retaining wall deflection station, or other monitoring device required by this consent.
Seasonal Low Groundwater Level	Means the annual lowest groundwater level – which typically occurs in summer.
Services	Include fibre optic cables, sanitary drainage, stormwater drainage, gas and water mains, power and telephone installations and infrastructure, road infrastructure assets such as footpaths, kerbs, catch-pits, pavements and street furniture.

## Acronyms

Acronym	Description
AUP:OP	Auckland Unitary Plan: Operative in Part
DSI	Detailed Site Investigation
RMA	Resource Management Act 1991 and its subsequent amendments
SQEP	Suitably Qualified and Experienced Person
SQBS	Suitably Qualified Building Surveyor
RL	Reduced level
GSMCP	Groundwater and Settlement Monitoring and Contingency Plan
HAIL	Hazardous Activities and Industries List
PSI	Preliminary Site Investigation
SMP	Site Management Plan
WCR	Works Completion Report

## Description of damage relating to groundwater diversion and take

Category of Damage	Normal Degree of Severity	Description of Typical Damage (Building Damage Classification after Burland (1995), and Mair et al (1996))	General Category (after Burland – 1995)
0	Negligible	Hairline cracks.	<b>Aesthetic Damage</b>
1	Very Slight	Fine cracks easily treated during normal redecoration. Perhaps isolated slight fracture in building. Cracks in exterior visible upon close inspection. Typical crack widths up to 1mm.	
2	Slight	Cracks easily filled. Redecoration probably required. Several slight fractures inside building. Exterior cracks visible, some repainting may be required for weather-tightness. Doors and windows may stick slightly. Typically crack widths up to 5mm.	
3	Moderate	Cracks may require cutting out and patching. Recurrent cracks can be masked by suitable linings. Brick pointing and possible replacement of a small amount of exterior brickwork may be required. Doors and windows sticking. Utility services may be interrupted. Weather tightness often impaired. Typical crack widths are 5mm to 15mm or several greater than 3mm.	<b>Serviceability Damage</b>
4	Severe	Extensive repair involving removal and replacement of walls especially over door and windows required. Window and door frames distorted. Floor slopes noticeably. Walls lean or bulge noticeably. Some loss of bearing in beams. Utility services disrupted. Typical crack widths are 15mm to 25mm but also depend on the number of cracks.	<b>Stability Damage</b>
5	Very Severe	Major repair required involving partial or complete reconstruction. Beams lose bearing, walls lean badly and require shoring. Windows broken by distortion. Danger of instability. Typical crack widths are greater than 25mm but depend on the number of cracks.	

**Table 1: Building Damage Classification**

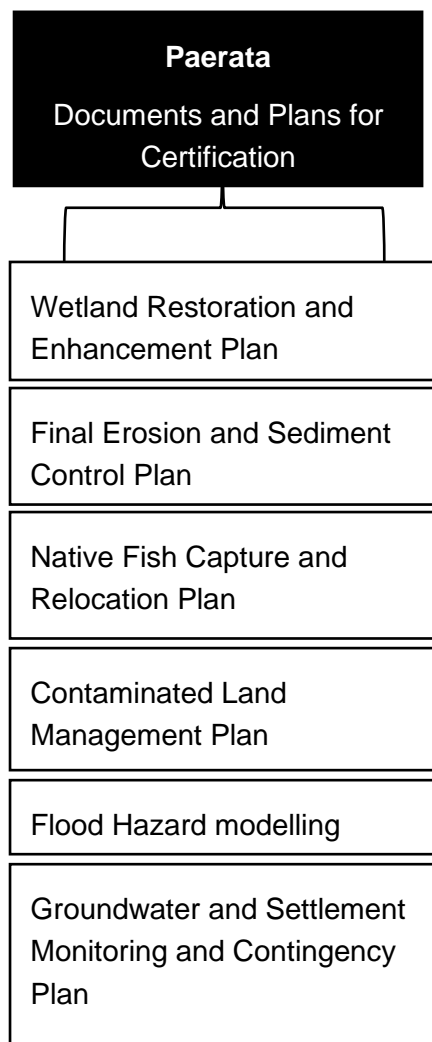
Note: In the table above the column headed “Description of Typical Damage” applies to masonry buildings only and the column headed “General Category” applies to all buildings.



## Paerata Station – Index of resource consents

Ref	Paerata Resource Consents	General	Specific
RC 1	Water Permit (s13) and (s14) and (s15) works in watercourses and associated diversion activities Dewatering, diverting groundwater, stream works, loss of wetland	1-4	5, 6, 7  20, 21
RC 2	Land use (s9(2)) – Stormwater quality and Stormwater Management Flow Contaminant generating activity, discharge within a SMAF	1-4	15, 16, 17, 18, 19
RC 3	Land use (s9 (2)) – Land disturbance activities Earthworks, vegetation clearance	1-4	8, 9, 10, 11, 12
RC 4	Discharge Permit (s15) Discharge of contaminants Disturbing contaminated land or potentially contaminated land.	1-4	13, 14
RC 5	Land use (s9(1)) - NES:Soil Disturbing the soil of a piece of land	1-4	13, 14
RC 6	Water Permit (s13) NES: FW Reclamation of wetland, extension of culverts	1-4	5, 6, 7

## Summary of documents identified in Conditions



# Regional Consent Conditions (BUNXXXX)[Yet to be allocated]

Ref	Condition												
<b>General Conditions</b>													
<b>1</b>	<p><b>Activity in general accordance with plans and information</b></p> <p>(a) The activity is to be carried out in general accordance with the plans and information submitted with the application detailed below, and all referenced by the Council as consent number “BUNXXXXX”:[Yet to be allocated].</p> <ul style="list-style-type: none"> <li>• Resource consent application form in Volume 1 of the AEE prepared by Te Tupu Ngātahi, dated 29 of September 2021.</li> <li>• Documents as follows:</li> </ul> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Reference</th> <th style="width: 40%;">Document Title</th> <th style="width: 25%;">Author</th> <th style="width: 20%;">Date</th> </tr> </thead> <tbody> <tr> <td>AEE, drawings and technical reports in Volumes 1, 2, 3, 4A and 4B</td> <td>Drury Central and Paerata Rail Stations Assessment of Effects on the Environment, version 1</td> <td>Te Tupu Ngātahi / Supporting Growth Alliance</td> <td>September 2021</td> </tr> <tr> <td>General Arrangement Plans</td> <td>General Arrangement Plans – Paerata Station (SGA-DRG-STH-003-CI-2203; SGA-DRG-STH-003-CI-2215)</td> <td>Te Tupu Ngātahi / Supporting Growth Alliance</td> <td>September 2021</td> </tr> </tbody> </table> <p>(b) Where there is inconsistency between the documents listed above and the requirements of the following conditions, the conditions shall prevail.</p> <p>(c) Where there is inconsistency between the conditions, and the management plans under the conditions, the requirements of the management plans shall prevail.</p>	Reference	Document Title	Author	Date	AEE, drawings and technical reports in Volumes 1, 2, 3, 4A and 4B	Drury Central and Paerata Rail Stations Assessment of Effects on the Environment, version 1	Te Tupu Ngātahi / Supporting Growth Alliance	September 2021	General Arrangement Plans	General Arrangement Plans – Paerata Station (SGA-DRG-STH-003-CI-2203; SGA-DRG-STH-003-CI-2215)	Te Tupu Ngātahi / Supporting Growth Alliance	September 2021
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<b>2</b>	<p><b>Consent Lapse</b></p> <p>(a) Pursuant to clause 37(7) of Schedule 6 to the COVID-19 Recovery (Fast-track Consenting) Act 2020, the various resource consents shall lapse two years from the date of commencement unless they have been given effect to.</p> <p><b>Advice Note</b> – <i>For the avoidance of doubt the resource consents will be given effect to at the completion of Start of Construction.</i></p>												
<b>3</b>	<p><b>Consent Expiry</b></p> <p>Pursuant to section 36 of Schedule 6 of the COVID19 Recovery (Fast-Track Consenting) Act 2020, the consents for ground dewatering and diversion, stream works and discharge of contaminants to land will expire 35 years from the date of commencement.</p>												

<p><b>3A</b></p>	<p><b>Monitoring</b></p> <p>The Consent Holder must pay the Council an initial consent compliance monitoring charge of \$2,000.00 (inclusive of GST), and the Consent Holder must pay any further monitoring charge or charges to recover the actual and reasonable costs that have been incurred to ensure compliance with the conditions attached to this consent.</p>
<p><b>3B</b></p>	<p><b>Review under section 128</b></p> <p>Under s.128 of the RMA the conditions of this consent may be reviewed by the Council at the Consent Holder's cost. The reason for this review condition is to deal with any material adverse effect on the environment which may arise from the exercise of this consent and which it is appropriate to deal with at a later stage.</p>
<p><b>4</b></p>	<p><b>Management Plan Certification Process</b></p> <p>(a) The management plans listed in (b) shall be submitted to the Manager at least twenty (20) working days prior to the anticipated Start of Construction (unless otherwise specified) to be certified. The certification process shall be confined to confirming that the management plan adequately gives effect to the relevant condition(s).</p> <p>(b) The following plans shall be submitted for certification:</p> <ul style="list-style-type: none"> <li>(i) Wetland Restoration and Enhancement Plan</li> <li>(ii) Native Fish Capture and Relocation Plan;</li> <li>(iii) Final Erosion and Sediment Control Plan;</li> <li>(iv) Contaminated Land Management Plan;</li> <li>(v) Groundwater and Settlement Monitoring and Contingency Plan;</li> </ul> <p>(c) Management Plans under (b) shall include evidence of having provided opportunity for Mana Whenua to be involved in the development the management plan and a summary of how any comments are addressed.</p> <p>(d) Within ten (10) working days of the management plan being provided to the Manager under clause (a) above, the Manager shall confirm with the Consent Holder if changes are required to enable certification.</p> <p>(e) If the Manager's response is that they are not able to certify the management plan, the Consent Holder shall request that the Manager provide reasons and recommendations for changes to the management plan in writing.</p> <p>(f) Within ten (10) working days of the Manager's response under clause (e) the Consent Holder shall consider any of the reasons and recommendation of the Manager and resubmit an amended management plan to be certified.</p> <p>(g) If the Consent Holder has not received a response from the Manager within five (5) working days of the date of resubmission under clause (e) above, or fifteen (15) working days where no changes were requested under clause (d) the management plan will be deemed to be certified.</p> <p>(h) Any certified management plan may be updated or revised to reflect any changes in design, construction methods or management of effects:</p> <ul style="list-style-type: none"> <li>(i) Any material changes are to be submitted to the Manager for certification as soon as practicable following identification of the need for an update or revision. If the Consent Holder has not received a response from the Manager within five (5)</li> </ul>

- working days of submitting the revised information, the management plan will be deemed to be certified.
- (ii) Except for material changes, management plans may be amended to reflect any changes in design, construction methods or management of effects and submitted to Council for information, without the need for recertification.
  - (i) Each management plan in condition 4(b) shall be Prepared by a Suitably Qualified and Experienced Person(s).
  - (j) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 5, 8, 11 14 and 24.

**Advice Note** - *If an amendment under condition 4(h) has no or a de minimis adverse effect on the environment or is an administrative change (including nominating personnel) that will not be a material change.*

**Water Permit (s13) and (s14) and (s15) works in watercourses and associated diversion activities NES:FW Section 45**

**5 Wetland Restoration and Enhancement Plan (WREP)**

- (a) Prior to works commencing within Wetland 1, the Consent Holder shall submit a Wetland Restoration and Enhancement Plan (WREP) to Council for certification in accordance with Condition 4.
- (b) The purpose of the WREP is to describe the management and monitoring practices and procedures to be implemented to compensate for residual effects associated with the loss of Wetland 1.
- (c) The WREP shall be prepared by a suitably qualified ecologist using the Biodiversity Offset Accounting Model as developed by Maseyk et al. (2015) to confirm the quantum of enhancement proposed at Wetland 2 will achieve no net loss in ecological value;
- (d) The WREP shall include details of:
  - (i) the proposed wetland hydrological system which allows for a wide range of facultative and obligate indigenous wetland plants to establish and become a self-sustaining native wetland system;
  - (ii) initial and infill planting of an array of wetland and wetland edge native plants (including a mosaic of permanently submerged wetland vegetation and low-growing shrubby species with thick, strong root systems) to achieve a minimum 80% native wetland plant canopy cover three years from establishment.
  - (iii) a programme of establishment and post establishment plant pest control to minimise exotic plant cover in the wetland; and
  - (iv) measures to protect the wetland from development so it is protected in perpetuity (such as covenants);
- (e) Mana Whenua (via the Mana Whenua Engagement Forum established under the designation conditions) shall be invited to participate in the development of the WREP to provide input into the design and mitigation measures, and the WREP shall summarise comments received from Mana Whenua along with a summary of where comments have:
  - (i) Been incorporated; and
  - (ii) Where not incorporated, the reasons why.

**Advice Notes** - *The certification and amendment of the WREP is covered by Condition 4*

6	<p><b>Implementation of Wetland Restoration and Enhancement Plan</b></p> <p>Within one (1) year following Completion of Construction, the works must be fully implemented in accordance with the certified WREP and must be maintained for a duration of five years.</p>
7	<p><b>Native Fish Capture and Relocation Plan</b></p> <p>(a) A Native Fish Capture and Relocation Plan must be prepared prior to Start of Construction.</p> <p>(b) The objective of the Native Fish Capture and Relocation Plan is to detail how native fish will be captured and relocated prior to dewatering or culvert extension within the Whangapouri stream.</p> <p>(c) The Native Fish Capture and Relocation Plan shall include:</p> <ul style="list-style-type: none"> <li>(i) methodologies to capture fish</li> <li>(ii) details of the qualified ecologist to undertake the capture and relocation and to be present on-site during dewatering to rescue and relocate any remaining fish present;</li> <li>(iii) details of the relocation site;</li> <li>(iv) storage and transport measures and</li> <li>(v) any other measures to achieve compliance with Condition 7(b).</li> </ul> <p>(d) Mana Whenua (via the Mana Whenua Engagement Forum established under the designation conditions) shall be invited to participate in the development of the Native Fish Capture and Relocation Plan and any comments received from Mana Whenua shall be summarised along with a summary of where comments have:</p> <ul style="list-style-type: none"> <li>(i) Been incorporated; and</li> <li>(ii) Where not incorporated, the reasons why.</li> </ul> <p><b>Advice Notes</b> - <i>The certification and amendment of the Native Fish Capture and Relocation Plan is covered by Condition 4.</i></p>
	<p><b>Advice Note</b> - <i>A permit to hold, catch, handle or release wildlife under the Wildlife Act 1953 may be required from the Department of Conservation, this may address:</i></p> <ul style="list-style-type: none"> <li>• <i>Bats – Tree removal protocols prior to the removal of any trees within the Project area with bat roost potential and restricted to the high bat activity period, (November to April).</i></li> <li>• <i>Birds – Any vegetation clearance of exotic treeland and planted vegetation within the bird nesting season, (September – February).</i></li> <li>• <i>Lizards – Any vegetation clearance where indigenous skinks are likely to occur including lizard salvage and relocation.</i></li> <li>• <i>Fish – Instream works, timed to avoid native fish migration periods (November to May)</i></li> </ul>
7A	<p><b>Fish Passage Monitoring and Maintenance</b></p> <p>(a) Twenty (20) working days following completion of the installation of the extended culverts, new culvert and apron structures, the consent holder must submit to the Manager the information required by regulations 62, 63 (culverts) and 68 (aprons and ramps) of the National Environmental Standard for Freshwater (2020), specifying the time and date of collection.</p> <p>(b) Within twenty (20) working days following completion of the culvert and apron structures, the consent holder must submit a Fish Passage Monitoring and Maintenance Plan (FPMMP) to the Manager for certification. The FPMMP must specify the ongoing</p>

	<p>monitoring and maintenance measures of the structures to ensure fish passage is maintained and does not reduce over the lifetime of the structures, and include the following detail and processes:</p> <ul style="list-style-type: none"> <li>(i) Specific aspects of the structure to be monitored to ensure that the structure's provision for the passage of fish does not reduce over its lifetime.</li> <li>(ii) Programme and frequency of routine monitoring and maintenance.</li> <li>(iii) Method of visual inspection of the structure within 5 days following a significant natural hazard, or events that may otherwise affect the structure's provision for fish passage.</li> <li>(iv) Record keeping of monitoring results including photos,</li> <li>(v) Follow up actions including the preparation of as-built plans and supporting information, further steps, and remediation measures.</li> </ul> <p>(c) If any of the routine monitoring or visual inspections identify that provision for fish passage has been reduced, or the culvert and/or apron structures are damaged, the consent holder must undertake maintenance or remediation works as soon as practicable to remedy the issues identified.</p> <p><b>Advice Note:</b> <i>Prior to any remedial works being undertaken, the consent holder should assess whether the works meet the permitted activity regulations in the Resource Management (National Standards for Freshwater) Regulations 2020.</i></p> <ul style="list-style-type: none"> <li>(d) The consent holder must maintain a record of: <ul style="list-style-type: none"> <li>(i) All placement, alteration, extension and reconstruction works for the culvert and/or apron structures, including when the works commence, how long they take, and when the works are completed; and</li> <li>(ii) Details of all monitoring and maintenance works undertaken on the culvert and/or apron structures in accordance with condition <b>7A</b>, including photos and evidence of any maintenance works undertaken.</li> </ul> </li> <li>(e) If requested, the consent holder must provide this record to the Manager within 10 working days of the date of request.</li> <li>(f) Within twenty (20) working days of any changes to the structure or detail as submitted within condition <b>7A</b> above, as a result of routine monitoring and maintenance, or following a significant natural hazard or event that may otherwise affect the culvert and/or apron structure's provision for fish passage, the consent holder must provide: <ul style="list-style-type: none"> <li>(i) Updated as-built information of the structure and associated fish passage, and</li> <li>(ii) Further steps to be taken to ensure that the structure's provision for the passage of fish does not reduce over its lifetime.</li> </ul> </li> <li>(g) Fish passage must be maintained through the culvert and apron structures in perpetuity, and monitoring, maintenance and remediation measures must be undertaken in accordance with the FPMMP throughout the lifetime of the structures.</li> </ul>
<p><b>7B</b></p>	<p><b>Lizard mitigation programme</b></p> <ul style="list-style-type: none"> <li>(a) Prior to the commencement of any vegetation removal works the Consent Holder must submit and have certified by Council, a Lizard Management Plan (LMP) prepared by a suitably qualified and experienced ecologist/herpetologist. The LMP Plan must be designed so as to achieve the following two objectives:</li> </ul>

- (i) The population of each species of native lizard present on the site at which vegetation clearance is to occur must be maintained or enhanced, either on the same site or at an appropriate alternative site; and
  - (ii) The habitat(s) that lizards are transferred to (either on site or at an alternative site, as the case may be) will support viable native lizard populations for all species present pre-development.
- (b) The LMP must address the following (as appropriate):
- (i) Credentials and contact details of the ecologist/herpetologist who will implement the plan.
  - (ii) Timing of the implementation of the LMP.
  - (iii) A description of methodology for survey, trapping and relocation of lizards rescued including but not limited to salvage protocols, relocation protocols (including method used to identify suitable relocation site(s)), nocturnal and diurnal capture protocols, supervised habitat clearance/transfer protocols, artificial cover object protocols, and opportunistic relocation protocols.
  - (iv) A description of the relocation site; including discussion of:
    - provision for additional refugia, if required e.g. depositing salvaged logs, wood or debris for newly released skinks that have been rescued.
    - any protection mechanisms (if required) to ensure the relocation site is maintained (e.g.) covenants, consent notices etc.
    - any weed and pest management to ensure the relocation site is maintained as appropriate habitat.
  - (v) Monitoring methods, including but not limited to the following: baseline surveying within the site, baseline surveys outside the site to identify potential release sites for salvaged lizard populations and lizard monitoring sites, ongoing annual surveys to evaluate translocation success, pre- and post-translocation surveys, and monitoring of effectiveness of pest control and/or any potential adverse effects on lizards associated with pest control.
  - (vi) A post-vegetation clearance search for remaining lizards.
- (c) A suitably qualified and experienced ecologist/herpetologist approved to oversee the implementation of the Lizard Management Plan (LMP) must certify that the lizard related works have been carried out according to the certified LMP within two weeks of completion of the vegetation clearance works.
- (d) All works on site must comply with the certified Lizard Management Plan.
- (e) Upon completion of works, all findings resulting from the implementation of the Lizard Management Plan must be recorded by a suitably qualified and experienced ecologist/herpetologist approved by the council on an Amphibian/Reptile Distribution Scheme (ARDS) Card (or similar form that provides the same information) which must be sent to Council.

**Advice Note:** Please note that it is recommended that the lizard rescue plan is undertaken in conjunction with the vegetation clearance operations (and contractor) for an integrated approach (on the same day), to enable the physical search for gecko's following felling of trees and shrubs and to rescue any skinks from ground cover vegetation and terrestrial retreats.

7C

**Bird Management**



	<ul style="list-style-type: none"> <li>(a) All vegetation clearance must occur outside the main native bird nesting season (early September until the end of February) to minimise any disturbance risk that vegetation removal would have on nesting birds.</li> <li>(b) If vegetation clearance is unavoidable during the main native bird nesting season, an approved and experienced ecologist or ornithologist must visually inspect all trees and shrubs proposed for removal within 24 hours of felling to identify any active nests. This includes checking cavities and hollows for nesting birds.</li> <li>(c) Should any nesting be observed, a 10-metre buffer of vegetation must be required to remain around the nest site until an approved and experienced ecologist or ornithologist has confirmed that the nest has failed, or the chicks have hatched and naturally left the natal site.</li> <li>(d) Following inspection and confirmation of absence of nesting birds, the consent holder must submit a completion report to the Council, within 30 working days.</li> </ul>
<p><b>7D</b></p>	<p><b>Bat management</b></p> <ul style="list-style-type: none"> <li>(a) The area containing high-risk potential bat roosting tree (or group of high-risk trees where adjoining) to be removed must be monitored overnight (from one hour before dusk until dawn), for a minimum of three fine nights using an Automatic Bat Monitor (ABM; or multiple ABMs as required). A fine night is when the temperature is above 10° with no precipitation during the first two hours after sunset and before sunrise. Surveys must not commence if the dusk temperature is below 7°C.</li> <li>(b) The ABM(s) must be placed at least 1.5 m above the ground, at the base of the high-risk tree or tree group.</li> <li>(c) If no bat activity indicative of potential roosting behaviour is recorded, the tree may be removed – removal must occur on the same day that the survey ends so there is no opportunity for reoccupation of the roost by bats. A suitably qualified ecologist (i.e., a Level D competent bat ecologist) should be onsite for the duration of all tree felling operations to advise staff should bats be detected (leaving trees or injured) and to inspect each felled tree for signs of bats roosts.</li> <li>(d) If bat activity indicative of potential roosting behaviour is recorded, each tree must be climbed and visually inspected by (e.g.) an arborist. The arborist will photograph any potential evidence of bats (staining, cavities, guano), which will be reviewed by the Level D competent bat ecologist prior to felling. The arborist will also check for signs of bats using a hand-held bat detector set to detect at 40kHz (to detect social and echolocation calls from roosting long-tailed bats, under supervision of the ecologist). If no signs of bats presence are evident, the tree can be felled – removal must occur on the same day as the visual inspection.</li> <li>(e) If bats are seen leaving or entering the tree, or are found to be living in the tree after visual inspection, then it must not be removed until the bats have abandoned the roost. If bats use the tree for more than three nights in a row then it is likely to be an important maternity colony and the removal of the tree should only occur after the Level D bat ecologist has confirmed that all bats have abandoned the roost. A 50 m buffer must be retained for the duration of roosting to preserve microclimate conditions and protect the tree/s from windthrow.</li> <li>(f) The following procedures must be implemented in the event of finding dead or injured bats: <ul style="list-style-type: none"> <li>(i) Injured bats should be immediately taken for assessment by a vet experienced in treating small mammals.</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>(ii) If after hours treatment is required, the Department of Conservation (DOC) (DOC Hotline 0800 362 468) or the Wildbase Hospital (0800 738 363) should be contacted within 2 hours after the injured bat is found.</li> <li>(iii) Any bat found during the felling (dead, injured or otherwise) will be inspected by the ecologist should bat handling and short-term retention be required. The ecologist must determine on site if the bat is able to be released immediately or the most appropriate method for the safe dispersal of the animal. DOC must be notified immediately of each such event.</li> <li>(iv) DOC advice must be sought with regards to the rehabilitation requirements of any injured bats.</li> <li>(v) Any rehabilitated bat should be released in the same general location in which it was found, or the nearest suitable location as determined by the Level D competent bat ecologist.</li> </ul>
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### Earthworks – Section 9(2) Land Use Conditions

<b>8</b>	<p><b>Earthworks Period</b></p> <ul style="list-style-type: none"> <li>(a) No bulk earthworks shall be undertaken on the subject site(s) between 1 May and 30 September in any year, without the submission of a '<i>Request for winter works</i>' for approval to the Council.</li> <li>(b) Unless otherwise agreed in the approval obtained under (a) above, all winter works will be re-assessed monthly or as required to ensure that significant adverse effects are not occurring in the receiving environment</li> <li>(c) No bulk earthworks shall occur outside the earthwork season, unless written approval has been received from the Council or their delegate.</li> </ul>
<b>9</b>	<p><b>Earthworks – General Performance Standards</b></p> <ul style="list-style-type: none"> <li>(a) There shall be no deposition of earth, mud, dirt or other debris on any public road or footpath resulting from bulk earthworks on the Project site. In the event that such deposition does occur, it shall be removed as soon as practicable taking into account safety. In no instance, shall roads or footpaths be washed down with water without appropriate erosion and sediment control measures in place to prevent contamination of the stormwater drainage system, watercourses or receiving waters.</li> <li>(b) The operational effectiveness and efficiency of all erosion and sediment control measures specifically required as a condition of resource consent, including the FESCP, shall be maintained throughout the duration of earthworks, or until the Project site is permanently stabilised against erosion.</li> <li>(c) The Project site shall be progressively stabilised against erosion at all stages of earthworks activity and shall be sequenced to minimise the discharge of contaminants to groundwater or surface water.</li> </ul>
<b>10</b>	<p><b>Erosion and Sediment Control Measures</b></p> <ul style="list-style-type: none"> <li>(a) All practicable measures shall be taken during construction to reduce to the smallest amount practicable erosion and the discharge of sediment beyond the footprint of the Project.</li> <li>(b) Erosion and sediment control measures shall be constructed and maintained in general accordance with <i>Auckland Council Guideline Document GD2016/005</i> and any amendments</li> </ul>

	<p>to this document, except where a higher standard is detailed in the certified FESCP, in which case the higher standard shall apply.</p>
<p><b>11</b></p>	<p><b>Final Erosion Sediment Control Plan (FESCP)</b></p> <p>(a) A finalised ESCP (FESCP) shall be prepared in general accordance with the ‘<i>Paerata Station – Provisional Erosion and Sediment Control Plan</i>’ prepared by Te Tupu Ngātahi and dated September 2021.</p> <p>(b) The purpose of the FESCP is to set out measures to be implemented during construction to meet the requirements of Condition 9.</p> <p>(c) The FESCP shall include, but is not limited to:</p> <ul style="list-style-type: none"> <li>(i) specific erosion and sediment control works for the earthworks (location and dimensions, capacity);</li> <li>(ii) supporting calculations and design drawings as necessary;</li> <li>(iii) details of construction methods;</li> <li>(iv) monitoring and maintenance requirements; catchment boundaries and contour information;</li> <li>(v) details relating to the management of dust generated by earthworks; and,</li> <li>(vi) links to the contaminated land measures set out in the CLMP; and</li> <li>(vii) details relating to the management of exposed areas (e.g. grassing, mulching).</li> </ul> <p>(d) Where flocculant treatment is proposed for use on site, the FESCP shall include flocculation management details, which shall include as a minimum:</p> <ul style="list-style-type: none"> <li>(i) specific design details of the chemical treatment system based on a rainfall activated methodology for the site’s sediment retention ponds, decanting earth bunds, and any other impoundment systems;</li> <li>(ii) monitoring, maintenance (including post storm) and contingency programme (including a record sheet);</li> <li>(iii) details of optimum dosage (including assumptions);</li> <li>(iv) results of initial chemical treatment trial;</li> <li>(v) use of organic flocculant where practicable;</li> <li>(vi) a spill contingency plan; and</li> <li>(vii) details of the person or bodies that will hold responsibility for operation and maintenance of the flocculation treatment system.</li> </ul> <p>(e) Flocculation management measures shall be implemented prior to commencement of any flocculation dosing onsite.</p> <p>(f) No earthworks or flocculation dosing activity on the subject site shall commence until certification of the FESCP from the Manager is provided in accordance with Condition 4.</p> <p>(g) Mana Whenua (via the Mana Whenua Engagement Forum established under the designation conditions) shall be invited to participate in the development of the FESP to provide input into the design and mitigation measures, and the FESP shall summarise comments received from Mana Whenua along with a summary of where comments have:</p> <ul style="list-style-type: none"> <li>(i) Been incorporated; and</li> <li>(ii) Where not incorporated, the reasons why.</li> </ul> <p><b>Advice Notes</b> - <i>The certification and amendment of the FESCP is covered by Condition 4.</i></p>
<p><b>12</b></p>	<p><b>Earthworks pre-construction meeting</b></p>

	<p>(a) Prior to the commencement of any earthworks within each stage, the Consent Holder shall hold a pre-start meeting that:</p> <ul style="list-style-type: none"> <li>(i) is located on the subject site;</li> <li>(ii) is scheduled not less than five (5) days before the anticipated commencement of earthworks;</li> <li>(iii) includes a representative from Council Compliance Monitoring and any other relevant Council specialist (if invited by Auckland Council);</li> <li>(iv) invite Mana Whenua representatives (via the Mana Whenua Engagement Forum established under the designation conditions) to provide for identification and protection of cultural values in works areas: and</li> <li>(v) includes representation from the contractors who will undertake the works.</li> </ul> <p>(b) The meeting shall discuss the erosion and sediment control measures, the earthworks methodologies and shall ensure all relevant parties are aware of and familiar with the necessary conditions of this consent.</p> <p>(c) The following information shall be made available at the pre-start meeting:</p> <ul style="list-style-type: none"> <li>(i) timeframes for key stages of the works authorised under this consent;</li> <li>(ii) defined extent of the relevant works;</li> <li>(iii) any archaeological authority for the works;</li> <li>(iv) resource consent conditions; and</li> <li>(v) the certified Final Erosion and Sediment Control Plan (FESCP);</li> </ul> <p>(d) In addition to the requirements in Condition 11(a), a pre-start meeting shall be held prior to the commencement of the earthwork's activity in each period between October 1 and April 30 this consent is exercised.</p>
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**Section 9 / NES:SOIL Contaminated Land Environmental Health**

<b>13</b>	<p><b>Contaminated Land Management Plan (CLMP)</b></p> <p>(a) A Contaminated Land Management Plan (CLMP) shall be prepared prior to the commencement of land disturbance activities associated with the Project.</p> <p>(b) The purpose of the CLMP is to set out measures to be implemented to control the discharge of contaminants from land disturbance.</p> <p>(c) The CLMP shall be prepared by a SQEP in accordance with the Ministry for the Environment Contaminated Land Management Guidelines No. 1, Reporting on Contaminated Sites in New Zealand (revised 2021), including:</p> <ul style="list-style-type: none"> <li>(i) Detail of land disturbance activities to be carried out;</li> <li>(ii) Summary of relevant site information and known contaminant conditions (if a Detailed Site Investigation (DSI) has been undertaken);</li> <li>(iii) a summary of PSI information and overview of the Project methodology;</li> <li>(iv) summary of any soil sampling works undertaken;</li> <li>(v) details of roles and responsibilities (including contact details) for parties involved in the land disturbance activities;</li> <li>(vi) summary of health and safety protection measures to be implemented;</li> <li>(vii) identification of specific environmental management procedures including for: <ul style="list-style-type: none"> <li>a. soil and groundwater during disturbance;</li> <li>b. stockpiles (if relevant);</li> </ul> </li> </ul>
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	<ul style="list-style-type: none"> <li>c. erosion, sediment, dust and odour;</li> <li>d. offsite soil transport and disposal, including additional testing as required to confirm disposal to an appropriately licensed facility;</li> <li>e. contingency measures in the event of an accidental discovery (for example asbestos, unknown fill, odour, staining); and</li> <li>f. post development controls (if required).</li> </ul> <p>(d) If a DSI has been completed in general accordance with the Ministry for the Environment's Contaminated Land Management Guideline No 5, Site Investigation and Analysis of Soils (revised 2021) for the project, this CLMP shall also identify:</p> <ul style="list-style-type: none"> <li>(i) locations of contaminated land within the Project area; and</li> <li>(ii) any non-contaminated land, which may be treated as clean fill.</li> </ul> <p>(e) Mana Whenua (via the Mana Whenua Engagement Forum established under the designation conditions) shall be invited to participate in the development of the CLMP to provide input into the design and mitigation measures, and the CLMP shall summarise comments received from Mana Whenua along with a summary of where comments have:</p> <ul style="list-style-type: none"> <li>(i) Been incorporated; and</li> <li>(ii) Where not incorporated, the reasons why.</li> </ul> <p><b>Advice Note</b> - The certification and amendment of the CLMP is covered by Condition 4.</p>
<p><b>14</b></p>	<p><b>Post Land Disturbance Works</b></p> <p>Within three months of the completion of land disturbance associated with the Project, a Works Completion Report (WCR) shall be submitted to the Manager. The WCR shall be prepared by a SQEP and include the following:</p> <ul style="list-style-type: none"> <li>(i) a summary of land disturbance works undertaken, including the location and dimensions of the excavations carried out and the volume of soil excavated;</li> <li>(ii) details and results of any soil testing completed in association with the land disturbance activities;</li> <li>(iii) records/evidence of the appropriate disposal for any soil material removed from the site; and</li> <li>(iv) records of any unexpected contamination encountered during the works and response actions, if applicable.</li> </ul>
<p><b>Stormwater – Water Diversion and Discharge</b></p>	
<p><b>15</b></p>	<p><b>Pre-construction Meeting</b></p> <p>(a) A pre-construction meeting shall be held by the Consent Holder prior to commencement of the construction of any stormwater devices onsite, and must:</p> <ul style="list-style-type: none"> <li>(i) Be arranged five (5) working days prior to initiation of the construction of any stormwater devices on the site;</li> <li>(ii) Be located on the subject area;</li> <li>(iii) Include representation from the Council;</li> <li>(iv) Invite representation from Mana Whenua (through the Mana Whenua Engagement Forum established under the designation conditions); and</li> </ul>

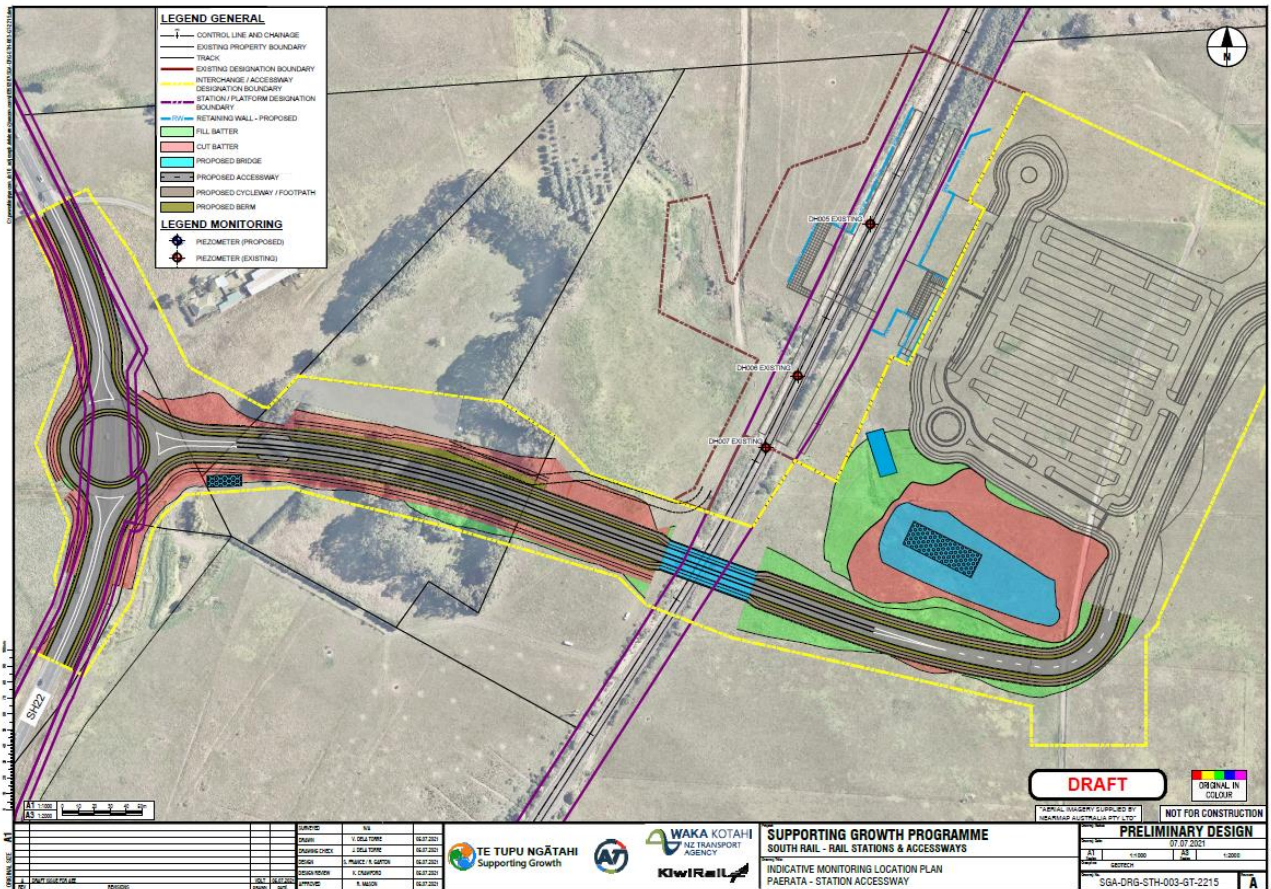
	(v) Include representation from the site stormwater engineer or site contractor who will undertake the works and any other relevant parties.
<b>16</b>	<p><b>Stormwater System - Design</b></p> <p>(a) The stormwater management design shall achieve the following outcomes:</p> <ul style="list-style-type: none"> <li>(i) Manages the operational runoff from the whole of the Paerata Station and Interchange to achieve an average annual removal efficiency of at least 75% Total Suspended Solid levels (TSS);</li> <li>(ii) be designed in general accordance with Auckland Council's Guidance Document 01 (GD01).</li> <li>(iii) be designed for long-term durability, ease of maintenance access, and to minimise ongoing operation and maintenance requirements.</li> <li>(iv) management of erosion and scour effects at all locations where concentrated flow is released from the project site (including piped outfalls, wetland spillways and steep channels). Erosion counter measure shall be designed in accordance with HEC-14 and HEC-15</li> <li>(v) stormwater detention achieves the Stormwater Management Area – Flow 2 hydrologic mitigations set out in the Auckland Unitary Plan, Operative in Part Section E10, Table E10.6.3.1.1</li> </ul> <p>(b) The Consent Holder shall consult with Mana Whenua (via the Mana Whenua Engagement Forum established under the designation conditions) on the design of stormwater devices.</p> <p>(c) In the event that any modifications to the stormwater management system are needed that do not result in a reduction to the performance or capacity of the system, an application under section 127 of the RMA will not be required, and the following information is to be certified by the Council, prior to implementation:</p> <ul style="list-style-type: none"> <li>(i) Plans and drawings outlining the details of the modifications; and</li> <li>(ii) Supporting information that details how the proposed change does not reduce the capacity or performance of the stormwater management system.</li> </ul>
<b>17</b>	<p><b>Operation and certification of stormwater management works</b></p> <p>(a) The stormwater management system must be fully operational before the use of the impervious area.</p> <p>(b) Within three months of Completion of Construction, the Consent Holder must provide the following to the Council:</p> <ul style="list-style-type: none"> <li>(i) Written evidence in the form of a validation report that the stormwater management device or system was installed or built generally in accordance with the design specifications Condition 16.</li> <li>(ii) As-built plans of the stormwater management device or system, certified (signed) by a suitably qualified service provider as a true record of the stormwater management system.</li> </ul>
<b>18</b>	<p><b>Stormwater - Inspection and maintenance records</b></p> <p>Details of all inspections and maintenance for the stormwater management system, for the preceding three years, shall be retained by the Consent Holder. These records shall be provided to the Council on request.</p>

<p><b>19</b></p>	<p><b>Peak flow attenuation</b></p> <p>Peak flow attenuation shall be incorporated into the design of the Paerata Station and Interchange such that downstream effects do not exceed flood level increase conditions in conjunction with all other design features.</p>
<p><b>Groundwater Diversion</b></p>	
<p><b>20</b></p>	<p><b>Damage Avoidance</b></p> <p>All excavation, dewatering systems, retaining structures and works associated with the diversion or taking of groundwater, shall be designed, constructed and maintained so as to avoid Damage to buildings, structures and Services within or immediately adjacent to the Project existing as of the date consent is granted, outside that considered in the report titled “<i>Assessment of Groundwater and Ground Settlement Effects</i>” prepared by Te Tupu Ngātahi dated September 2021.</p>
<p><b>21</b></p>	<p><b>Groundwater and Settlement Monitoring and Contingency Plan (GSMCP)</b></p> <p>(a) At least twenty (20) days prior to the Commencement of Dewatering, a Groundwater and Settlement Monitoring and Contingency Plan (GSMCP) prepared by a SQEP, shall be submitted to the Council for certification.</p> <p>(b) The objective of the GSMCP shall be to confirm that the effects of the Detailed Design are in accordance with Condition 20, and where necessary to set out the practices and procedures to be adopted, including monitoring to avoid, remedy or mitigate any adverse effect. The GSMCP shall include, at a minimum, the following information:</p> <ul style="list-style-type: none"> <li>(i) A Final Monitoring Location Plan, showing the location and type of all Monitoring Stations including groundwater monitoring bores, and if required any ground and building deformation pins. The monitoring plan should be based on the “<i>Indicative Monitoring Location Plan – Paerata</i>” prepared by Te Tupu Ngātahi dated September 2021 and included in Schedule 1. Where the location of a Monitoring Station differs substantively from the “<i>Indicative Monitoring Location Plan – Paerata</i>” prepared by Te Tupu Ngātahi dated September 2021, a written explanation for the difference shall be provided.</li> <li>(ii) A schedule of proposed groundwater monitoring well locations and the recommended pre-construction, construction and post-construction monitoring frequency.</li> <li>(iii) A bar chart or a schedule, showing the timing and frequency of any required condition surveys, visual inspections and all other monitoring required by the GSMCP, and a sample report template for regular monitoring.</li> <li>(iv) Alert Level Triggers as a result of recommendations of data obtained from pre-dewatering monitoring.</li> <li>(v) Details of the contingency actions to be implemented if Alert Levels are exceeded, and procedures (including notification of parties) if Damage is detected</li> <li>(vi) Details of and need for a maintenance programme for any permanent backfill or drainage systems.</li> </ul> <p>(c) All construction, dewatering, monitoring and contingency actions shall be carried out in accordance with the certified GSMCP. No Bulk Excavation (that may affect groundwater</p>

	<p>levels) or other dewatering activities shall commence until the GSMCP is certified in writing by the Council.</p> <p>(d) The Mana Whenua Engagement Forum (established under the designation conditions) shall be invited to participate in the development of the GSMP to provide input into the design and mitigation measures, and the GSMP shall summarise comments received from Mana Whenua along with a summary of where comments have:</p> <ul style="list-style-type: none"> <li>(i) Been incorporated; and</li> <li>(ii) Where not incorporated, the reasons why.</li> </ul> <p><b>Advice Notes</b> - <i>The certification and amendment of the Groundwater and Settlement Monitoring and Contingency Plan is covered by Condition 4.</i></p>
	<p><b>Advice Note</b> - <i>The Consent Holder is advised that the discharge of pumped groundwater to a stormwater system or waterbody will need to comply with any other regulations, bylaws or discharge rules that may apply.</i></p>



# Schedule 1 – Indicative Hydrogeology Monitoring Location Plan



Attachment 2: Email with additional  
information dated 24 January 2024  
from KiwiRail Holdings Ltd

## **Email from KiwiRail dated 24 January 2024 with further information**

Apologies for the advised delay – the end of year got away on me, and most office-based staff had a much needed 3-week closedown. Thanks for your email below. I'm not exactly sure what further material we can provide to confirm that designations 6309 Drury Interchange and 6311 Paerātā Interchange and Accessway have also been 'given effect to'. The development of NoRs 6309 and 6311 are fully integrated with the development of the Station NoRs but were separated for practical reasons to address future operational responsibilities.

The Stage One works currently underway and subject to the approved Outline Plans (OPWs) include both the station and interchange designations at each location. All works associated with securing the land, investigations, approvals and enabling works outlined the original KiwiRail letter of 15 Nov 2023 also apply equally to the interchange designations at each station.

I can provide with you more technical details about each of the items listed below if required.

I confirm the works being undertaken for Stage One include the accessways into and around the Drury station and I/C and parking areas to facilitate the movements in and around the station. More specifically, the approved OPW for Stage 1 developments at Drury includes the following items;

- Two train platforms of 150m length to accommodate 6 car trains
- Main Station entry adjacent to the bus/park and ride (including associated support facilities)
- Secondary entrance adjacent to Great South Road for connection to Great South Road bus facilities
- Bus interchange with five bus stops and additional bus layover facilities
- Pedestrian overbridge with stairs and lift allowing access between platforms (behind gate line)
- Park and ride facility with 350 carparks
- Total of 200 bike parks allocated to both the western and eastern entrances, with 20% covered under shelter
- Access road (diverted Flanagan Road to the intersection with Kath Henry Lane (two lanes of traffic)
- Active mode facility along the New Access Road including footpath and cycleway on its eastern side

For Paerātā Stage One approved OPW works include the following items:

- Two train platforms of 150m length to accommodate 6 car trains
- Main Station entry adjacent to the bus/park and ride (including associated support facilities)
- Secondary entrance adjacent to the future Paerata Rise Boulevard Road for connection to the Paerata Rise development
- Bus interchange with four bus stops and additional bus layover facilities on the eastern side of the corridor
- Pedestrian overbridge with stairs and lift allowing access between platforms (behind gate line)
- Park and ride facility with 350 carparks
- Total of 200 bike parks allocated to both the western and eastern entrances, with 20% covered under shelter
- Roundabout on SH22 to allow connection to Project
- Access road to SH22 including road over rail crossing for 2 lanes of traffic to interchange and parking
- Active mode facility along the new access road including footpath and cycleway on its northern side

All works associated with the station NoR have also been completed for the I/C and parking. Later stages will add capacity to these new facilities.

I hope I haven't missed the point here. If you'd like more detail about the works, I'd be more than happy to provide it.

Otherwise, if there's anything else you need, please let me know.

I look forward to the Council's assessment.

PS: I can confirm that I have now paid the processing deposit fee.

Ngā mihi | Regards

**Pam Butler** | Senior RMA Advisor

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*Please consider the environment before printing*

Attachment 3: Corrections to text  
(~~strikethrough~~/underscore)

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

## 6308 Drury Central Station

Designation Number	6308
Requiring Authority	KiwiRail Holdings Ltd
Location	24, 28, 32, 36, 44 and 103 Flanagan Road, 236, 250, 260 and 280 Great South Road, and Railway Network, Drury
Lapse Date	<p><del>In accordance with clause 37(7) of Schedule 6 to the COVID-19 Recovery (Fast-track Consenting) Act 2020, this designation will lapse if not given effect to within two years from the date on which it is included in the Auckland Unitary Plan.</del></p> <p><b>Advice Note</b> – <del>For the avoidance of doubt the designation will be given effect to at the implementation of Stage 1.</del>  <u>Given effect to (i.e. no lapse date)</u></p>

## Purpose

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

## Conditions

### Definitions

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

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

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

Any reference to number of days	Has the same meaning as Working Days under section 2 of the Resource Management Act 1991.
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## 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 DC-S	Notice of Requirement - Drury Central Station
NOR DC-I	Notice of Requirement – Drury Central Interchange
RMA	Resource Management Act 1991 and its subsequent amendments
ULDMP	Urban Landscape and Design Management Plan
SCMP	Stakeholder and Communication Management Plan
SID	Safety in Design
SQEP	Suitably Qualified and Experienced Person

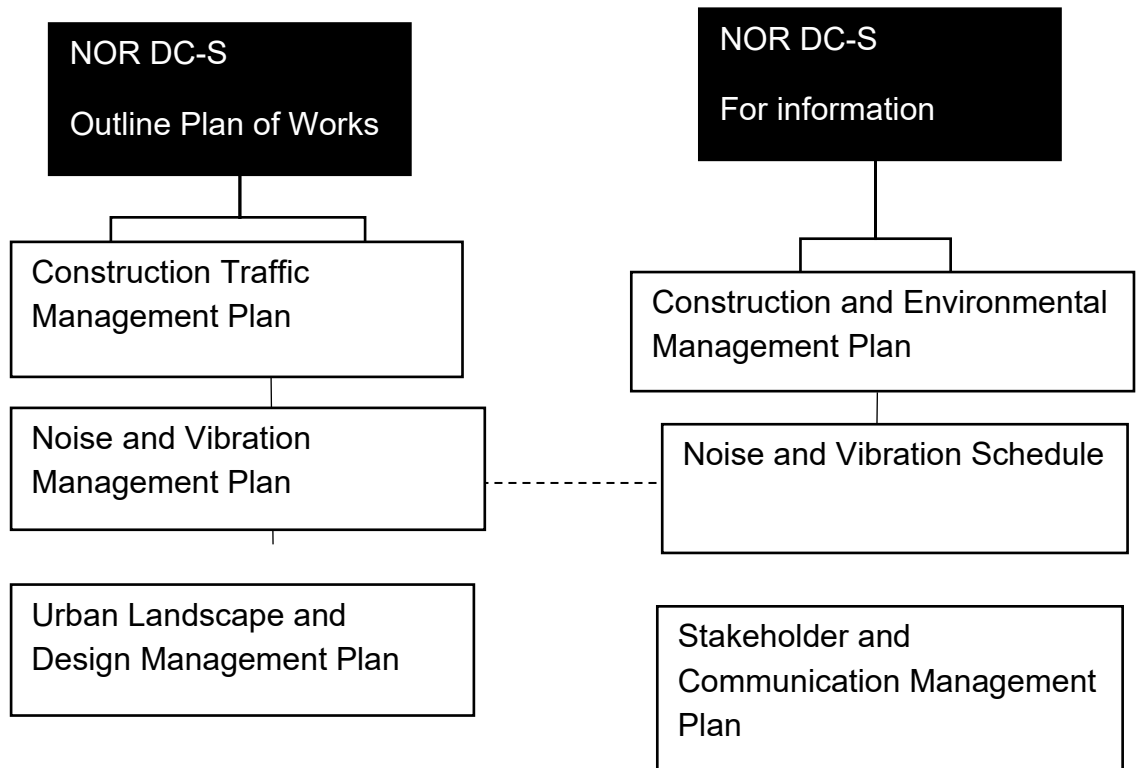
## Drury Central Station

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



## Summary of Plans identified in Conditions

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



## Drury Central Station: NoR conditions

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

Ref	Condition
5	<p><b>Management Plans</b></p> <p>(a) Any management plan shall be:</p> <ul style="list-style-type: none"> <li>(i) prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 6-17);</li> <li>(ii) prepared by a Suitably Qualified and Experienced Person(s); and</li> <li>(iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CEMPs and CNVMP Schedules.</li> </ul> <p>(b) Any management plan shall summarise comments received from Mana Whenua and other Stakeholders, along with a summary of where comments have:</p> <ul style="list-style-type: none"> <li>(i) Been incorporated; and</li> <li>(ii) Where not incorporated, the reasons why;</li> </ul> <p>(c) Any management plan developed in accordance with Condition 5 may:</p> <ul style="list-style-type: none"> <li>(i) Be prepared and submitted as a joint document for both Projects.</li> <li>(ii) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation.</li> <li>(iii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects and submitted to the Council for information without further process.</li> <li>(iv) If there is a material change required to a management plan which has been submitted with an Outline Plan in accordance with Condition 5, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision;</li> </ul> <p>(d) Any material changes to the SCMPs or CEMPs are to be submitted to the Council for information as soon as practicable following identification for the need for any material changes.</p> <p>(e) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 6-17.</p>

**Ref      Condition**

**Construction and Environmental Management Plan (CEMP)**

<b>6</b>	<p>(a) A CEMP shall be prepared prior to the Start of Construction.</p> <p>(b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve this objective the CEMP shall include:</p> <ul style="list-style-type: none"><li>(i) the roles and responsibilities of staff and contractors;</li><li>(ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</li><li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li><li>(iv) drawings of the proposed site layouts (including construction yards, temporary buildings and construction vehicle parking),</li><li>(v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li><li>(vi) methods for providing for the health and safety of the general public;</li><li>(vii) procedures for incident management;</li><li>(viii) methods to ensure prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances;</li><li>(ix) procedures for responding to complaints about Construction Works;</li><li>(x) details of any environmental awareness training procedures for staff as relevant;</li><li>(xi) methods for amending and updating the CEMP as required;</li><li>(xii) identification of cultural monitoring activities as set out in the Cultural Monitoring Plan;</li><li>(xiii) description of how the Construction Works will be undertaken in conjunction or coordination with, and will not preclude, any construction or other works to the extent known by the Requiring Authority (including watermain connections(s) to the Watercare Flanagan Road pump station) to implement the development of the surrounding existing and planned urban environment; and</li><li>(xiv) any other measures to achieve the objective set out in Condition 6(b).</li></ul> <p>(c) Any CEMP shall be submitted to the Manager for information at least ten working days before the Start of Construction for the relevant Stage of Work.</p>
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Ref	Condition
<b>Construction Traffic Management Plan (CTMP)</b>	
<b>7</b>	<p>(a) A CTMP shall be prepared prior to the Start of Construction.</p> <p>(b) A CTMP shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction.</p> <p>(c) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic and transport effects. To achieve this objective, the CTMP shall include:</p> <ul style="list-style-type: none"> <li>(i) methods to manage the effects of temporary traffic management activities on traffic, with consideration of cumulative construction effects from other projects occurring in the area (as relevant);</li> <li>(ii) measures to manage the safety of all transport users. This may include, but shall not be limited to: <ul style="list-style-type: none"> <li>a. identification of detour routes</li> <li>b. temporary speed limits; and</li> <li>c. other methods to safely manage and maintain traffic flows, pedestrians and cyclists, on existing roads (e.g. Great South Road);</li> </ul> </li> <li>(iii) methods to maintain functional and operational vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be maintained;</li> <li>(iv) methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services (including along Great South Road);</li> <li>(v) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion;</li> <li>(vi) identification of site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;</li> <li>(vii) identification of any appropriate traffic management measures;</li> <li>(viii) methods that will be undertaken to communicate traffic management measures to affected road users, pedestrians and cyclists (e.g. residents/public/stakeholders/emergency services);</li> <li>(ix) any other measures to achieve the objective set out in Condition 8(b).</li> </ul> <p><b>Advice Note</b> - The consent holder will be responsible for ensuring all necessary permits, such as Corridor Access Requests (CAR) permits are obtained from Auckland Transport. See Auckland Transport's website <a href="http://www.aucklandtransport.govt.nz">www.aucklandtransport.govt.nz</a> for more information.</p>
<b>Construction Noise and Vibration</b>	
<b>8</b>	<p><b>Construction Noise standards</b></p> <p>(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards at any occupied residential building set out in the following table as far as practicable:</p>

**Ref Condition**

**Table 1: Construction noise standards**

Day of week	Time period	L <sub>Aeq</sub> (15min)	L <sub>AFmax</sub>
Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

(b) Where compliance with the noise standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply

**Ref Condition**

**9 Construction Vibration Standards**

(a) Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 '*Structural Vibration – Part 3: Effects of Vibration on Structures*' for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.

**Table 2 Construction vibration criteria**

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

(b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply.

Ref	Condition
10	<p data-bbox="284 271 1066 300"><b>Construction Noise and Vibration Management Plan (CNVMP)</b></p> <p data-bbox="284 315 1342 344">(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p data-bbox="284 353 1385 533">(b) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve, or otherwise minimise any exceedances of, the construction noise and vibration standards set out in Conditions 8 and 9 as far as practicable.</p> <p data-bbox="284 542 1385 651">(c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '<i>Acoustics – Construction Noise</i>' (NZS6803:1999) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> <li data-bbox="363 674 1198 703">(i) Description of the works and anticipated equipment/processes;</li> <li data-bbox="363 725 1362 792">(ii) Hours of operation, including times and days when construction activities will occur;</li> <li data-bbox="363 801 1193 831">(iii) The construction noise and vibration standards for the Project;</li> <li data-bbox="363 840 1267 869">(iv) Identification of receivers where noise and vibration standards apply;</li> <li data-bbox="363 878 1374 945">(v) Management and mitigation options, and identification of the Best Practicable Option;</li> <li data-bbox="363 954 1385 1021">(vi) Methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li data-bbox="363 1030 1078 1059">(vii) Procedure for responding to monitored exceedances</li> <li data-bbox="363 1068 1342 1211">(viii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints.</li> <li data-bbox="363 1220 1203 1249">(ix) Contact details of the Project Liaison Person or site supervisor;</li> <li data-bbox="363 1258 1374 1368">(x) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;</li> <li data-bbox="363 1377 1390 1444">(xi) Procedures for monitoring construction noise and vibration and reporting to the Council.</li> <li data-bbox="363 1453 1347 1597">(xii) Identification of areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 Category A or Category B] will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites.</li> <li data-bbox="363 1606 1385 1785">(xiii) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 Category B] will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls;</li> <li data-bbox="363 1794 1094 1823">(xiv) Procedures for review and update of the CNVMP; and</li> <li data-bbox="363 1832 1023 1861">(xv) Any other measures to achieve Condition 10(b).</li> </ul>



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

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

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

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

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

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

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

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



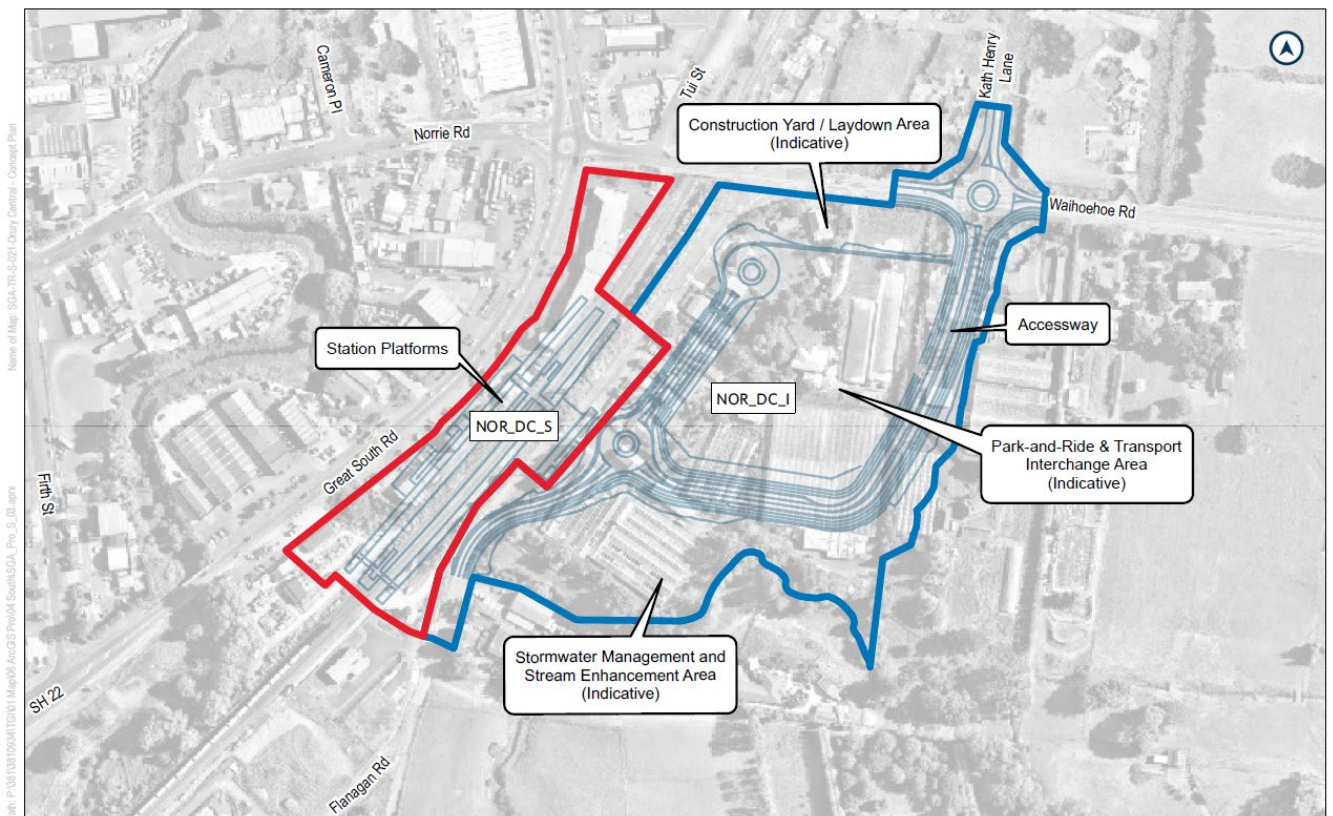
# Schedule 1: General Accordance Plans

## (NOR DC-S) Drury Central Station Project Description

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

The proposed works are shown in the following Concept Plan:

### NOR DC-S Concept Plan



#### LEGEND

- NOR DC\_I
- NOR DC\_S

## Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

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

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

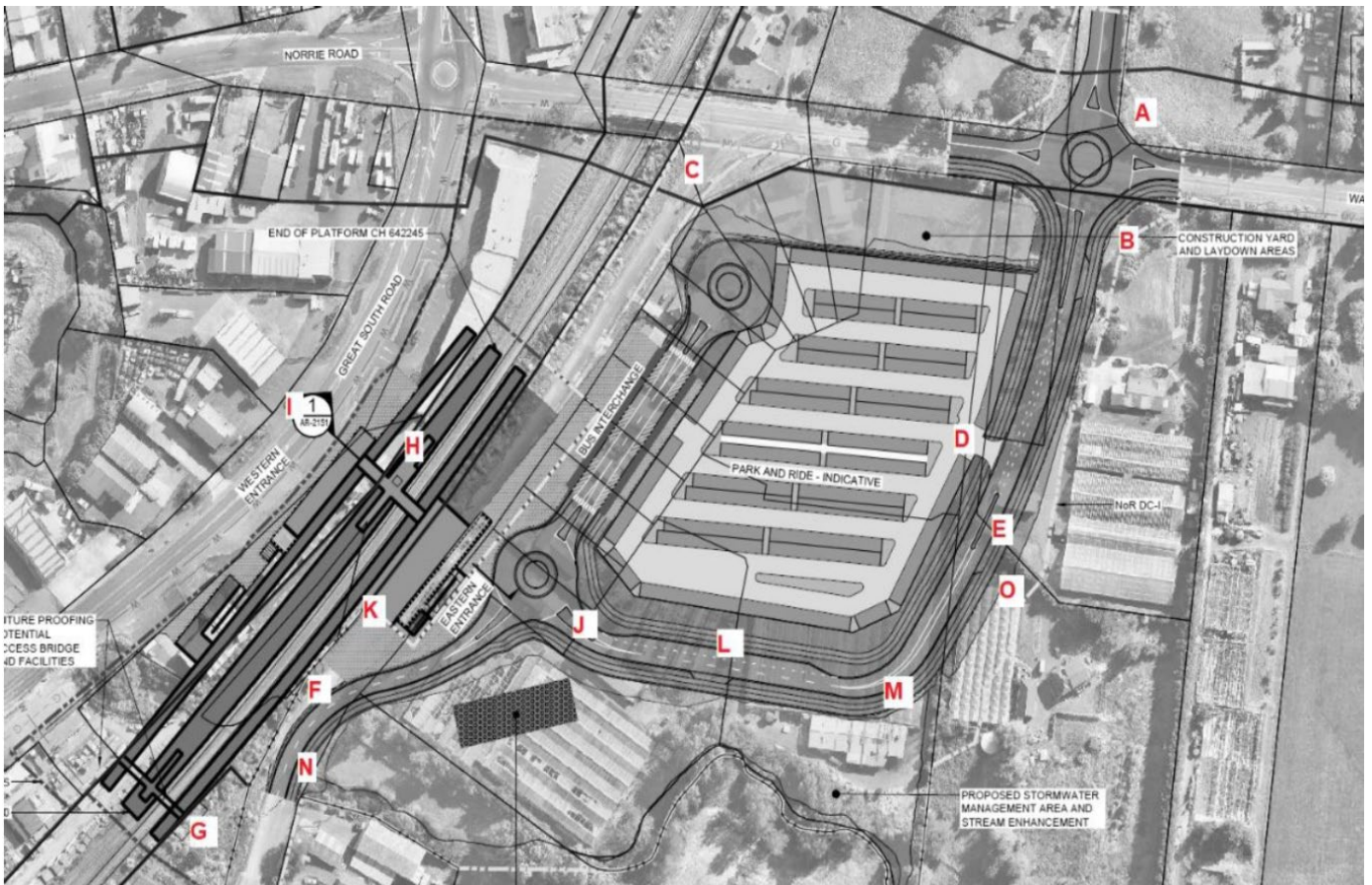




## Schedule 3 – Specific Elements relevant to condition 12(c)(i)(c)

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





## Attachments

No attachments.

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

## 6309 Drury Central Interchange

Designation Number	6309
Requiring Authority	KiwiRail Holdings Ltd
Location	8, 16, 20, 22, 24, 28, 32, 36, 44 and 54 Flanagan Road, 28, 31, 35, 39, 41, 44, 45, and 67 Waihoehoe Road, Drury
Lapse Date	<p><del>In accordance with clause 37(7) of Schedule 6 to the COVID-19 Recovery (Fast track Consenting) Act 2020, this designation will lapse if not given effect to within two years from the date on which it is included in the Auckland Unitary Plan.</del></p> <p><b>Advice Note</b> – For the avoidance of doubt the designation will be given effect to at the implementation of Stage 1.  <u>Given effect to (i.e. no lapse date)</u></p>

## Purpose

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

## Conditions

### Definitions

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

Term	Definition
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Certification	<p>Certification shall be achieved by confirmation from the Council that the plan has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan shall be deemed certified:</p> <p>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or</p> <p>(b) fifteen (15) working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</p>
Completion of Construction	When construction of the Project is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council.
Enabling Works	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> <li>geotechnical investigations (including trial embankments)</li> </ul>



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

## Acronyms

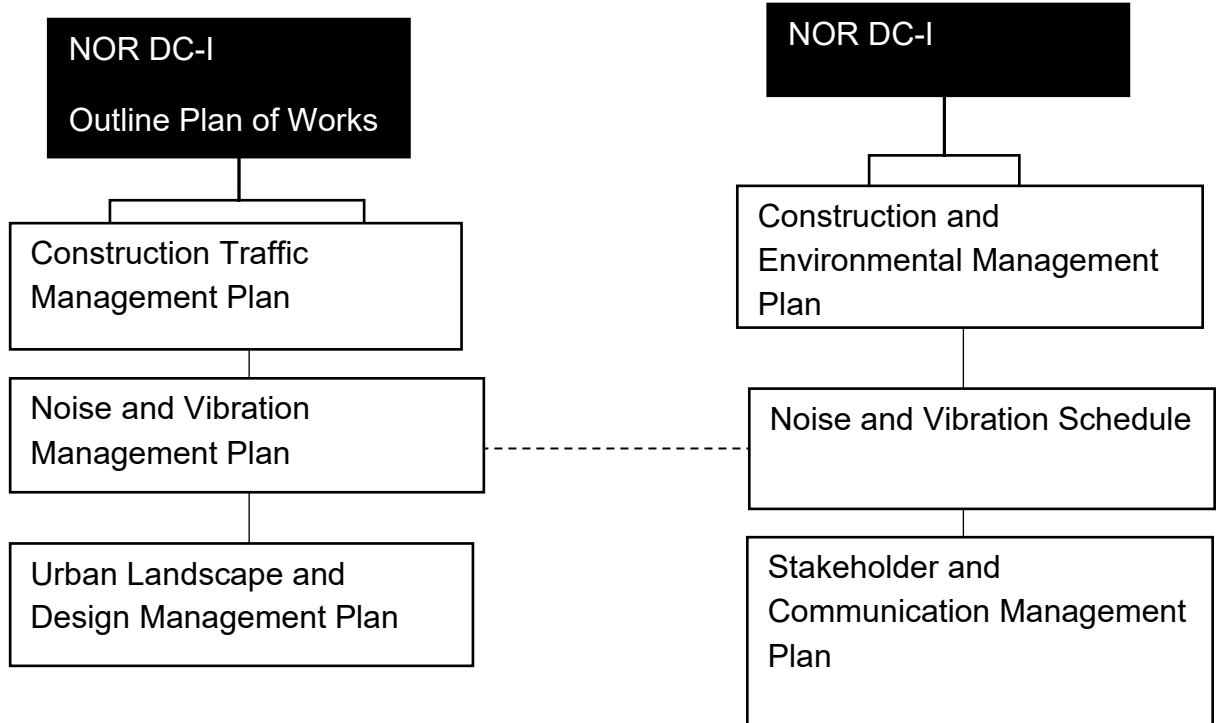
Acronym	Description
AUP:OP	Auckland Unitary Plan: Operative in Part
BPO	Best Practicable Option
CEMP	Construction and Environmental Management Plan
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction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

### Drury Central Interchange

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

## Summary of Plans identified in Conditions

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



## Drury Central Interchange: NOR conditions

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

Ref	Condition
5	<p><b>Management Plans</b></p> <p>(a) Any management plan shall be:</p> <ul style="list-style-type: none"> <li>(i) prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 6-17);</li> <li>(ii) prepared by a Suitably Qualified and Experienced Person(s); and</li> <li>(iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CEMPs and CNVMP Schedules-</li> </ul> <p>(b) Any management plan shall summarise comments received from Mana Whenua and other Stakeholders, along with a summary of where comments have:</p> <ul style="list-style-type: none"> <li>(i) Been incorporated; and</li> <li>(ii) Where not incorporated, the reasons why;</li> </ul> <p>(c) Any management plan developed in accordance with Condition 5 may:</p> <ul style="list-style-type: none"> <li>(i) Be prepared and submitted as a joint document for both Projects.</li> <li>(ii) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation.</li> <li>(iii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects and submitted to the Council for information without further process.</li> <li>(iv) If there is a material change required to a management plan which has been submitted with an Outline Plan in accordance with Condition 5, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision;</li> </ul> <p>(d) Any material changes to the SCMPs or CEMPs are to be submitted to the Council for information as soon as practicable following identification of the need for any material changes.</p> <p>(e) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 6-17.</p>
<b>Construction and Environmental Management Plan (CEMP)</b>	
6	<p>(a) A CEMP shall be prepared prior to the Start of Construction.</p> <p>(b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve this objective the CEMP shall include:</p> <ul style="list-style-type: none"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) drawings of the proposed site layouts (including construction yards, temporary</li> </ul>

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

Ref	Condition																					
	<p>(v) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion;</p> <p>(vi) identification of site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;</p> <p>(vii) identification of any appropriate traffic management measures;</p> <p>(viii) methods that will be undertaken to communicate traffic management measures to affected road users, pedestrians and cyclists (e.g. residents/public/stakeholders/emergency services);</p> <p>(ix) any other measures to achieve the objective set out in Condition 7(b).</p> <p><b>Advice Note</b> - The consent holder will be responsible for ensuring all necessary permits, such as Corridor Access Requests (CAR) permits are obtained from Auckland Transport. See Auckland Transport's website <a href="http://www.aucklandtransport.govt.nz">www.aucklandtransport.govt.nz</a> for more information.</p>																					
<b>7A</b>	<b>Road Safety Audit</b>																					
	<p>(a) Prior to the Start of Construction, the Requiring Authority shall engage an independent and suitably qualified Safety Engineer to undertake and complete an independent, Preliminary Design Road Safety Audit of all site access points and road layout changes associated with the Project.</p> <p>(b) The Preliminary Design Road Safety Audit shall be completed in accordance with the New Zealand Transport Agency Procedure Manual ("Road Safety Audit Procedures for projects") by an independent and appropriately qualified safety audit team.</p> <p>(c) The Requiring Authority shall adopt and address any recommendations made in the Road Safety Audit, which are agreed with the Council (in consultation with Auckland Transport).</p>																					
<b>Construction Noise and Vibration</b>																						
<b>8</b>	<b>Construction Noise standards</b>																					
	<p>(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards at any occupied residential building set out in the following table as far as practicable:</p> <p><b>Table 1: Construction noise standards</b></p> <table border="1"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L<sub>Aeq</sub>(15min)</th> <th>L<sub>A</sub>F<sub>max</sub></th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> <tr> <td rowspan="4" style="vertical-align: top;">Weekday</td> <td>0630h - 0730h</td> <td>55 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>65 dB</td> <td>80 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> </tbody> </table>	Day of week	Time period	L <sub>Aeq</sub> (15min)	L <sub>A</sub> F <sub>max</sub>	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB
Day of week	Time period	L <sub>Aeq</sub> (15min)	L <sub>A</sub> F <sub>max</sub>																			
Occupied activity sensitive to noise																						
Weekday	0630h - 0730h	55 dB	75 dB																			
	0730h - 1800h	70 dB	85 dB																			
	1800h - 2000h	65 dB	80 dB																			
	2000h - 0630h	45 dB	75 dB																			

Ref	Condition			
	Saturday	0630h - 0730h	45 dB	75 dB
		0730h - 1800h	70 dB	85 dB
		1800h - 2000h	45 dB	75 dB
		2000h - 0630h	45 dB	75 dB
	Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
		0730h - 1800h	55 dB	85 dB
		1800h - 2000h	45 dB	75 dB
		2000h - 0630h	45 dB	75 dB
	Other occupied buildings			
	All	0730h – 1800h	70 dB	
		1800h – 0730h	75 dB	
	(b) Where compliance with the noise standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply			
<b>9</b>	<b>Construction Vibration Standards</b>			
	(a) Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 ' <i>Structural Vibration – Part 3: Effects of Vibration on Structures</i> ' for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.			
	<b>Table 2 Construction vibration criteria</b>			
	Receiver	Details	Category A	Category B
	Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
		Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
	All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	
	(b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply.			
<b>10</b>	<b>Construction Noise and Vibration Management Plan (CNVMP)</b>			
	(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.			
	(b) The objective of the CNVMP is to provide a framework for the development and			



Ref	Condition
	<p>implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve, or otherwise minimise any exceedances of, the construction noise and vibration standards set out in Conditions 8 and 9 as far as practicable.</p> <p>(c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '<i>Acoustics – Construction Noise</i>' (NZS6803:1999) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> <li>(i) Description of the works and anticipated equipment/processes;</li> <li>(ii) Hours of operation, including times and days when construction activities will occur;</li> <li>(iii) The construction noise and vibration standards for the Project;</li> <li>(iv) Identification of receivers where noise and vibration standards apply;</li> <li>(v) Management and mitigation options, and identification of the Best Practicable Option;</li> <li>(vi) Methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li>(vii) Procedure for responding to monitored exceedances</li> <li>(viii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints.</li> <li>(ix) Contact details of the Project Liaison Person or site supervisor;</li> <li>(x) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;</li> <li>(xi) Procedures for monitoring construction noise and vibration and reporting to the Council.</li> <li>(xii) Identification of areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 Category A or Category B] will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites.</li> <li>(xiii) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 Category B] will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls;</li> <li>(xiv) Procedures for review and update of the CNVMP; and</li> <li>(xv) Any other measures to achieve Condition 10(b).</li> </ul>
11	<p><b>Schedule to a CNVMP</b></p> <p>(a) A Site Specific Construction Noise and/or Vibration Management Schedule (Schedule) shall be prepared in consultation with the owners and occupiers of sites subject to the Schedule, when:</p> <ul style="list-style-type: none"> <li>(i) Construction noise is either predicted or measured to exceed the noise standards in Condition 8, except where the exceedance of the <math>L_{Aeq}</math> criteria is no</li> </ul>

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

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

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

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

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

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

Ref	Condition
19	<p data-bbox="279 271 628 297"><b>Heritage Monitoring Report</b></p> <p data-bbox="279 315 1401 421">(a) A Monitoring Report shall be prepared to document changes to the Railway Yards. This shall be provided to the Council for the purpose of updating its Cultural Heritage Inventory, and to HNZPT. This shall include:</p> <ul style="list-style-type: none"> <li data-bbox="360 450 1401 629">(i) Documentation recording changes that have occurred to the site by the project in accordance with <i>HNZPT AGS1 Guidelines for the Identification and Recording of Buildings and Structures 2018</i>. This will include areas that have been demolished, salvaged fabric and items that have been repositioned and/or repurposed and any fabric that has been retained in place; and</li> <li data-bbox="360 640 1347 707">(ii) A photographic record with supporting drawings and annotation sufficient to provide context.</li> </ul> <p data-bbox="279 730 1347 788">The Report shall be provided to Council and HNZPT within 12 months of completion of the construction works associated with the Project.</p>



## Schedule 1: General Accordance Plans

### (NOR DC-I) Drury Central Interchange Project Description

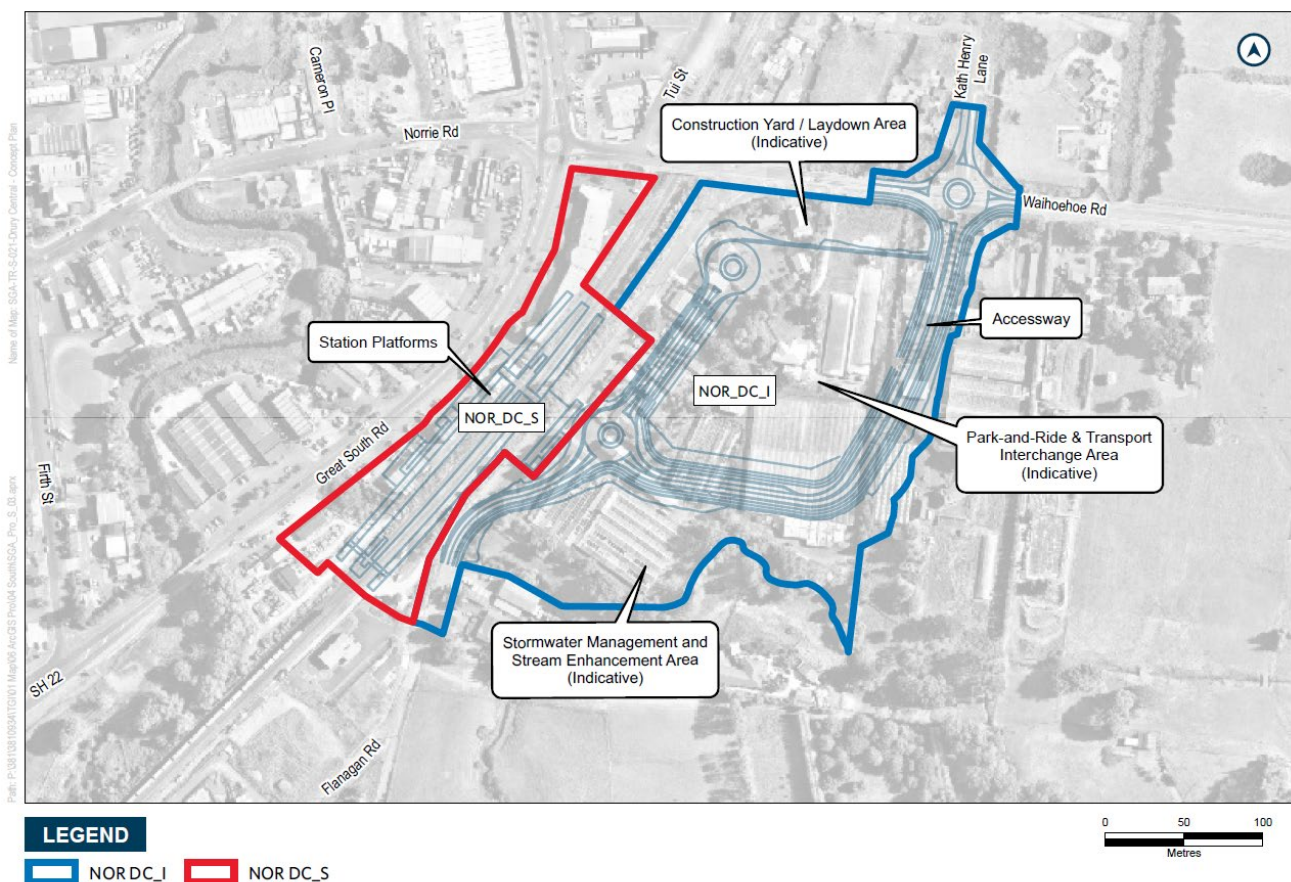
The proposed work is the construction, operation, and maintenance of the transport interchange, accessways, and ancillary and associated structures serving Drury Central Station, including, but not limited to:

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

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

The proposed work is shown in the following Concept Plan.

### NOR DC-I Concept Plan



## Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

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

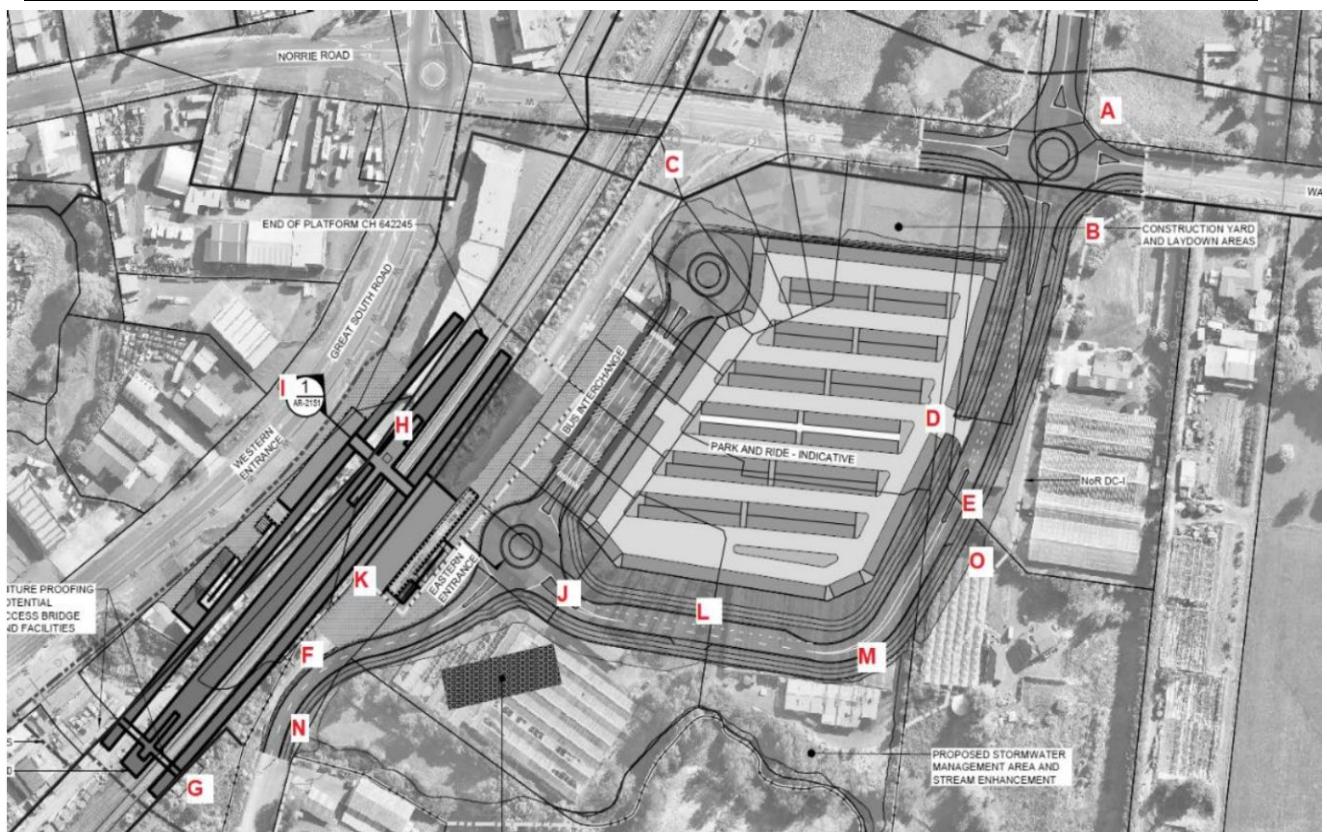
	135804
50 Kath Henry Lane	NA80A/480 Lot 5 DP 135804, 1/6 SH Lot 12 DP 135804, 1/2 SH Lot 13 DP 135804
44 Kath Henry Lane	NA80A/479 Lot 4 DP 135804 and 1/6 share Lot DP 135804
34 Kath Henry Lane	NA80A/478 Lot 3 DP 135804, 1/6 SH Lot 12 DP 135804
18 Kath Henry Lane	NA91D/603 Lot 2 DP 135804
76 Waihoehoe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





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

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



## Attachments

No attachments.

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

### 6310 Paerata Station

Designation Number	6310
Requiring Authority	KiwiRail Holdings Ltd
Location	412 Sim Road, 51 Puhitahi Hill Road, and Paerata Road, Pukekohe
Lapse Date	<p><del>In accordance with clause 37(7) of Schedule 6 to the COVID-19 Recovery (Fast-track Consenting) Act 2020, this designation will lapse if not given effect to within two years from the date on which it is included in the Auckland Unitary Plan.</del></p> <p><b>Advice Note</b> — For the avoidance of doubt the designation will be given effect to at the implementation of Stage 1.  <u>Given effect to (i.e. no lapse date)</u></p>

## Purpose

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

## Conditions

### Definitions

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

Term	Definition
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Certification	<p>Certification shall be achieved by confirmation from the Council that the plan has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan shall be deemed certified:</p> <p>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or</p> <p>(b) fifteen (15) working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</p>
Completion of Construction	When construction of the Project is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council.
Enabling Works	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> <li>geotechnical investigations (including trial embankments)</li> <li>archaeological site investigations</li> </ul>

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



## Acronyms

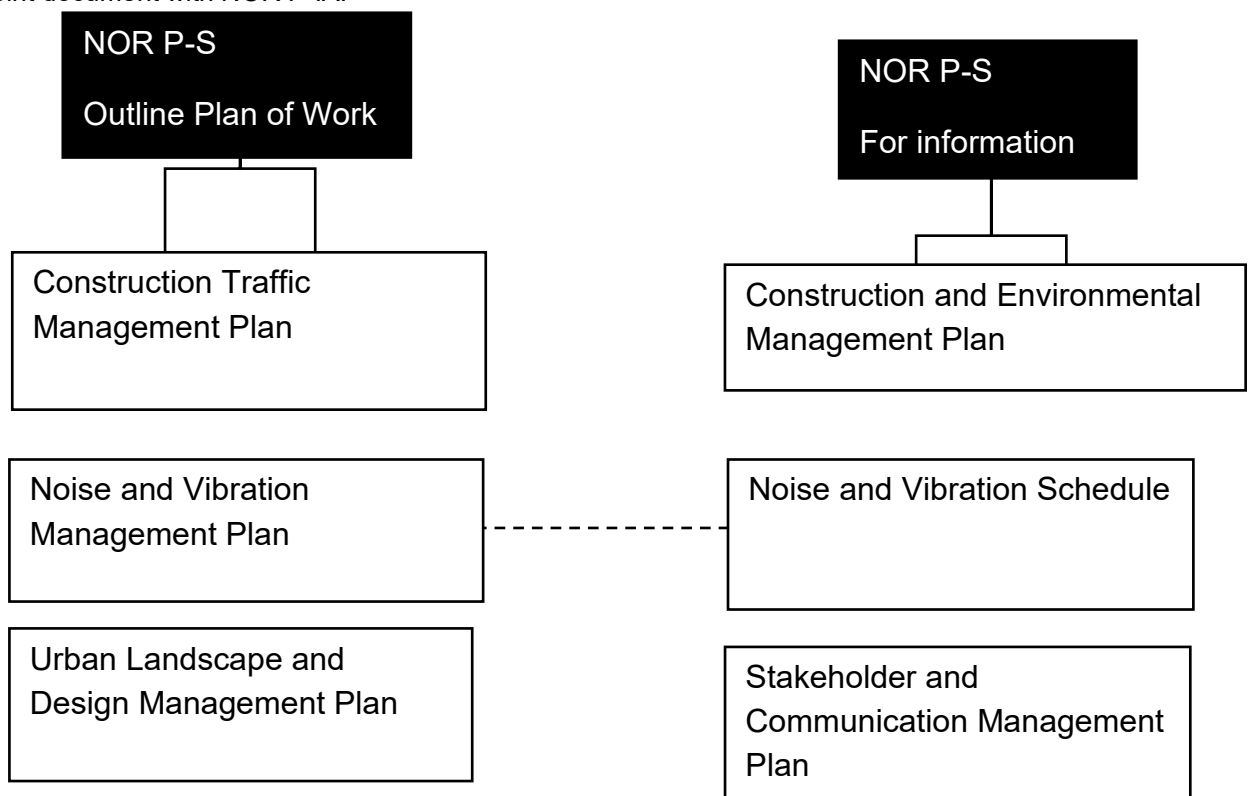
Acronym	Description
AUP:OP	Auckland Unitary Plan: Operative in Part
BPO	Best Practicable Option
CEMP	Construction Environmental Management Plan
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic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

## Paerata Station

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

## Summary of Plans identified in Conditions

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



## Paerata Station: NoR Conditions

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

Ref.	Condition
	<ul style="list-style-type: none"> <li>(iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CEMPs and CNVMP Schedules.</li> <li>(b) Any management plan shall summarise comments received from Mana Whenua and other Stakeholders, along with a summary of where comments have: <ul style="list-style-type: none"> <li>(i) been incorporated; and</li> <li>(ii) where not incorporated, the reasons why.</li> </ul> </li> <li>(c) Any management plan developed in accordance with Condition 5 may: <ul style="list-style-type: none"> <li>(i) be prepared and submitted as a joint document for both Projects.</li> <li>(ii) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation.</li> <li>(iii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects and submitted to the Council for information without further process.</li> <li>(iv) if there is a material change required to a management plan which has been submitted with an Outline Plan in accordance with Condition 5, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision;</li> </ul> </li> <li>(d) Any material changes to the SCMPs or CEMPs are to be submitted to the Council for information as soon as practicable following identification for the need for any material changes.</li> <li>(e) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 6 to 15.</li> </ul>
<b>Construction and Environmental Management Plan (CEMP)</b>	
6	<ul style="list-style-type: none"> <li>(a) A CEMP shall be prepared prior to the Start of Construction.</li> <li>(b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve this objective the CEMP shall include: <ul style="list-style-type: none"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) drawings of the proposed site layouts (including construction yards, temporary buildings and construction vehicle parking),</li> <li>(v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vi) methods for providing for the health and safety of the general public;</li> <li>(vii) procedures for incident management;</li> <li>(viii) methods to ensure prevention and mitigation of adverse effects associated with</li> </ul> </li> </ul>

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

**Ref. Condition**

**Construction Noise and Vibration Management Plan (CNVMP)**

**8 Construction Noise standards**  
 (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards at any occupied residential building set out in the following table as far as practicable:

**Table 1: Construction noise standards**

Day of week	Time period	L <sub>Aeq</sub> (15min)	L <sub>A</sub> Fmax
Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

(b) Where compliance with the noise standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply

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

**Ref. Condition**

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

**Table 2 Construction vibration criteria**

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

(b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply.

**10 Construction Noise and Vibration Management Plan (CNVMP)**

- (a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.
- (b) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve, or otherwise minimise any exceedances of, the construction noise and vibration standards set out in Conditions 8 and 9 as far as practicable.
- (c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '*Acoustics – Construction Noise*' (NZS6803:1999) and shall as a minimum, address the following:
  - (i) Description of the works and anticipated equipment/processes;
  - (ii) Hours of operation, including times and days when construction activities will occur;
  - (iii) The construction noise and vibration standards for the Project;
  - (iv) Identification of receivers where noise and vibration standards apply;
  - (v) Management and mitigation options, and identification of the Best Practicable Option;
  - (vi) Methods and frequency for monitoring and reporting on construction noise and vibration;
  - (vii) Procedure for responding to monitored exceedances
  - (viii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints.
  - (ix) Contact details of the Project Liaison Person or site supervisor;

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

**Ref. Condition**

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

<b>12</b>	<p>(a) An Urban Landscape and Design Management Plan (ULDMP) shall be prepared and submitted with the relevant Outline Plan(s) for:</p> <ul style="list-style-type: none"><li>(i) The design of the Stage One works; and</li><li>(ii) The design of subsequent stages where they involve works materially affecting movement in and around the station and/or the interface of the station with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority), including changes resulting from the addition of an accessway from Sim Road.</li></ul> <p>(b) The objective of the ULDMP is to set out how the Project will manage or mitigate potential adverse visual effects and contribute to a quality urban environment.</p> <p>(c) To achieve this objective, the ULDMP shall include an overall concept plan that shows the layout of the Project and in particular urban landscape and design elements relating to access, connectivity, and interface with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority), with particular regard to:</p> <ul style="list-style-type: none"><li>(i) How the works in the Outline Plan Project will be integrated into the future urban environment, with particular regard to:<ul style="list-style-type: none"><li>a. Provision for safe active mode facilities within the station, and safe and efficient multi-modal access between the station and the surrounding existing and planned urban environment;</li><li>b. The Urban Design Evaluation and Framework;</li></ul></li><li>(ii) How the Project works will be coordinated and integrated with the planned future urban development of Surrounding Land to the extent practicable, with particular regard to:<ul style="list-style-type: none"><li>a. The extent to which the Requiring Authority, the owners of Surrounding Land and infrastructure providers can coordinate the provision of new or upgraded infrastructure including stormwater management communal device location and sizing to serve the wider future urban catchment, and how stormwater infrastructure can be provided so as to enable integration with the surrounding existing and planned urban environment;</li><li>b. How the finished levels will integrate with the adjacent land;</li><li>c. The location and design of connecting roads between the Project and surrounding land (including future connections to the accessway);</li><li>d. The timing of works planned on Surrounding Land;</li><li>e. Any delineation between temporary and permanent land take;</li><li>f. Any other relevant access, servicing, engineering, or other matters; and</li><li>g. Any adjustments to the extent of the designation in light of the above analysis.</li></ul></li><li>(iii) how the project will enable a safe and inclusive environment. This may be achieved by use of;</li></ul>
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Ref.	Condition
	<ul style="list-style-type: none"> <li>a. Crime Prevention through Environmental Design principles (CPTED); and</li> <li>b. Safety in Design principles (SID).</li> </ul> <ul style="list-style-type: none"> <li>(iv) how the project will provide for walking and cycling connectivity,</li> <li>(v) architectural treatment of major structures (e.g. bridges and retaining walls),</li> <li>(vi) accessway design, including roadside and median treatments (e.g. furniture and lighting);</li> <li>(vii) methods to enhance station legibility such as, arrival treatments, signage, wayfinding and interchange between transport modes;</li> <li>(viii) As relevant to the Stage of Work, details of: <ul style="list-style-type: none"> <li>a. the reinstatement of construction and site compound areas, treatment of cut-and-fill slopes and interface of stormwater devices; and</li> <li>b. how the Project's permanent works will be integrated into the built environment and the landscape context;</li> </ul> </li> <li>(ix) landscape treatments and planting, such as: <ul style="list-style-type: none"> <li>a. the intended plant species, planting locations and plant sizes at the time of planting and on maturity;</li> <li>b. the planting methodology and programme; and</li> </ul> </li> <li>(x) a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants.</li> </ul> <p>(d) Mana-Whenua shall be invited through the Mana Whenua Engagement Forum (MEF) to participate in the development of the ULDMP to provide input into the relevant cultural landscape and design matters and how desired outcomes may be reflected in the ULDMP.</p>
<b>Mana Whenua Engagement Forum (MEF)</b>	
13	<ul style="list-style-type: none"> <li>(a) Within three months of confirmation of the designation the Requiring Authority must establish a kaitiaki Mana Whenua Engagement Forum (MEF) (or similar) to provide for an on-going role in the design and construction of the Project and is to maintain this forum for the duration of the Construction Works.</li> <li>(b) The objective of the MEF is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection in the Project design and construction phases and to develop agreed measures and mechanisms to avoid, remedy or mitigate adverse effects on Mana Whenua values including opportunities for expression of those cultural values through design and input into relevant management plans.</li> <li>(c) The frequency at which the MEF meets and the format or nature of the meetings shall be agreed between the Requiring Authority and the MEF.</li> <li>(d) The role of the MEF is to facilitate consultation about and enable Mana Whenua to provide input into (but not limited to): <ul style="list-style-type: none"> <li>(i) roles and responsibilities of Mana Whenua, including in relation to design and development of the Project;</li> </ul> </li> </ul>

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

Ref.	Condition
	<p>surrounding businesses and residential communities;</p> <p>(vii) Outline details of the inquiry and complaint management process including who is responsible for responding, how responses will be provided and the timeframes within which the responses will be provided;</p> <p>(viii) Maintain a complaint register which shall detail the date, nature and complainant contact details (if provided) of any complaints received regarding the construction of the Project and the Requiring Authority's response (or confirmation of no action) to each complaint;</p> <p>(ix) Outline any linkages and cross-references to communication methods set out in other conditions and management plans where relevant;</p> <p>(x) any arrangements for post-construction communications; and</p> <p>(xi) any other measures to achieve Condition 14(b).</p> <p>(d) Any SCMP prepared for a Stage of Work shall be submitted to the Manager for information ten (10) working days prior to the Start of Construction.</p>
<b>Cultural Monitoring Plan (CMP)</b>	
<b>15</b>	<p>(a) Prior to the start of Construction Works, a Cultural Monitoring Plan (CMP) shall be prepared in collaboration with Mana Whenua through the MEF.</p> <p>(b) The objective of the Cultural Monitoring Plan is to provide Mana Whenua the opportunity to reconnect with the whenua as kaitiaki and express tikanga and kawa responsibilities.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <p style="margin-left: 20px;">(i) requirements for formal dedication and or cultural oversight to be undertaken prior to Start of Construction;</p> <p style="margin-left: 20px;">(ii) requirements and protocols for cultural inductions for contractors and subcontractors working on the site;</p> <p style="margin-left: 20px;">(iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</p> <p style="margin-left: 20px;">(iv) identification of personnel to undertake cultural monitoring; and</p> <p style="margin-left: 20px;">(v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition 16.</p> <p>(d) If the Requiring Authority and Mana Whenua agree, other matters can be included in the CMP.</p> <p>(e) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified and in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p><b>Advice Note</b> - Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>
<b>16</b>	<b>Accidental Discovery Protocol</b>

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

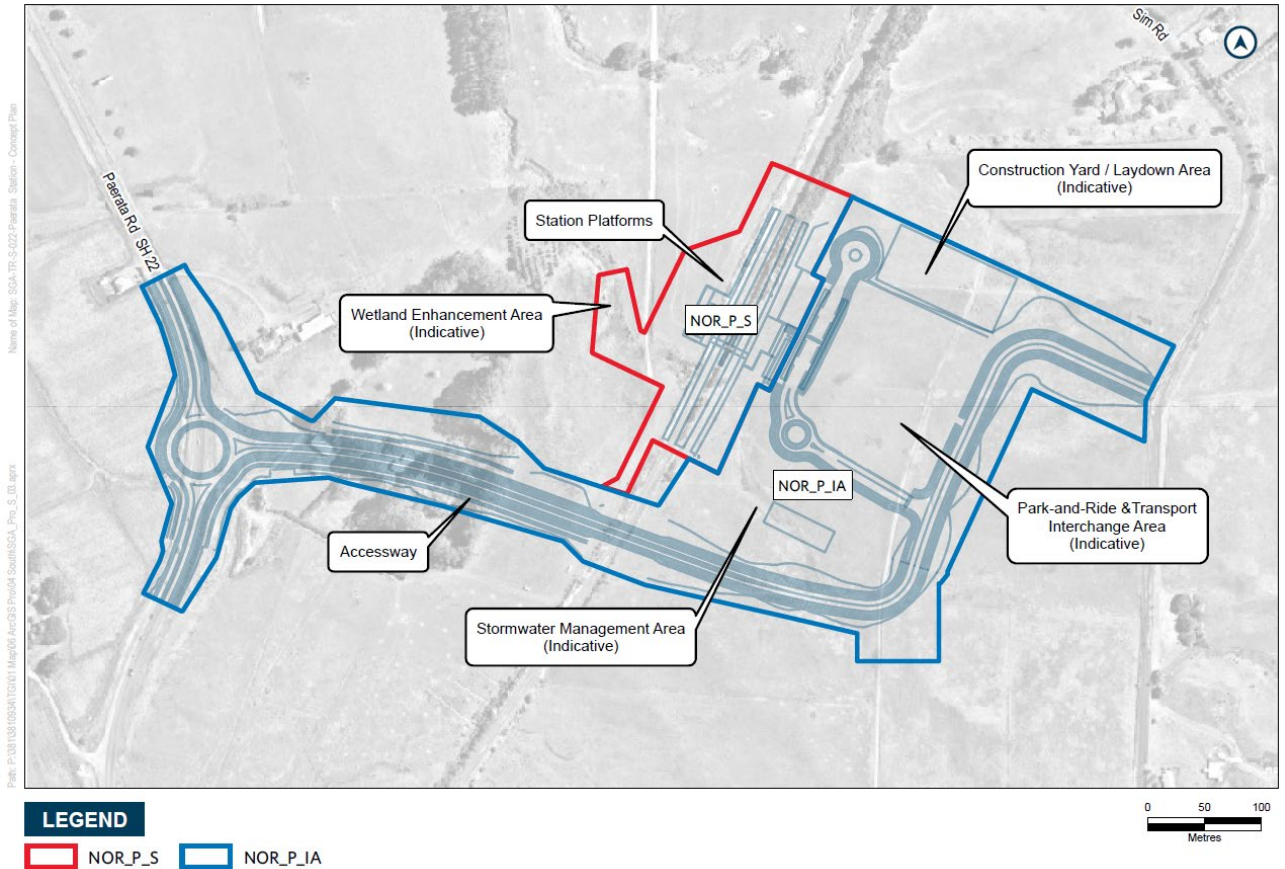
## Schedule 1: General Accordance

### (NOR P-S) Paerata Station Project Description

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

The proposed work is shown in the following Concept Plan.

### NOR P-S Concept Plan

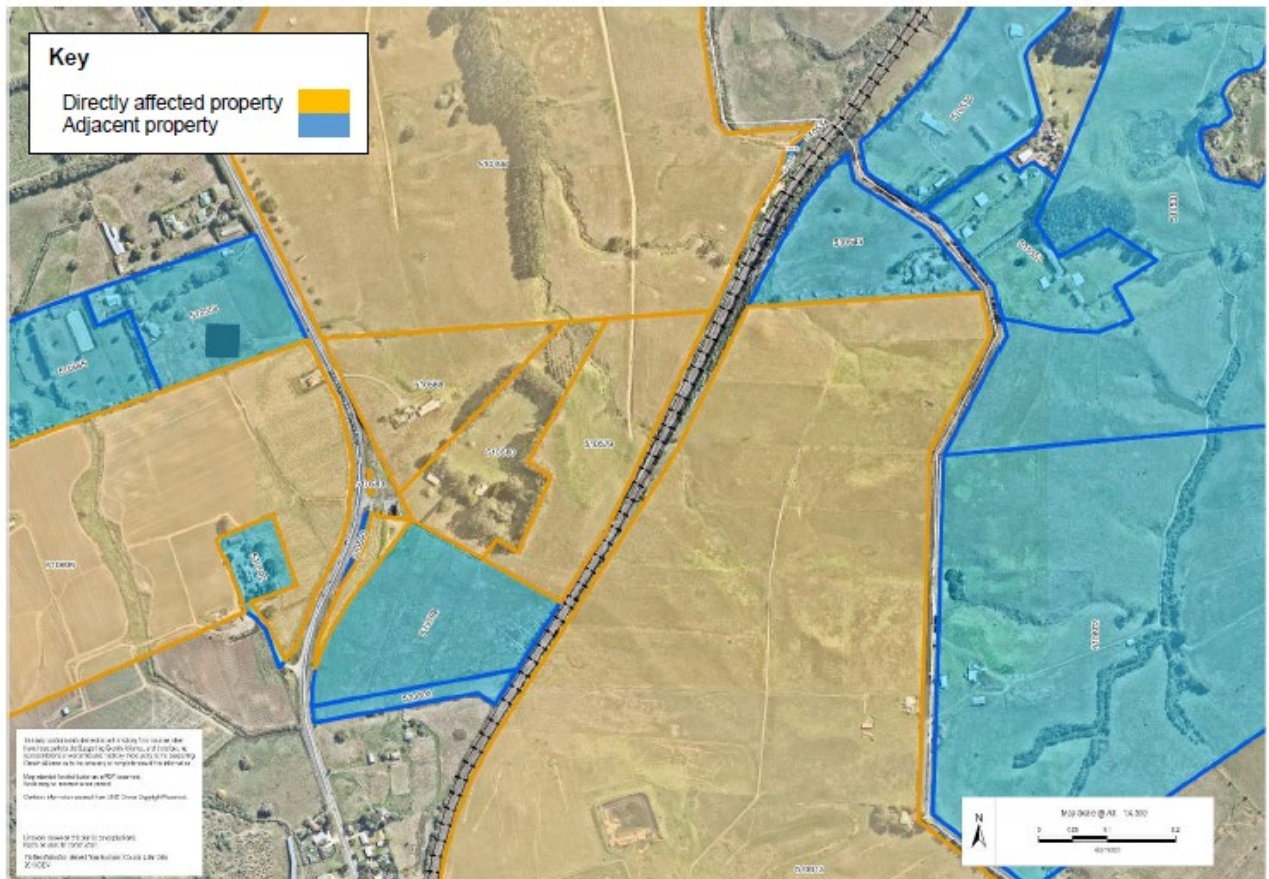




## Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

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



## Attachments

No attachments.

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

### 6311 Paerata Interchange and Accessway

Designation Number	6311
Requiring Authority	KiwiRail Holdings Ltd
Location	412 Sim Road, 913 and 933 Paerata Road, Paerata Road, Pukekohe
Lapse Date	<del>In accordance with clause 37(7) of Schedule 6 to the COVID-19 Recovery (Fast-track Consenting) Act 2020, this designation will lapse if not given effect to within two years from the date on which it is included in the Auckland Unitary Plan.</del>  <b>Advice Note</b> – For the avoidance of doubt the designation will be given effect to at the implementation of Stage 1. Given effect to (i.e. no lapse date)

## Purpose

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

## Conditions

### Definitions

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

Term	Definition
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Certification	Certification shall be achieved by confirmation from the Council that the plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or (b) fifteen (15) working days from the submission of the material change to the management plan where no written confirmation of certification has been received.
Completion of Construction	When construction of the Project is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council.
Enabling Works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> <li>geotechnical investigations (including trial embankments)</li> <li>archaeological site investigations</li> </ul>

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



## Acronyms

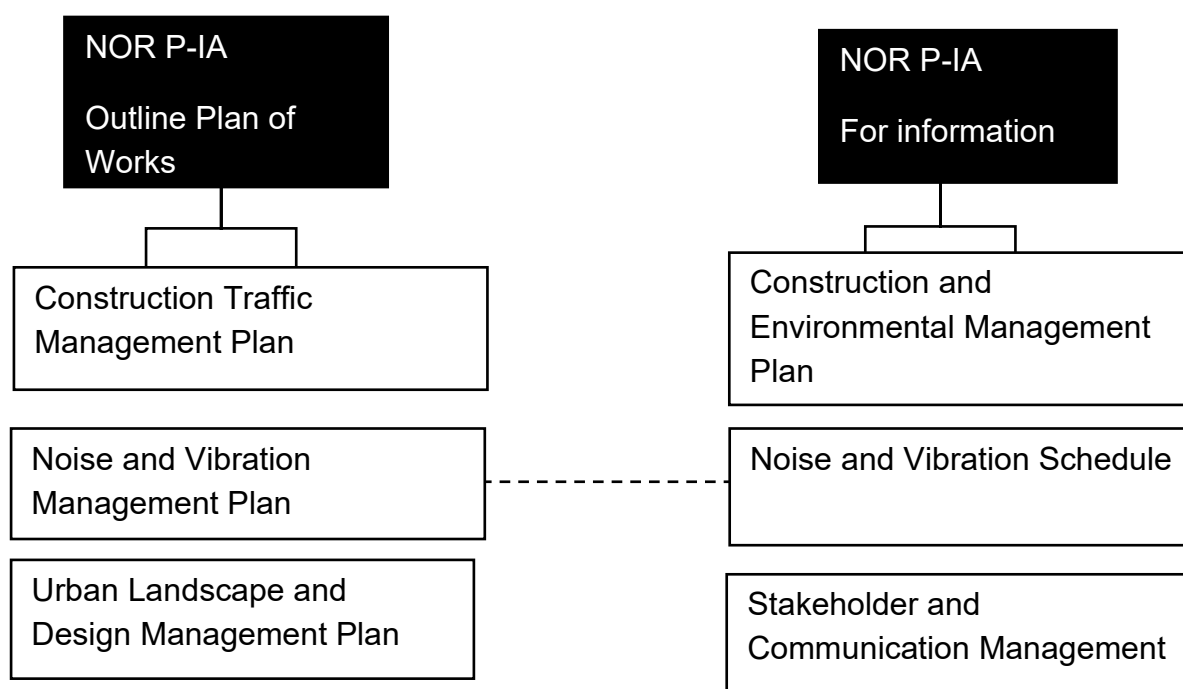
Acronym	Description
AUP:OP	Auckland Unitary Plan: Operative in Part
BPO	Best Practicable Option
CEMP	Construction Environmental Management Plan
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic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

Paerata Interchange and Accessway

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

## Summary of Plans identified in Conditions

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



## Paerata Interchange and Accessway: NoR Conditions

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

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

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

Ref.	Condition																																															
	requirement to apply to Waka Kotahi for a Corridor Access request (CAR) and for that request to be approved. Any CAR application should be submitted to Waka Kotahi via <a href="mailto:networkaccess@asm.nzta.nz">networkaccess@asm.nzta.nz</a> a minimum of fourteen working days prior to the commencement of any works on the state highway; longer is advised for complex works.																																															
<b>7A</b>	<p><b>Road Safety Audit</b></p> <p>(a) Prior to the Start of Construction, the Requiring Authority shall engage an independent and suitably qualified Safety Engineer to undertake and complete an independent, Preliminary Design Road Safety Audit of all site access points and road layout changes associated with the Project.</p> <p>(b) The Preliminary Design Road Safety Audit shall be completed in accordance with the New Zealand Transport Agency Procedure Manual (“Road Safety Audit Procedures for projects”) by an independent and appropriately qualified safety audit team.</p> <p>The Requiring Authority shall adopt and address any recommendations made in the Road Safety Audit, which are agreed with the Council (in consultation with Auckland Transport).</p>																																															
<b>Construction Noise and Vibration Management Plan (CNVMP)</b>																																																
<b>8</b>	<p><b>Construction Noise standards</b></p> <p>(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards at any occupied residential building set out in the following table as far as practicable:</p> <p><b>Table 1: Construction noise standards</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L<sub>Aeq</sub>(15min)</th> <th>L<sub>AFmax</sub></th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> <tr> <td rowspan="4" style="text-align: center;">Weekday</td> <td>0630h - 0730h</td> <td style="text-align: center;">55 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td style="text-align: center;">70 dB</td> <td style="text-align: center;">85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td style="text-align: center;">65 dB</td> <td style="text-align: center;">80 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td rowspan="4" style="text-align: center;">Saturday</td> <td>0630h - 0730h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td style="text-align: center;">70 dB</td> <td style="text-align: center;">85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td rowspan="4" style="text-align: center;">Sunday and Public Holidays</td> <td>0630h - 0730h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td style="text-align: center;">55 dB</td> <td style="text-align: center;">85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> </tbody> </table>	Day of week	Time period	L <sub>Aeq</sub> (15min)	L <sub>AFmax</sub>	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Saturday	0630h - 0730h	45 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB	0730h - 1800h	55 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB
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All	0730h – 1800h	70 dB																		
	1800h – 0730h	75 dB																		
<b>9</b>	<p><b>Construction Vibration Standards</b></p> <p>(a) Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 '<i>Structural Vibration – Part 3: Effects of Vibration on Structures</i>' for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.</p> <p><b>Table 2 Construction vibration criteria</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Receiver</th> <th style="width: 30%;">Details</th> <th style="width: 15%;">Category A</th> <th style="width: 15%;">Category B</th> </tr> </thead> <tbody> <tr> <td rowspan="2" style="text-align: center;">Occupied Activities sensitive to noise</td> <td style="text-align: center;">Night-time 2000h - 0630h</td> <td style="text-align: center;">0.3mm/s ppv</td> <td style="text-align: center;">2mm/s ppv</td> </tr> <tr> <td style="text-align: center;">Daytime 0630h - 2000h</td> <td style="text-align: center;">2mm/s ppv</td> <td style="text-align: center;">5mm/s ppv</td> </tr> <tr> <td style="text-align: center;">Other occupied buildings</td> <td style="text-align: center;">Daytime 0630h - 2000h</td> <td style="text-align: center;">2mm/s ppv</td> <td style="text-align: center;">5mm/s ppv</td> </tr> <tr> <td style="text-align: center;">All other buildings</td> <td style="text-align: center;">At all other times</td> <td colspan="2" style="text-align: center;">Tables 1 and 3 of DIN4150-3:1999</td> </tr> </tbody> </table> <p>(b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply.</p>	Receiver	Details	Category A	Category B	Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	
Receiver	Details	Category A	Category B																	
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	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv																	
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv																	
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999																		
<b>10</b>	<p><b>Construction Noise and Vibration Management Plan (CNVMP)</b></p> <p>(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve, or otherwise minimise any exceedances of, the construction noise and vibration standards set out in Conditions 8 and 9 as far as practicable.</p> <p>(c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '<i>Acoustics – Construction Noise</i>' (NZS6803:1999) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> <li>(i) Description of the works and anticipated equipment/processes;</li> <li>(ii) Hours of operation, including times and days when construction activities will</li> </ul>																			

Ref.	Condition
	<p>occur;</p> <ul style="list-style-type: none"> <li>(iii) The construction noise and vibration standards for the Project;</li> <li>(iv) Identification of receivers where noise and vibration standards apply;</li> <li>(v) Management and mitigation options, and identification of the Best Practicable Option;</li> <li>(vi) Methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li>(vii) Procedure for responding to monitored exceedances</li> <li>(viii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints.</li> <li>(ix) Contact details of the Project Liaison Person or site supervisor;</li> <li>(x) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;</li> <li>(xi) Procedures for monitoring construction noise and vibration and reporting to the Council.</li> <li>(xii) Identification of areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 Category A or Category B] will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites.</li> <li>(xiii) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 Category B] will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls.</li> <li>(xiv) Procedures for review and update of the CNVMP; and</li> <li>(xv) Any other measures to achieve Condition 10(b).</li> </ul>
<b>11</b>	<p><b>Schedule to a CNVMP</b></p> <ul style="list-style-type: none"> <li>(a) A Site-Specific Construction Noise and/or Vibration Management Schedule (Schedule) shall be prepared in consultation with the owners and occupiers of sites subject to the Schedule, when: <ul style="list-style-type: none"> <li>(i) Construction noise is either predicted or measured to exceed the noise standards in Condition 8, except where the exceedance of the <math>L_{Aeq}</math> criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> <li>a. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or</li> <li>b. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</li> </ul> </li> <li>(ii) Construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 9.</li> </ul> </li> <li>(b) The objective of the Schedule is to set out the Best Practicable Option for the management of noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:</li> </ul>

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



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

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

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

Ref.	Condition
	<p>Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified and in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p><b>Advice Note</b> - Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>
16	<p><b>Accidental Discovery Protocol</b></p> <p>(a) An Accidental Discovery Protocol, for areas of the Project not covered by an Archaeological Authority granted under the Heritage New Zealand Pouhere Taonga Act 2014 shall be developed in consultation with Mana Whenua for the Project through the MEF to address accidental archaeological discoveries during the Enabling Works and Construction Works.</p> <p>(b) The Accidental Discovery Protocol shall be consistent with the accidental discovery rule in Chapter E11 (Land disturbance – Regional) of the Auckland Unitary Plan: Operative in Part or any subsequent version.</p>

## Schedule 1: General Accordance

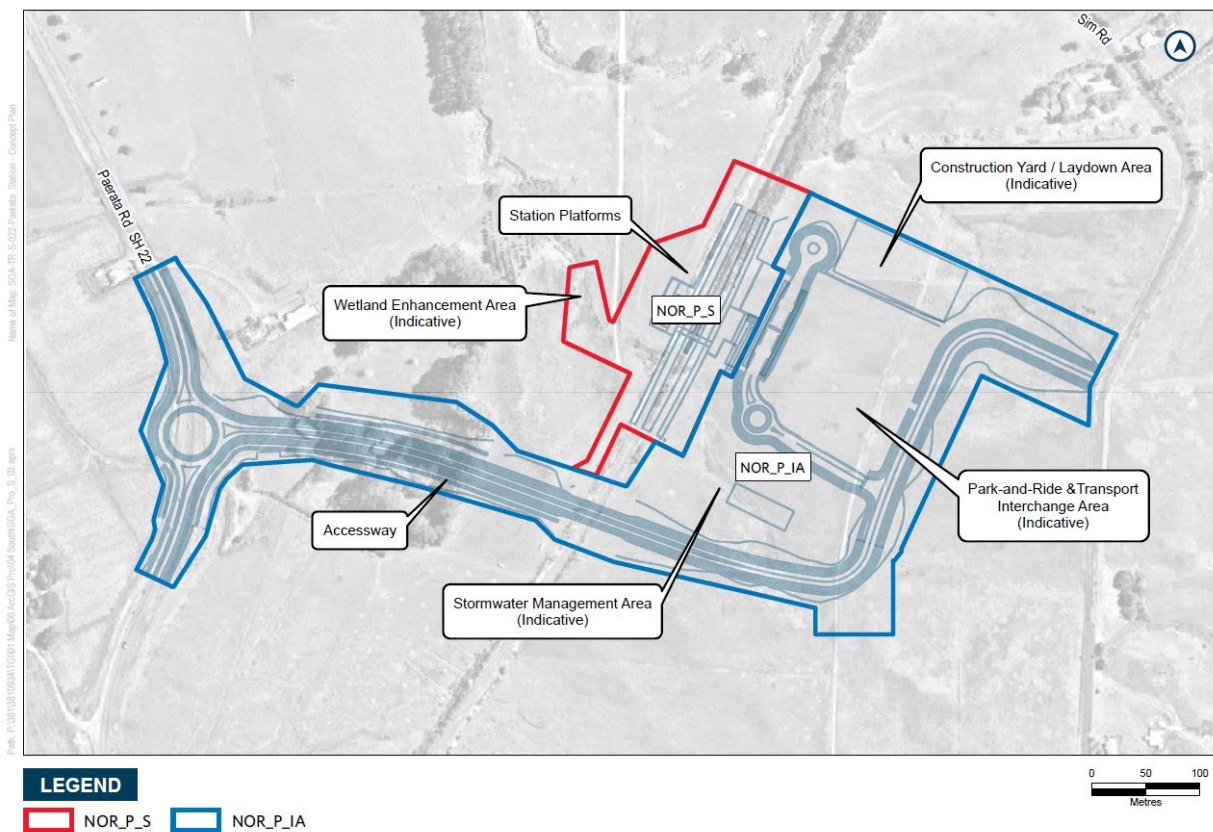
### (NOR P-IA) Paerata Interchange and Accessway Project Description

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

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

The proposed work is shown in the following Concept Plan.

### NOR P-IA Concept Plan

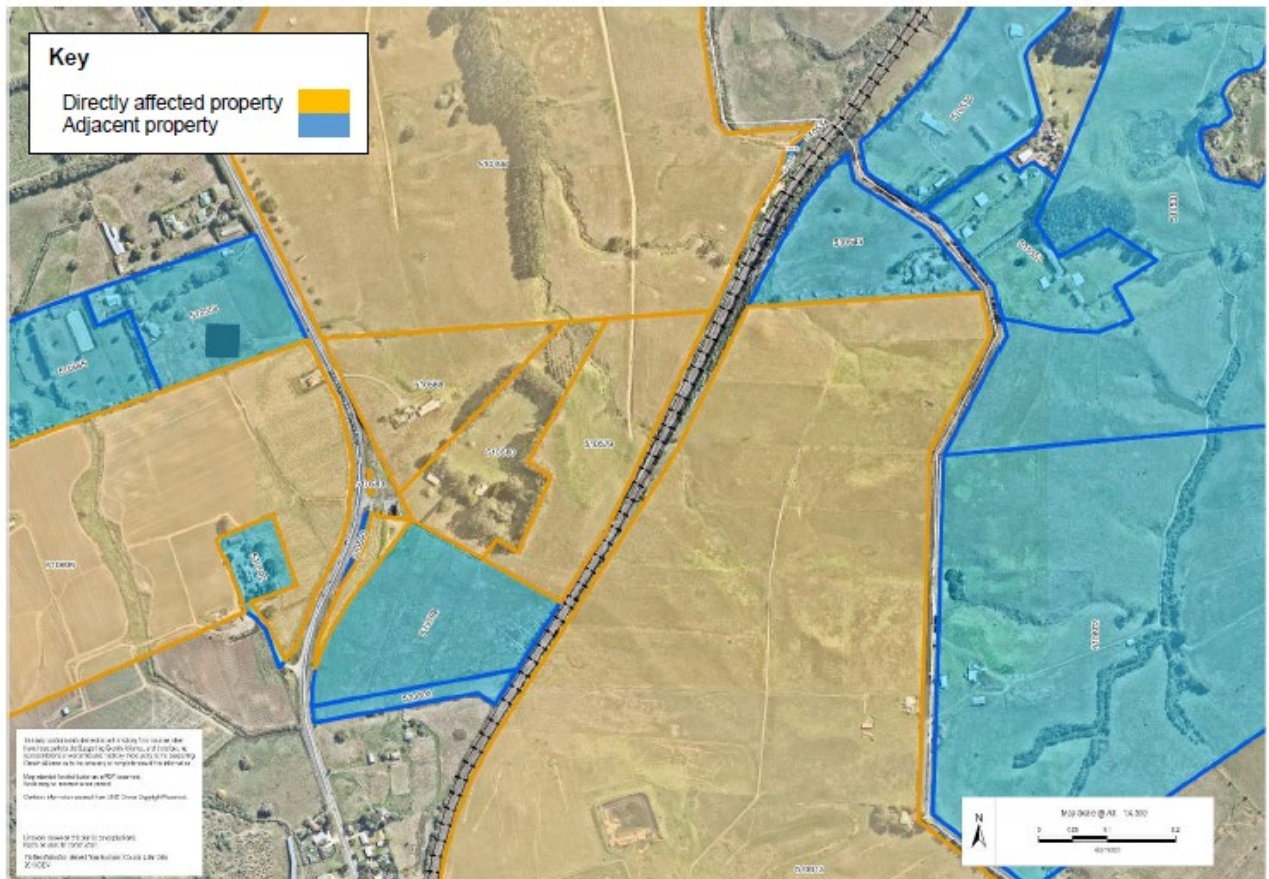




## Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

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



## Attachments

No attachments.

## Attachment 4: Corrected text

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

## 6308 Drury Central Station

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

## Purpose

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

## Conditions

### Definitions

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

Term	Definition
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Certification	Certification shall be achieved by confirmation from the Council that the plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or (b) Fifteen (15) working days from the submission of the material change to the management plan where no written confirmation of certification has been received.
Completion of Construction	When construction of the Project is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council.
Enabling Works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> <li>• geotechnical investigations (including trial embankments)</li> <li>• archaeological site investigations</li> <li>• formation of access for geotechnical investigations</li> <li>• establishment of site yards, site entrances and fencing</li> <li>• constructing and sealing site access roads</li> <li>• demolition or removal of buildings and structures</li> </ul>



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

## Acronyms

Acronym	Description
AUP:OP	Auckland Unitary Plan: Operative in Part

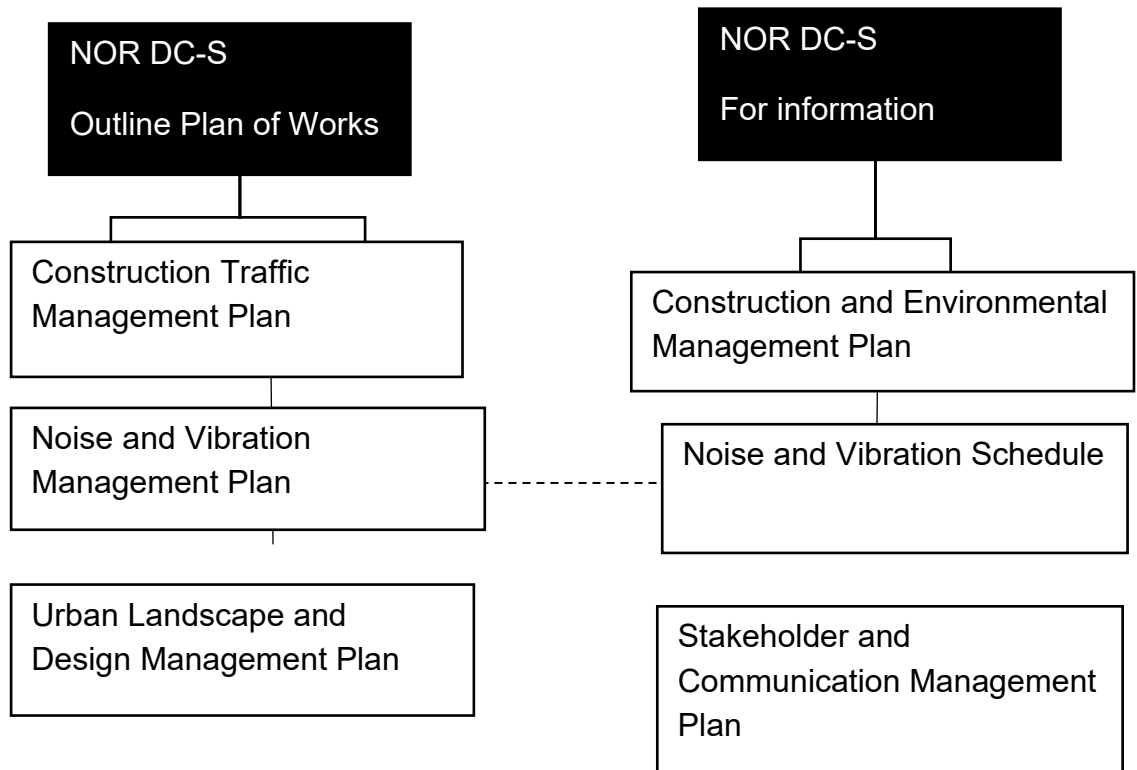
BPO	Best Practicable Option
CEMP	Construction and Environmental Management Plan
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic Management Plan
MEF	Mana Whenua Engagement Forum
NOR	Notice of Requirement
NOR DC-S	Notice of Requirement - Drury Central Station
NOR DC-I	Notice of Requirement – Drury Central Interchange
RMA	Resource Management Act 1991 and its subsequent amendments
ULDMP	Urban Landscape and Design Management Plan
SCMP	Stakeholder and Communication Management Plan
SID	Safety in Design
SQEP	Suitably Qualified and Experienced Person

#### Drury Central Station

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

## Summary of Plans identified in Conditions

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



## Drury Central Station: NoR conditions

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

Ref	Condition
5	<p><b>Management Plans</b></p> <p>(a) Any management plan shall be:</p> <ul style="list-style-type: none"> <li>(i) prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 6-17);</li> <li>(ii) prepared by a Suitably Qualified and Experienced Person(s); and</li> <li>(iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CEMPs and CNVMP Schedules.</li> </ul> <p>(b) Any management plan shall summarise comments received from Mana Whenua and other Stakeholders, along with a summary of where comments have:</p> <ul style="list-style-type: none"> <li>(i) Been incorporated; and</li> <li>(ii) Where not incorporated, the reasons why;</li> </ul> <p>(c) Any management plan developed in accordance with Condition 5 may:</p> <ul style="list-style-type: none"> <li>(i) Be prepared and submitted as a joint document for both Projects.</li> <li>(ii) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation.</li> <li>(iii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects and submitted to the Council for information without further process.</li> <li>(iv) If there is a material change required to a management plan which has been submitted with an Outline Plan in accordance with Condition 5, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision;</li> </ul> <p>(d) Any material changes to the SCMPs or CEMPs are to be submitted to the Council for information as soon as practicable following identification for the need for any material changes.</p> <p>(e) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 6-17.</p>

**Ref      Condition**

**Construction and Environmental Management Plan (CEMP)**

<b>6</b>	<p>(a) A CEMP shall be prepared prior to the Start of Construction.</p> <p>(b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve this objective the CEMP shall include:</p> <ul style="list-style-type: none"><li>(i) the roles and responsibilities of staff and contractors;</li><li>(ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</li><li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li><li>(iv) drawings of the proposed site layouts (including construction yards, temporary buildings and construction vehicle parking),</li><li>(v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li><li>(vi) methods for providing for the health and safety of the general public;</li><li>(vii) procedures for incident management;</li><li>(viii) methods to ensure prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances;</li><li>(ix) procedures for responding to complaints about Construction Works;</li><li>(x) details of any environmental awareness training procedures for staff as relevant;</li><li>(xi) methods for amending and updating the CEMP as required;</li><li>(xii) identification of cultural monitoring activities as set out in the Cultural Monitoring Plan;</li><li>(xiii) description of how the Construction Works will be undertaken in conjunction or coordination with, and will not preclude, any construction or other works to the extent known by the Requiring Authority (including watermain connections(s) to the Watercare Flanagan Road pump station) to implement the development of the surrounding existing and planned urban environment; and</li><li>(xiv) any other measures to achieve the objective set out in Condition 6(b).</li></ul> <p>(c) Any CEMP shall be submitted to the Manager for information at least ten working days before the Start of Construction for the relevant Stage of Work.</p>
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Ref	Condition
<b>Construction Traffic Management Plan (CTMP)</b>	
<b>7</b>	<p>(a) A CTMP shall be prepared prior to the Start of Construction.</p> <p>(b) A CTMP shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction.</p> <p>(c) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic and transport effects. To achieve this objective, the CTMP shall include:</p> <ul style="list-style-type: none"> <li>(i) methods to manage the effects of temporary traffic management activities on traffic, with consideration of cumulative construction effects from other projects occurring in the area (as relevant);</li> <li>(ii) measures to manage the safety of all transport users. This may include, but shall not be limited to: <ul style="list-style-type: none"> <li>a. identification of detour routes</li> <li>b. temporary speed limits; and</li> <li>c. other methods to safely manage and maintain traffic flows, pedestrians and cyclists, on existing roads (e.g. Great South Road);</li> </ul> </li> <li>(iii) methods to maintain functional and operational vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be maintained;</li> <li>(iv) methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services (including along Great South Road);</li> <li>(v) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion;</li> <li>(vi) identification of site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;</li> <li>(vii) identification of any appropriate traffic management measures;</li> <li>(viii) methods that will be undertaken to communicate traffic management measures to affected road users, pedestrians and cyclists (e.g. residents/public/stakeholders/emergency services);</li> <li>(ix) any other measures to achieve the objective set out in Condition 8(b).</li> </ul> <p><b>Advice Note</b> - The consent holder will be responsible for ensuring all necessary permits, such as Corridor Access Requests (CAR) permits are obtained from Auckland Transport. See Auckland Transport's website <a href="http://www.aucklandtransport.govt.nz">www.aucklandtransport.govt.nz</a> for more information.</p>
<b>Construction Noise and Vibration</b>	
<b>8</b>	<p><b>Construction Noise standards</b></p> <p>(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards at any occupied residential building set out in the following table as far as practicable:</p>

**Ref Condition**

**Table 1: Construction noise standards**

Day of week	Time period	L <sub>Aeq</sub> (15min)	L <sub>AFmax</sub>
Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

(b) Where compliance with the noise standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply



Ref	Condition
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9

**Construction Vibration Standards**

(a) Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 '*Structural Vibration – Part 3: Effects of Vibration on Structures*' for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.

**Table 2 Construction vibration criteria**

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

(b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply.

Ref	Condition
10	<p data-bbox="284 271 1066 300"><b>Construction Noise and Vibration Management Plan (CNVMP)</b></p> <p data-bbox="284 315 1342 344">(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p data-bbox="284 353 1385 533">(b) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve, or otherwise minimise any exceedances of, the construction noise and vibration standards set out in Conditions 8 and 9 as far as practicable.</p> <p data-bbox="284 542 1385 651">(c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '<i>Acoustics – Construction Noise</i>' (NZS6803:1999) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> <li data-bbox="363 674 1198 703">(i) Description of the works and anticipated equipment/processes;</li> <li data-bbox="363 725 1362 792">(ii) Hours of operation, including times and days when construction activities will occur;</li> <li data-bbox="363 801 1193 831">(iii) The construction noise and vibration standards for the Project;</li> <li data-bbox="363 840 1267 869">(iv) Identification of receivers where noise and vibration standards apply;</li> <li data-bbox="363 878 1374 945">(v) Management and mitigation options, and identification of the Best Practicable Option;</li> <li data-bbox="363 954 1385 1021">(vi) Methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li data-bbox="363 1030 1078 1059">(vii) Procedure for responding to monitored exceedances</li> <li data-bbox="363 1068 1342 1211">(viii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints.</li> <li data-bbox="363 1220 1203 1249">(ix) Contact details of the Project Liaison Person or site supervisor;</li> <li data-bbox="363 1258 1374 1368">(x) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;</li> <li data-bbox="363 1377 1390 1444">(xi) Procedures for monitoring construction noise and vibration and reporting to the Council.</li> <li data-bbox="363 1453 1347 1597">(xii) Identification of areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 Category A or Category B] will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites.</li> <li data-bbox="363 1606 1385 1785">(xiii) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 Category B] will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls;</li> <li data-bbox="363 1794 1094 1823">(xiv) Procedures for review and update of the CNVMP; and</li> <li data-bbox="363 1832 1023 1861">(xv) Any other measures to achieve Condition 10(b).</li> </ul>

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

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

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

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

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

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



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

Ref	Condition
18	<p data-bbox="280 271 671 297"><b>Accidental Discovery Protocol</b></p> <p data-bbox="280 315 1369 495">(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 data-bbox="280 506 1356 611">(b) The Accidental Discovery Protocol shall be consistent with the accidental discovery rule in Chapter E11 (Land disturbance – Regional) of the Auckland Unitary Plan: Operative in Part or any subsequent version.</p>
19	<p data-bbox="280 640 632 667"><b>Heritage Monitoring Report</b></p> <p data-bbox="280 685 1372 790">(a) A Monitoring Report shall be prepared to document changes to the Railway Yards. This shall be provided to the Council for the purpose of updating its Cultural Heritage Inventory, and to HNZPT. This shall include:</p> <p data-bbox="360 819 1385 999">(i) Documentation recording changes that have occurred to the site by the project in accordance with <i>HNZPT AGS1 Guidelines for the Identification and Recording of Buildings and Structures 2018</i>. This will include areas that have been demolished, salvaged fabric and items that have been repositioned and/or repurposed and any fabric that has been retained in place; and</p> <p data-bbox="360 1021 1350 1088">(ii) A photographic record with supporting drawings and annotation sufficient to provide context.</p> <p data-bbox="280 1115 1353 1171">The Report shall be provided to Council and HNZPT within 12 months of completion of the construction works associated with the Project.</p>

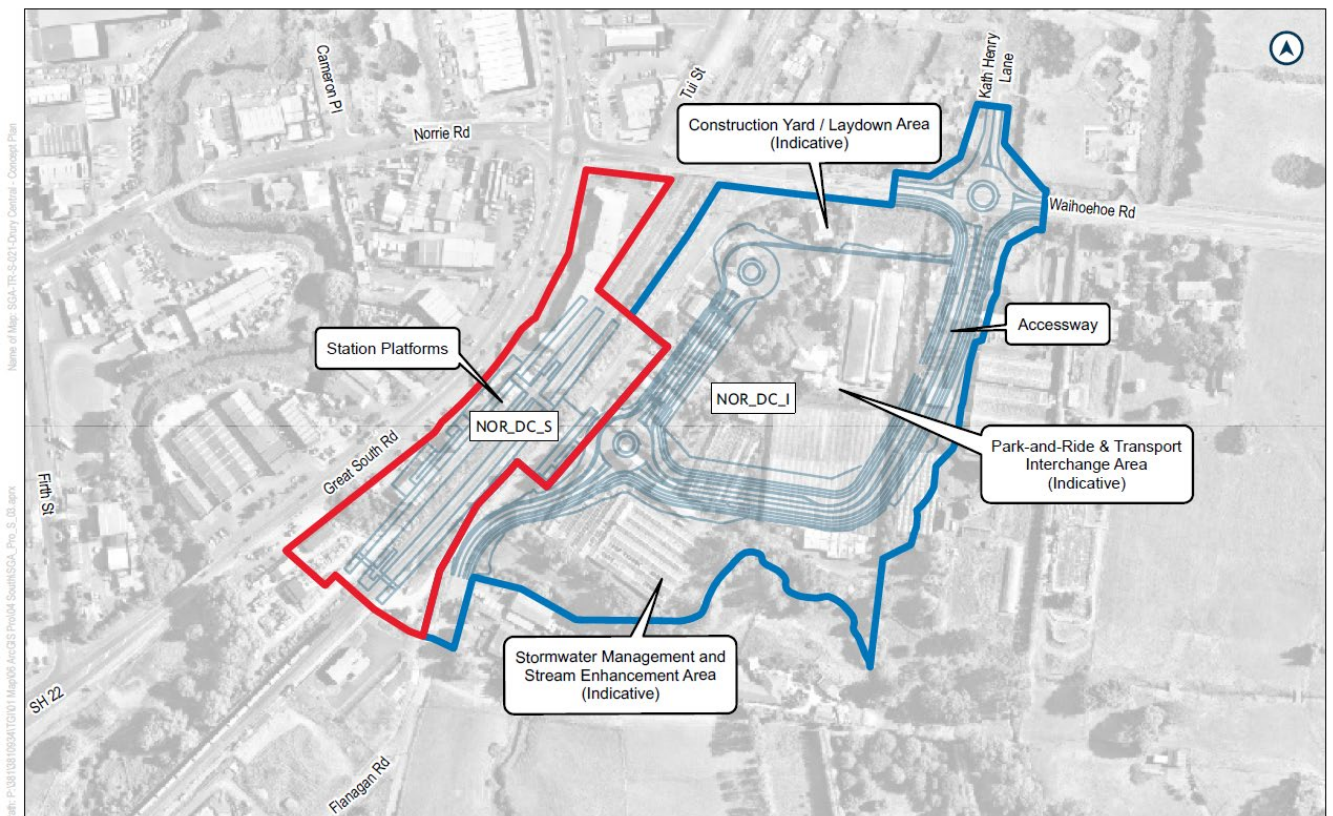
# Schedule 1: General Accordance Plans

## (NOR DC-S) Drury Central Station Project Description

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

The proposed works are shown in the following Concept Plan:

### NOR DC-S Concept Plan



## Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

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

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

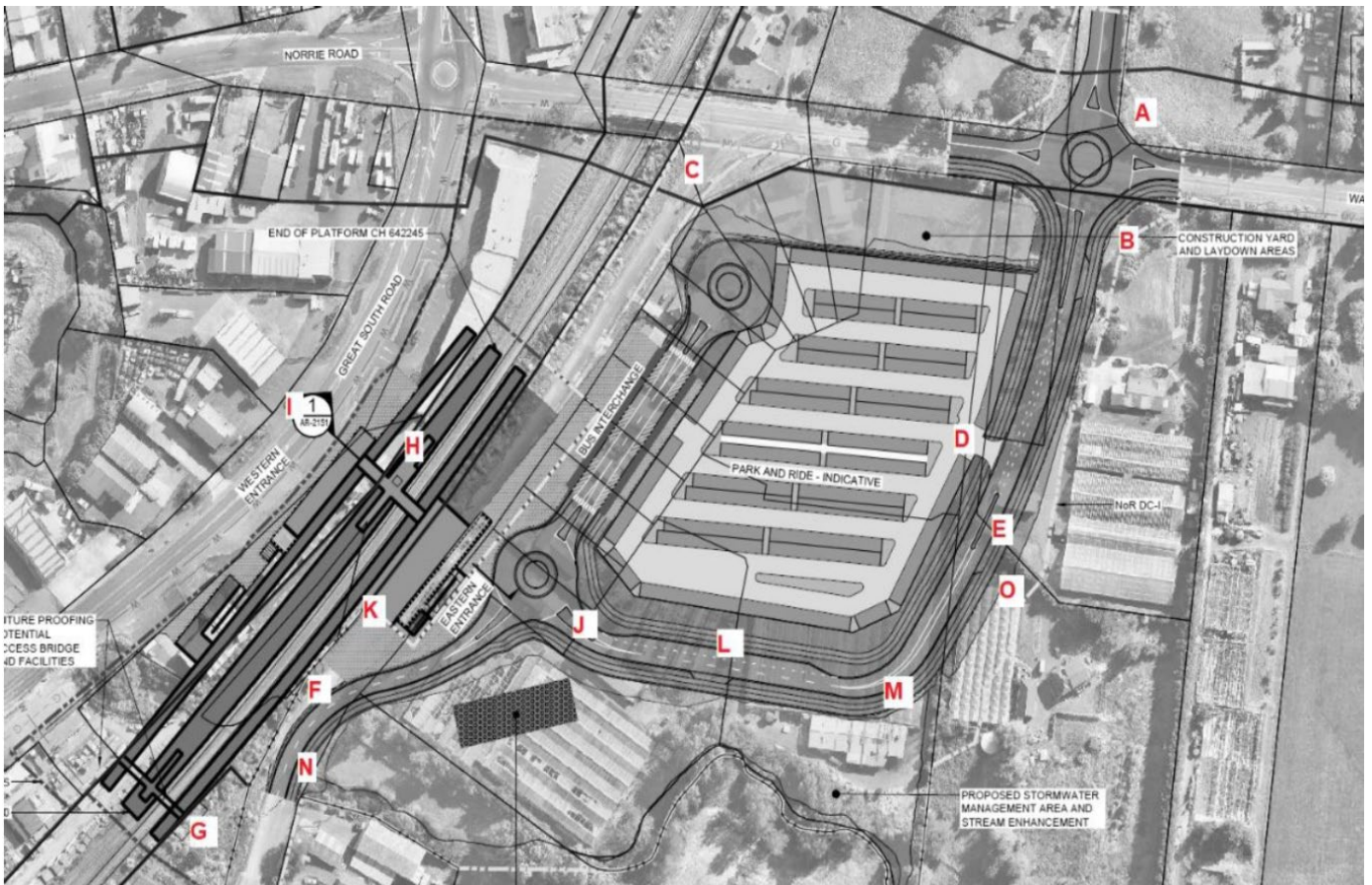




## Schedule 3 – Specific Elements relevant to condition 12(c)(i)(c)

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







## Attachments

No attachments.

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

### 6309 Drury Central Interchange

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

## Purpose

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

## Conditions

### Definitions

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

Term	Definition
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Certification	Certification shall be achieved by confirmation from the Council that the plan has been prepared in accordance with the condition to which it relates. A material change to a management plan shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or (b) fifteen (15) working days from the submission of the material change to the management plan where no written confirmation of certification has been received.
Completion of Construction	When construction of the Project is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council.
Enabling Works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> <li>• geotechnical investigations (including trial embankments)</li> <li>• archaeological site investigations</li> <li>• formation of access for geotechnical investigations</li> <li>• establishment of site yards, site entrances and fencing</li> <li>• constructing and sealing site access roads</li> <li>• demolition or removal of buildings and structures</li> <li>• relocation of services</li> </ul>

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

## Acronyms

Acronym	Description
AUP:OP	Auckland Unitary Plan: Operative in Part

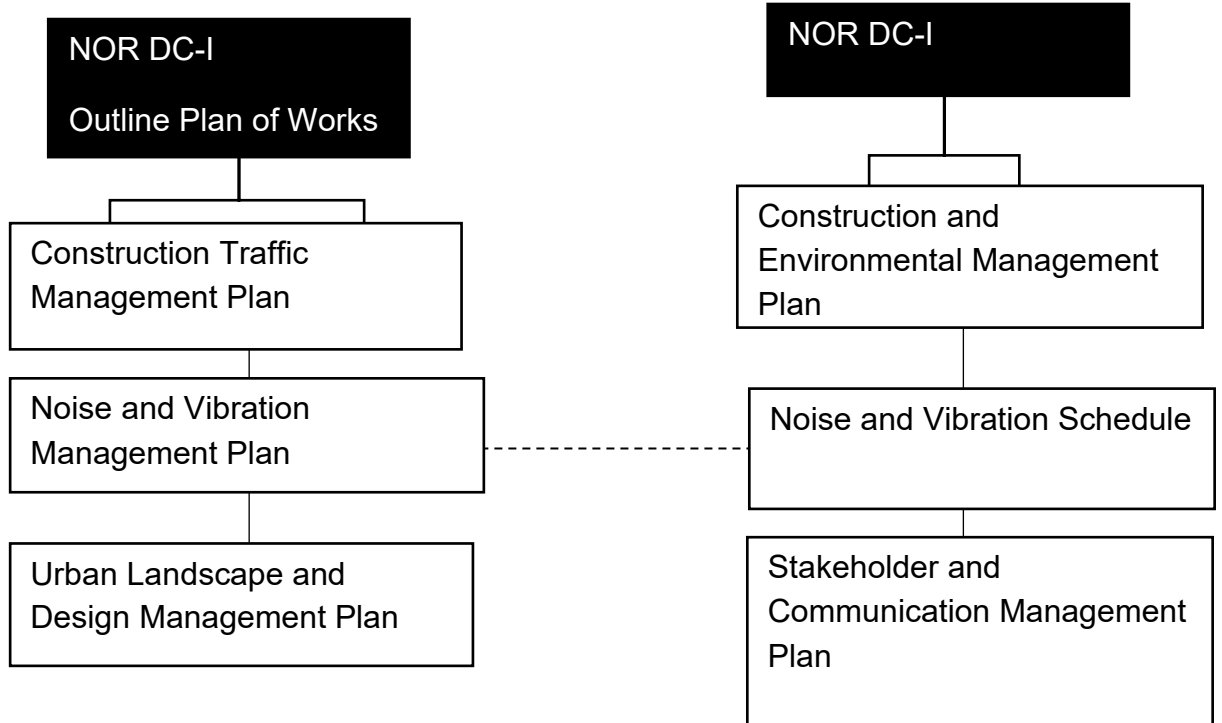
BPO	Best Practicable Option
CEMP	Construction and Environmental Management Plan
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic Management Plan
MEF	Mana Whenua Engagement Forum
NOR	Notice of Requirement
NOR DC-S	Notice of Requirement - Drury Central Station
NOR DC-I	Notice of Requirement – Drury Central Interchange
RMA	Resource Management Act 1991 and its subsequent amendments
ULDMP	Urban Landscape and Design Management Plan
SQEP	Suitably Qualified and Experienced Person
SCMP	Stakeholder and Communication Management Plan

### Drury Central Interchange

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

## Summary of Plans identified in Conditions

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



## Drury Central Interchange: NOR conditions

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

Ref	Condition
5	<p><b>Management Plans</b></p> <p>(a) Any management plan shall be:</p> <ul style="list-style-type: none"> <li>(i) prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 6-17);</li> <li>(ii) prepared by a Suitably Qualified and Experienced Person(s); and</li> <li>(iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CEMPs and CNVMP Schedules-</li> </ul> <p>(b) Any management plan shall summarise comments received from Mana Whenua and other Stakeholders, along with a summary of where comments have:</p> <ul style="list-style-type: none"> <li>(i) Been incorporated; and</li> <li>(ii) Where not incorporated, the reasons why;</li> </ul> <p>(c) Any management plan developed in accordance with Condition 5 may:</p> <ul style="list-style-type: none"> <li>(i) Be prepared and submitted as a joint document for both Projects.</li> <li>(ii) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation.</li> <li>(iii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects and submitted to the Council for information without further process.</li> <li>(iv) If there is a material change required to a management plan which has been submitted with an Outline Plan in accordance with Condition 5, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision;</li> </ul> <p>(d) Any material changes to the SCMPs or CEMPs are to be submitted to the Council for information as soon as practicable following identification of the need for any material changes.</p> <p>(e) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 6-17.</p>
<b>Construction and Environmental Management Plan (CEMP)</b>	
6	<p>(a) A CEMP shall be prepared prior to the Start of Construction.</p> <p>(b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve this objective the CEMP shall include:</p> <ul style="list-style-type: none"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) drawings of the proposed site layouts (including construction yards, temporary</li> </ul>

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



Ref	Condition																					
	<p>(v) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion;</p> <p>(vi) identification of site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;</p> <p>(vii) identification of any appropriate traffic management measures;</p> <p>(viii) methods that will be undertaken to communicate traffic management measures to affected road users, pedestrians and cyclists (e.g. residents/public/stakeholders/emergency services);</p> <p>(ix) any other measures to achieve the objective set out in Condition 7(b).</p> <p><b>Advice Note</b> - The consent holder will be responsible for ensuring all necessary permits, such as Corridor Access Requests (CAR) permits are obtained from Auckland Transport. See Auckland Transport's website <a href="http://www.aucklandtransport.govt.nz">www.aucklandtransport.govt.nz</a> for more information.</p>																					
<b>7A</b>	<b>Road Safety Audit</b>																					
	<p>(a) Prior to the Start of Construction, the Requiring Authority shall engage an independent and suitably qualified Safety Engineer to undertake and complete an independent, Preliminary Design Road Safety Audit of all site access points and road layout changes associated with the Project.</p> <p>(b) The Preliminary Design Road Safety Audit shall be completed in accordance with the New Zealand Transport Agency Procedure Manual ("Road Safety Audit Procedures for projects") by an independent and appropriately qualified safety audit team.</p> <p>(c) The Requiring Authority shall adopt and address any recommendations made in the Road Safety Audit, which are agreed with the Council (in consultation with Auckland Transport).</p>																					
<b>Construction Noise and Vibration</b>																						
<b>8</b>	<b>Construction Noise standards</b>																					
	<p>(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards at any occupied residential building set out in the following table as far as practicable:</p> <p><b>Table 1: Construction noise standards</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 20%;">Day of week</th> <th style="width: 20%;">Time period</th> <th style="width: 20%;">L<sub>Aeq</sub>(15min)</th> <th style="width: 20%;">L<sub>A</sub>F<sub>max</sub></th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> <tr> <td rowspan="4" style="text-align: center;">Weekday</td> <td style="text-align: center;">0630h - 0730h</td> <td style="text-align: center;">55 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td style="text-align: center;">0730h - 1800h</td> <td style="text-align: center;">70 dB</td> <td style="text-align: center;">85 dB</td> </tr> <tr> <td style="text-align: center;">1800h - 2000h</td> <td style="text-align: center;">65 dB</td> <td style="text-align: center;">80 dB</td> </tr> <tr> <td style="text-align: center;">2000h - 0630h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> </tbody> </table>	Day of week	Time period	L <sub>Aeq</sub> (15min)	L <sub>A</sub> F <sub>max</sub>	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB
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	1800h - 2000h	65 dB	80 dB																			
	2000h - 0630h	45 dB	75 dB																			

Ref	Condition			
	Saturday	0630h - 0730h	45 dB	75 dB
		0730h - 1800h	70 dB	85 dB
		1800h - 2000h	45 dB	75 dB
		2000h - 0630h	45 dB	75 dB
	Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
		0730h - 1800h	55 dB	85 dB
		1800h - 2000h	45 dB	75 dB
		2000h - 0630h	45 dB	75 dB
	Other occupied buildings			
	All	0730h – 1800h	70 dB	
		1800h – 0730h	75 dB	
	(b) Where compliance with the noise standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply			
<b>9</b>	<b>Construction Vibration Standards</b>			
	(a) Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 ' <i>Structural Vibration – Part 3: Effects of Vibration on Structures</i> ' for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.			
	<b>Table 2 Construction vibration criteria</b>			
	Receiver	Details	Category A	Category B
	Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
		Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
	All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	
	(b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply.			
<b>10</b>	<b>Construction Noise and Vibration Management Plan (CNVMP)</b>			
	(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.			
	(b) The objective of the CNVMP is to provide a framework for the development and			

Ref	Condition
	<p>implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve, or otherwise minimise any exceedances of, the construction noise and vibration standards set out in Conditions 8 and 9 as far as practicable.</p> <p>(c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '<i>Acoustics – Construction Noise</i>' (NZS6803:1999) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> <li>(i) Description of the works and anticipated equipment/processes;</li> <li>(ii) Hours of operation, including times and days when construction activities will occur;</li> <li>(iii) The construction noise and vibration standards for the Project;</li> <li>(iv) Identification of receivers where noise and vibration standards apply;</li> <li>(v) Management and mitigation options, and identification of the Best Practicable Option;</li> <li>(vi) Methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li>(vii) Procedure for responding to monitored exceedances</li> <li>(viii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints.</li> <li>(ix) Contact details of the Project Liaison Person or site supervisor;</li> <li>(x) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;</li> <li>(xi) Procedures for monitoring construction noise and vibration and reporting to the Council.</li> <li>(xii) Identification of areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 Category A or Category B] will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites.</li> <li>(xiii) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 Category B] will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls;</li> <li>(xiv) Procedures for review and update of the CNVMP; and</li> <li>(xv) Any other measures to achieve Condition 10(b).</li> </ul>
11	<p><b>Schedule to a CNVMP</b></p> <p>(a) A Site Specific Construction Noise and/or Vibration Management Schedule (Schedule) shall be prepared in consultation with the owners and occupiers of sites subject to the Schedule, when:</p> <ul style="list-style-type: none"> <li>(i) Construction noise is either predicted or measured to exceed the noise standards in Condition 8, except where the exceedance of the <math>L_{Aeq}</math> criteria is no</li> </ul>

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

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

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

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

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



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

Ref	Condition
19	<p data-bbox="279 271 630 300"><b>Heritage Monitoring Report</b></p> <p data-bbox="279 315 1404 421">(a) A Monitoring Report shall be prepared to document changes to the Railway Yards. This shall be provided to the Council for the purpose of updating its Cultural Heritage Inventory, and to HNZPT. This shall include:</p> <ul style="list-style-type: none"> <li data-bbox="359 450 1398 629">(i) Documentation recording changes that have occurred to the site by the project in accordance with <i>HNZPT AGS1 Guidelines for the Identification and Recording of Buildings and Structures 2018</i>. This will include areas that have been demolished, salvaged fabric and items that have been repositioned and/or repurposed and any fabric that has been retained in place; and</li> <li data-bbox="359 640 1348 707">(ii) A photographic record with supporting drawings and annotation sufficient to provide context.</li> </ul> <p data-bbox="279 730 1353 788">The Report shall be provided to Council and HNZPT within 12 months of completion of the construction works associated with the Project.</p>

## Schedule 1: General Accordance Plans

### (NOR DC-I) Drury Central Interchange Project Description

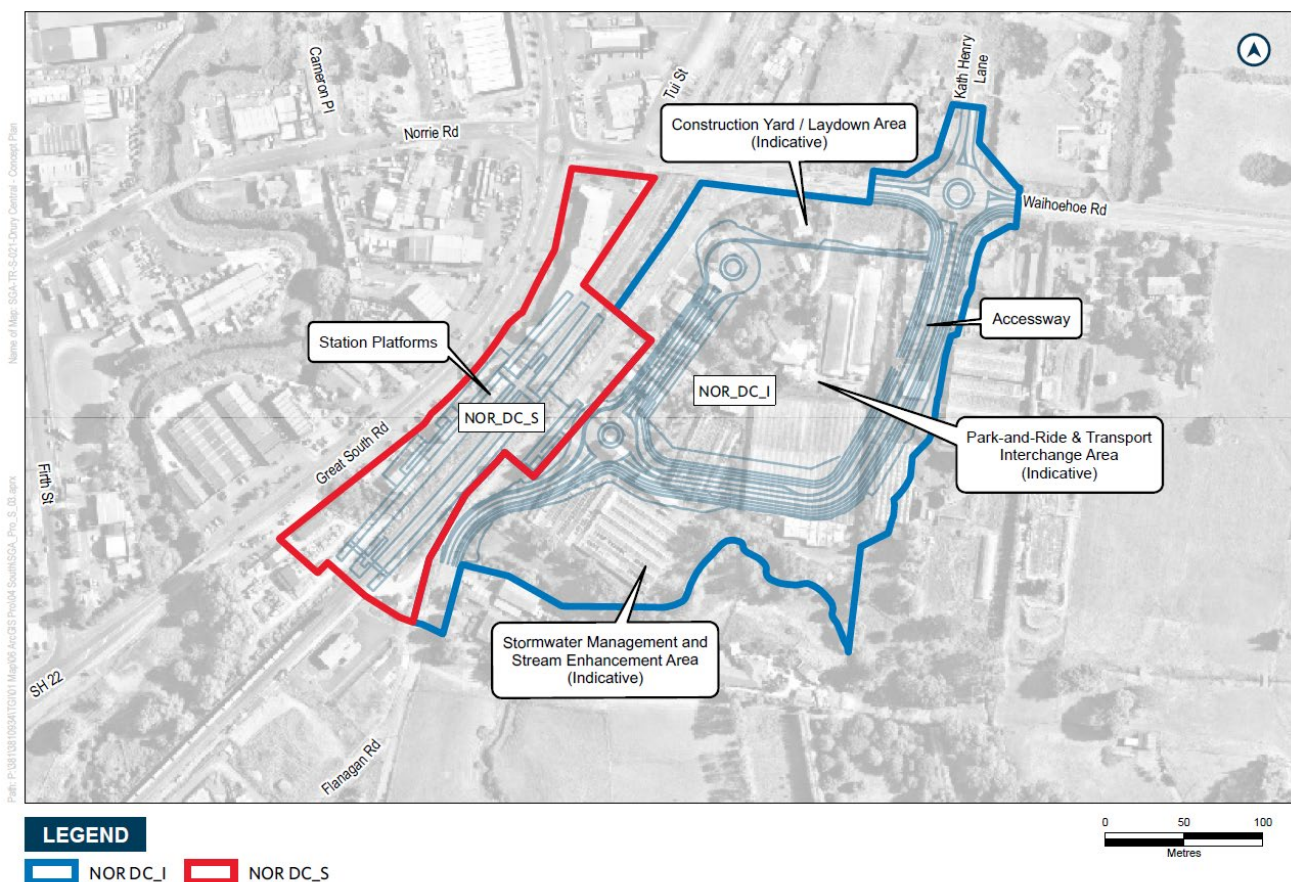
The proposed work is the construction, operation, and maintenance of the transport interchange, accessways, and ancillary and associated structures serving Drury Central Station, including, but not limited to:

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

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

The proposed work is shown in the following Concept Plan.

### NOR DC-I Concept Plan



## Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

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

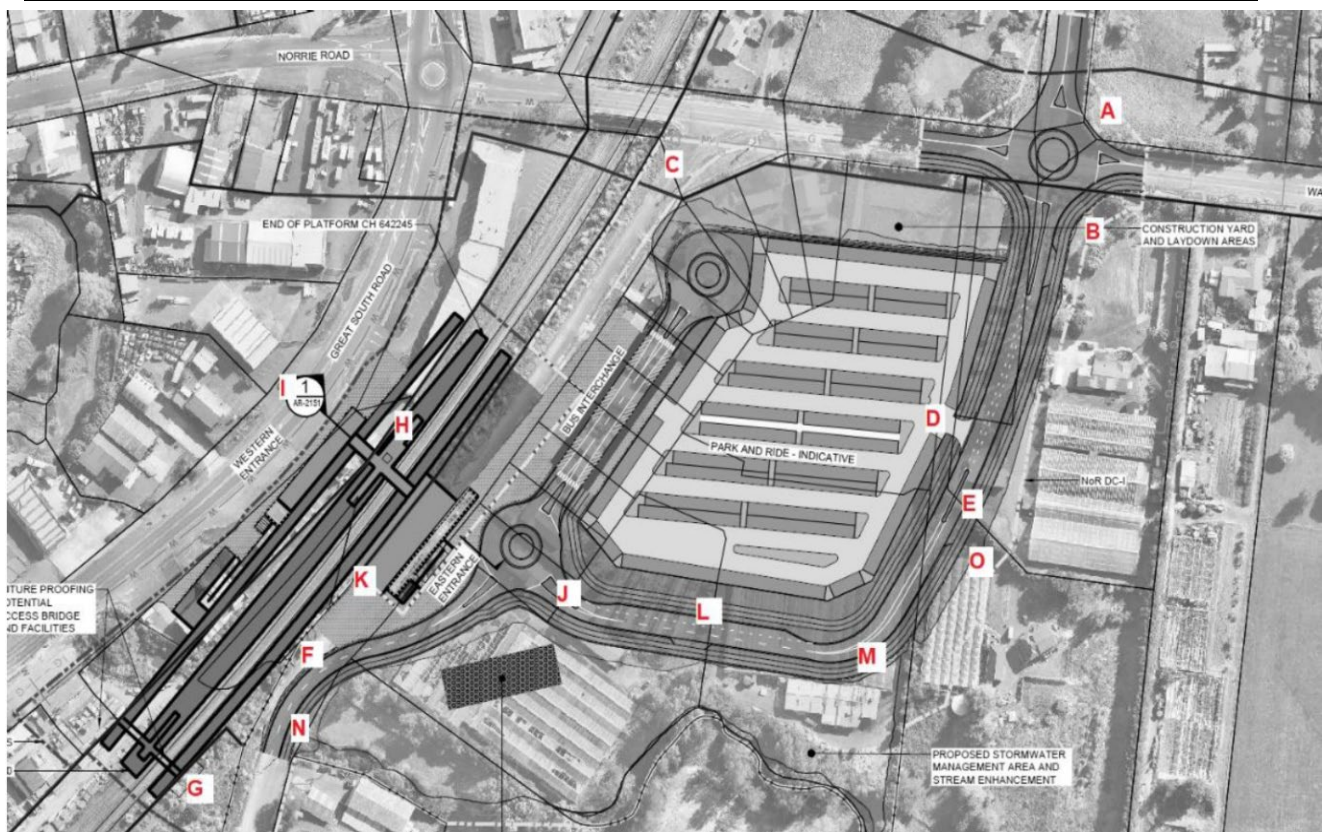
	135804
50 Kath Henry Lane	NA80A/480 Lot 5 DP 135804, 1/6 SH Lot 12 DP 135804, 1/2 SH Lot 13 DP 135804
44 Kath Henry Lane	NA80A/479 Lot 4 DP 135804 and 1/6 share Lot DP 135804
34 Kath Henry Lane	NA80A/478 Lot 3 DP 135804, 1/6 SH Lot 12 DP 135804
18 Kath Henry Lane	NA91D/603 Lot 2 DP 135804
76 Waihoehoe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





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

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





## Attachments

No attachments.



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

## 6310 Paerata Station

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

## Purpose

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

## Conditions

### Definitions

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

Term	Definition
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Certification	<p>Certification shall be achieved by confirmation from the Council that the plan has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan shall be deemed certified:</p> <p>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or</p> <p>(b) fifteen (15) working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</p>
Completion of Construction	When construction of the Project is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council.
Enabling Works	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> <li>• geotechnical investigations (including trial embankments)</li> <li>• archaeological site investigations</li> <li>• formation of access for geotechnical investigations</li> <li>• establishment of site yards, site entrances and fencing</li> <li>• constructing and sealing site access roads</li> <li>• demolition or removal of buildings and structures</li> <li>• relocation of services</li> <li>• ecological surveys</li> </ul>

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

## Acronyms

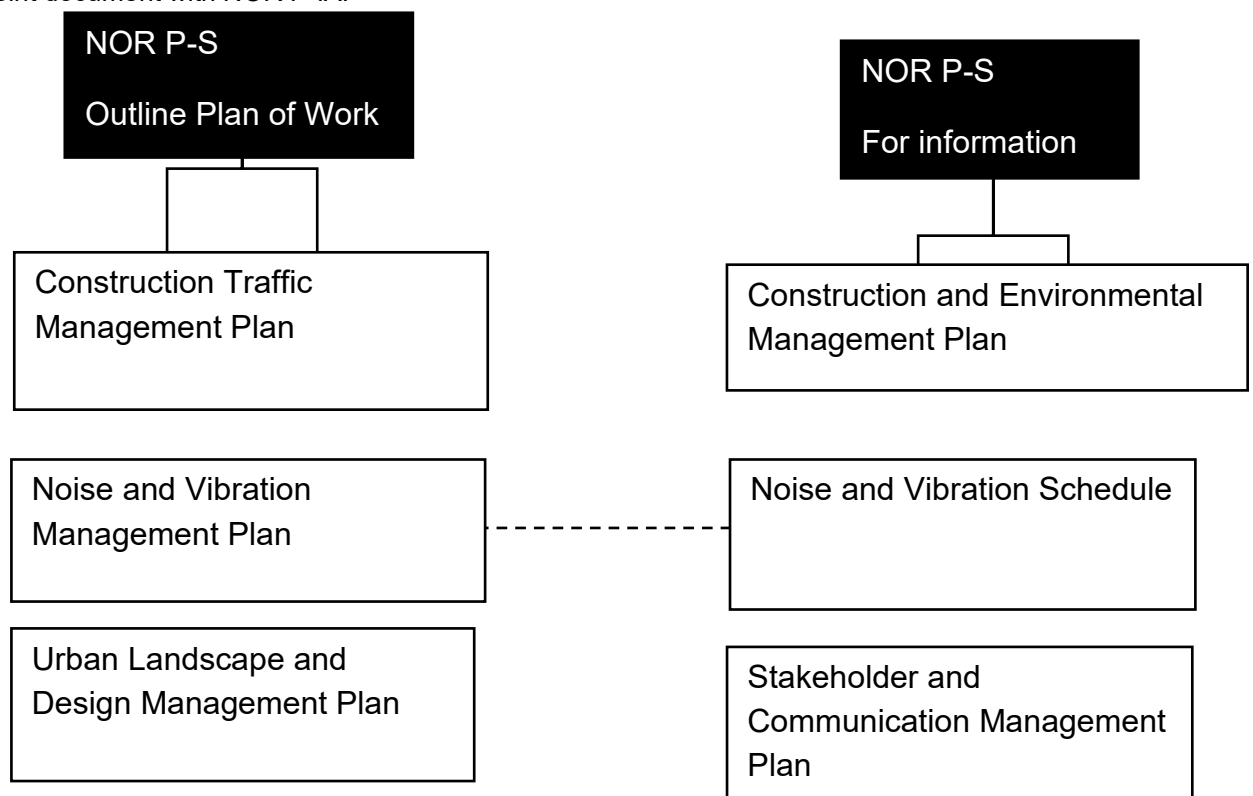
Acronym	Description
AUP:OP	Auckland Unitary Plan: Operative in Part
BPO	Best Practicable Option
CEMP	Construction Environmental Management Plan
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic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

## Paerata Station

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

## Summary of Plans identified in Conditions

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



## Paerata Station: NoR Conditions

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

Ref.	Condition
	<ul style="list-style-type: none"> <li>(iii) submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs, CEMPs and CNVMP Schedules.</li> <li>(b) Any management plan shall summarise comments received from Mana Whenua and other Stakeholders, along with a summary of where comments have: <ul style="list-style-type: none"> <li>(i) been incorporated; and</li> <li>(ii) where not incorporated, the reasons why.</li> </ul> </li> <li>(c) Any management plan developed in accordance with Condition 5 may: <ul style="list-style-type: none"> <li>(i) be prepared and submitted as a joint document for both Projects.</li> <li>(ii) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation.</li> <li>(iii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects and submitted to the Council for information without further process.</li> <li>(iv) if there is a material change required to a management plan which has been submitted with an Outline Plan in accordance with Condition 5, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision;</li> </ul> </li> <li>(d) Any material changes to the SCMPs or CEMPs are to be submitted to the Council for information as soon as practicable following identification for the need for any material changes.</li> <li>(e) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 6 to 15.</li> </ul>
<b>Construction and Environmental Management Plan (CEMP)</b>	
6	<ul style="list-style-type: none"> <li>(a) A CEMP shall be prepared prior to the Start of Construction.</li> <li>(b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve this objective the CEMP shall include: <ul style="list-style-type: none"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) drawings of the proposed site layouts (including construction yards, temporary buildings and construction vehicle parking),</li> <li>(v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vi) methods for providing for the health and safety of the general public;</li> <li>(vii) procedures for incident management;</li> <li>(viii) methods to ensure prevention and mitigation of adverse effects associated with</li> </ul> </li> </ul>

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

**Ref. Condition**

**Construction Noise and Vibration Management Plan (CNVMP)**

**8 Construction Noise standards**

(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards at any occupied residential building set out in the following table as far as practicable:

**Table 1: Construction noise standards**

Day of week	Time period	L <sub>Aeq</sub> (15min)	L <sub>A</sub> Fmax
Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

(b) Where compliance with the noise standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply

**9 Construction Vibration Standards**

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

**Ref. Condition**

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

**Table 2 Construction vibration criteria**

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

(b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply.

**10 Construction Noise and Vibration Management Plan (CNVMP)**

- (a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.
- (b) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve, or otherwise minimise any exceedances of, the construction noise and vibration standards set out in Conditions 8 and 9 as far as practicable.
- (c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '*Acoustics – Construction Noise*' (NZS6803:1999) and shall as a minimum, address the following:
  - (i) Description of the works and anticipated equipment/processes;
  - (ii) Hours of operation, including times and days when construction activities will occur;
  - (iii) The construction noise and vibration standards for the Project;
  - (iv) Identification of receivers where noise and vibration standards apply;
  - (v) Management and mitigation options, and identification of the Best Practicable Option;
  - (vi) Methods and frequency for monitoring and reporting on construction noise and vibration;
  - (vii) Procedure for responding to monitored exceedances
  - (viii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints.
  - (ix) Contact details of the Project Liaison Person or site supervisor;



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

**Ref. Condition**

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

<b>12</b>	<p>(a) An Urban Landscape and Design Management Plan (ULDMP) shall be prepared and submitted with the relevant Outline Plan(s) for:</p> <ul style="list-style-type: none"><li>(i) The design of the Stage One works; and</li><li>(ii) The design of subsequent stages where they involve works materially affecting movement in and around the station and/or the interface of the station with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority), including changes resulting from the addition of an accessway from Sim Road.</li></ul> <p>(b) The objective of the ULDMP is to set out how the Project will manage or mitigate potential adverse visual effects and contribute to a quality urban environment.</p> <p>(c) To achieve this objective, the ULDMP shall include an overall concept plan that shows the layout of the Project and in particular urban landscape and design elements relating to access, connectivity, and interface with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority), with particular regard to:</p> <ul style="list-style-type: none"><li>(i) How the works in the Outline Plan Project will be integrated into the future urban environment, with particular regard to:<ul style="list-style-type: none"><li>a. Provision for safe active mode facilities within the station, and safe and efficient multi-modal access between the station and the surrounding existing and planned urban environment;</li><li>b. The Urban Design Evaluation and Framework;</li></ul></li><li>(ii) How the Project works will be coordinated and integrated with the planned future urban development of Surrounding Land to the extent practicable, with particular regard to:<ul style="list-style-type: none"><li>a. The extent to which the Requiring Authority, the owners of Surrounding Land and infrastructure providers can coordinate the provision of new or upgraded infrastructure including stormwater management communal device location and sizing to serve the wider future urban catchment, and how stormwater infrastructure can be provided so as to enable integration with the surrounding existing and planned urban environment;</li><li>b. How the finished levels will integrate with the adjacent land;</li><li>c. The location and design of connecting roads between the Project and surrounding land (including future connections to the accessway);</li><li>d. The timing of works planned on Surrounding Land;</li><li>e. Any delineation between temporary and permanent land take;</li><li>f. Any other relevant access, servicing, engineering, or other matters; and</li><li>g. Any adjustments to the extent of the designation in light of the above analysis.</li></ul></li><li>(iii) how the project will enable a safe and inclusive environment. This may be achieved by use of;</li></ul>
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Ref.	Condition
	<ul style="list-style-type: none"> <li>a. Crime Prevention through Environmental Design principles (CPTED); and</li> <li>b. Safety in Design principles (SID).</li> </ul> <ul style="list-style-type: none"> <li>(iv) how the project will provide for walking and cycling connectivity,</li> <li>(v) architectural treatment of major structures (e.g. bridges and retaining walls),</li> <li>(vi) accessway design, including roadside and median treatments (e.g. furniture and lighting);</li> <li>(vii) methods to enhance station legibility such as, arrival treatments, signage, wayfinding and interchange between transport modes;</li> <li>(viii) As relevant to the Stage of Work, details of: <ul style="list-style-type: none"> <li>a. the reinstatement of construction and site compound areas, treatment of cut-and-fill slopes and interface of stormwater devices; and</li> <li>b. how the Project's permanent works will be integrated into the built environment and the landscape context;</li> </ul> </li> <li>(ix) landscape treatments and planting, such as: <ul style="list-style-type: none"> <li>a. the intended plant species, planting locations and plant sizes at the time of planting and on maturity;</li> <li>b. the planting methodology and programme; and</li> </ul> </li> <li>(x) a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants.</li> </ul> <p>(d) Mana-Whenua shall be invited through the Mana Whenua Engagement Forum (MEF) to participate in the development of the ULDMP to provide input into the relevant cultural landscape and design matters and how desired outcomes may be reflected in the ULDMP.</p>
<b>Mana Whenua Engagement Forum (MEF)</b>	
13	<ul style="list-style-type: none"> <li>(a) Within three months of confirmation of the designation the Requiring Authority must establish a kaitiaki Mana Whenua Engagement Forum (MEF) (or similar) to provide for an on-going role in the design and construction of the Project and is to maintain this forum for the duration of the Construction Works.</li> <li>(b) The objective of the MEF is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection in the Project design and construction phases and to develop agreed measures and mechanisms to avoid, remedy or mitigate adverse effects on Mana Whenua values including opportunities for expression of those cultural values through design and input into relevant management plans.</li> <li>(c) The frequency at which the MEF meets and the format or nature of the meetings shall be agreed between the Requiring Authority and the MEF.</li> <li>(d) The role of the MEF is to facilitate consultation about and enable Mana Whenua to provide input into (but not limited to): <ul style="list-style-type: none"> <li>(i) roles and responsibilities of Mana Whenua, including in relation to design and development of the Project;</li> </ul> </li> </ul>

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

Ref.	Condition
	<p>surrounding businesses and residential communities;</p> <p>(vii) Outline details of the inquiry and complaint management process including who is responsible for responding, how responses will be provided and the timeframes within which the responses will be provided;</p> <p>(viii) Maintain a complaint register which shall detail the date, nature and complainant contact details (if provided) of any complaints received regarding the construction of the Project and the Requiring Authority's response (or confirmation of no action) to each complaint;</p> <p>(ix) Outline any linkages and cross-references to communication methods set out in other conditions and management plans where relevant;</p> <p>(x) any arrangements for post-construction communications; and</p> <p>(xi) any other measures to achieve Condition 14(b).</p> <p>(d) Any SCMP prepared for a Stage of Work shall be submitted to the Manager for information ten (10) working days prior to the Start of Construction.</p>
<b>Cultural Monitoring Plan (CMP)</b>	
<b>15</b>	<p>(a) Prior to the start of Construction Works, a Cultural Monitoring Plan (CMP) shall be prepared in collaboration with Mana Whenua through the MEF.</p> <p>(b) The objective of the Cultural Monitoring Plan is to provide Mana Whenua the opportunity to reconnect with the whenua as kaitiaki and express tikanga and kawa responsibilities.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <p style="margin-left: 20px;">(i) requirements for formal dedication and or cultural oversight to be undertaken prior to Start of Construction;</p> <p style="margin-left: 20px;">(ii) requirements and protocols for cultural inductions for contractors and subcontractors working on the site;</p> <p style="margin-left: 20px;">(iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</p> <p style="margin-left: 20px;">(iv) identification of personnel to undertake cultural monitoring; and</p> <p style="margin-left: 20px;">(v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition 16.</p> <p>(d) If the Requiring Authority and Mana Whenua agree, other matters can be included in the CMP.</p> <p>(e) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified and in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p><b>Advice Note</b> - Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>
<b>16</b>	<b>Accidental Discovery Protocol</b>

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

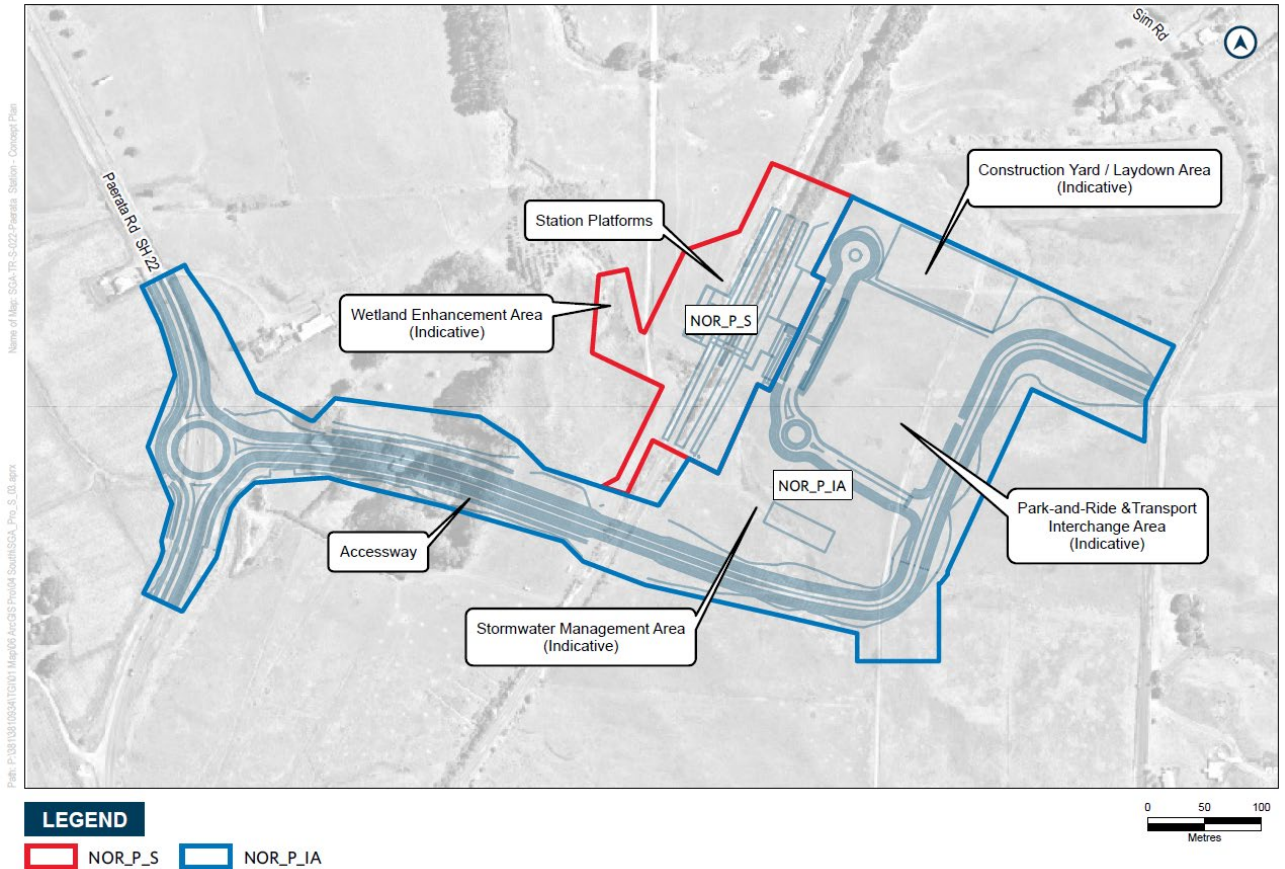
## Schedule 1: General Accordance

### (NOR P-S) Paerata Station Project Description

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

The proposed work is shown in the following Concept Plan.

### NOR P-S Concept Plan

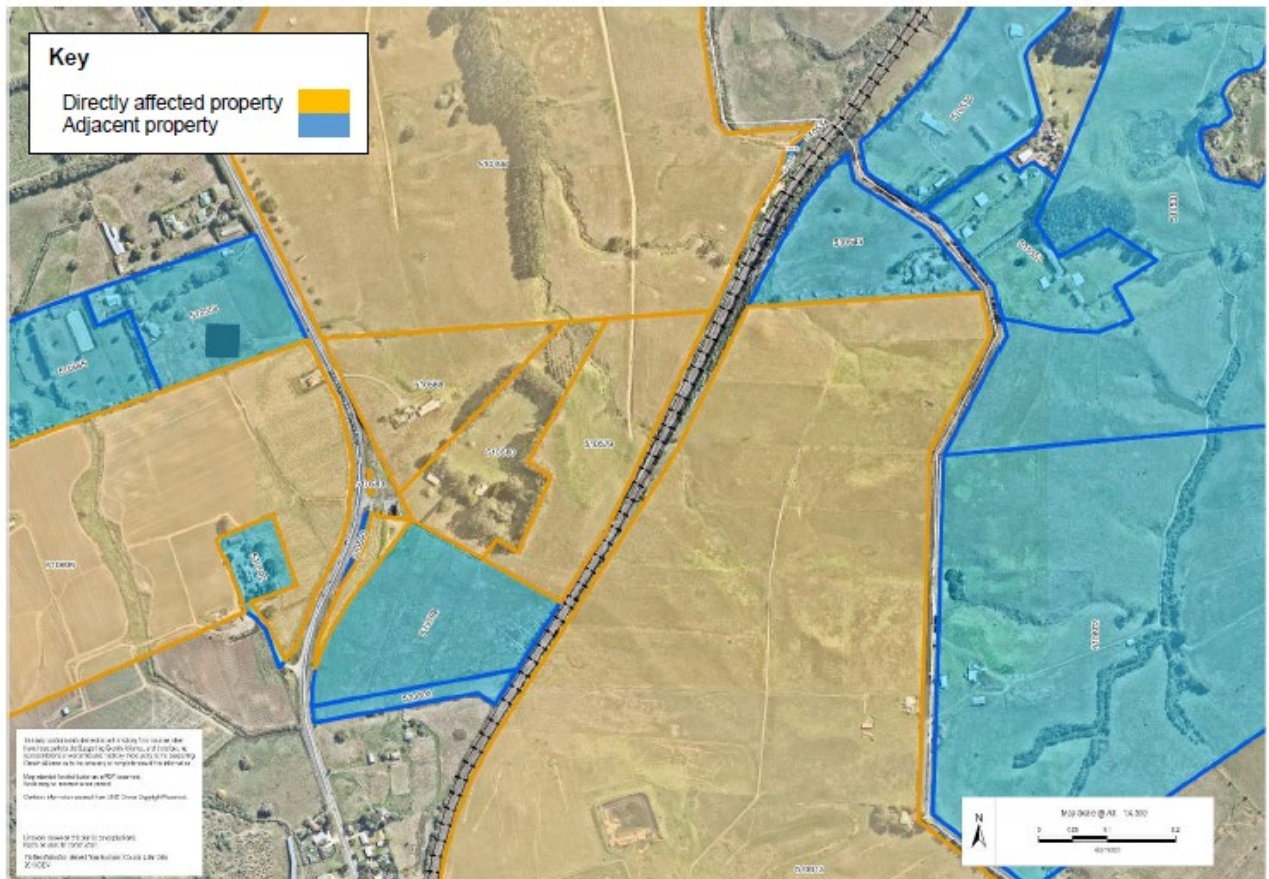




## Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

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



## Attachments

No attachments.



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

### 6311 Paerata Interchange and Accessway

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

## Purpose

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

## Conditions

### Definitions

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

Term	Definition
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Certification	<p>Certification shall be achieved by confirmation from the Council that the plan has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan shall be deemed certified:</p> <p>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or</p> <p>(b) fifteen (15) working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</p>
Completion of Construction	When construction of the Project is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council.
Enabling Works	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> <li>• geotechnical investigations (including trial embankments)</li> <li>• archaeological site investigations</li> <li>• formation of access for geotechnical investigations</li> <li>• establishment of site yards, site entrances and fencing</li> <li>• constructing and sealing site access roads</li> <li>• demolition or removal of buildings and structures</li> <li>• relocation of services</li> </ul>

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

## Acronyms

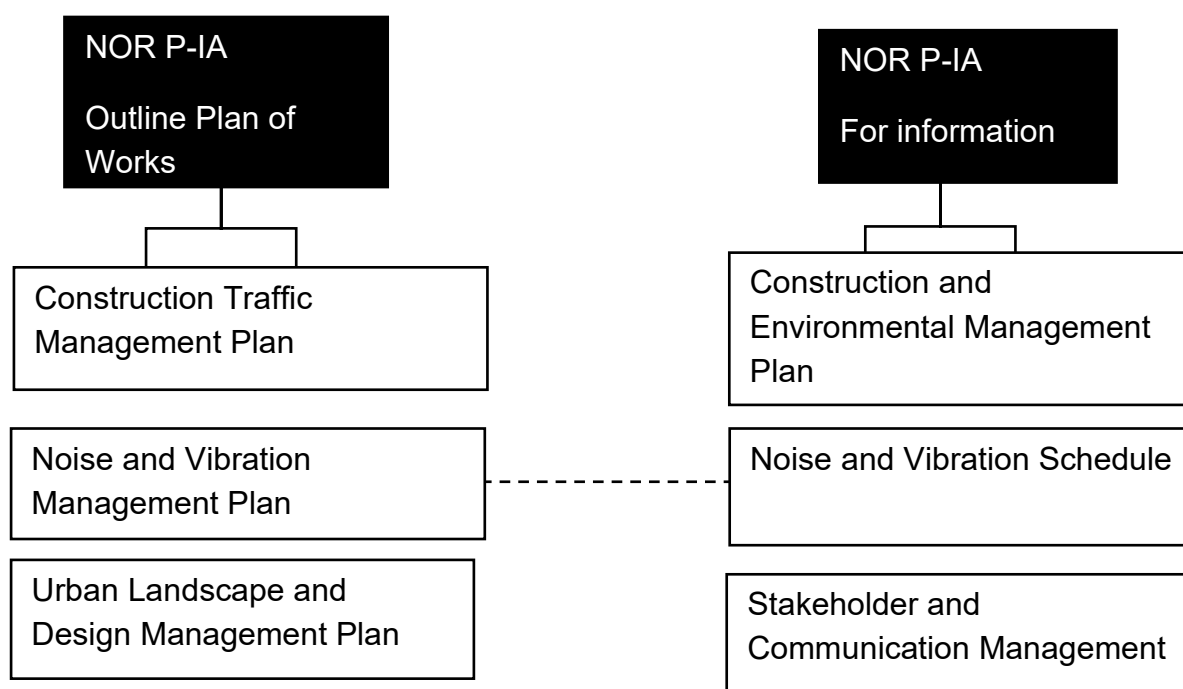
Acronym	Description
AUP:OP	Auckland Unitary Plan: Operative in Part
BPO	Best Practicable Option
CEMP	Construction Environmental Management Plan
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic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

Paerata Interchange and Accessway

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

## Summary of Plans identified in Conditions

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



## Paerata Interchange and Accessway: NoR Conditions

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

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

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

Ref.	Condition																																															
	requirement to apply to Waka Kotahi for a Corridor Access request (CAR) and for that request to be approved. Any CAR application should be submitted to Waka Kotahi via <a href="mailto:networkaccess@asm.nzta.nz">networkaccess@asm.nzta.nz</a> a minimum of fourteen working days prior to the commencement of any works on the state highway; longer is advised for complex works.																																															
<b>7A</b>	<p><b>Road Safety Audit</b></p> <p>(a) Prior to the Start of Construction, the Requiring Authority shall engage an independent and suitably qualified Safety Engineer to undertake and complete an independent, Preliminary Design Road Safety Audit of all site access points and road layout changes associated with the Project.</p> <p>(b) The Preliminary Design Road Safety Audit shall be completed in accordance with the New Zealand Transport Agency Procedure Manual (“Road Safety Audit Procedures for projects”) by an independent and appropriately qualified safety audit team.</p> <p>The Requiring Authority shall adopt and address any recommendations made in the Road Safety Audit, which are agreed with the Council (in consultation with Auckland Transport).</p>																																															
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<b>8</b>	<p><b>Construction Noise standards</b></p> <p>(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards at any occupied residential building set out in the following table as far as practicable:</p> <p><b>Table 1: Construction noise standards</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L<sub>Aeq</sub>(15min)</th> <th>L<sub>AFmax</sub></th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> <tr> <td rowspan="4" style="text-align: center;">Weekday</td> <td>0630h - 0730h</td> <td>55 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>65 dB</td> <td>80 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="4" style="text-align: center;">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" style="text-align: center;">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> </tbody> </table>	Day of week	Time period	L <sub>Aeq</sub> (15min)	L <sub>AFmax</sub>	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Saturday	0630h - 0730h	45 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB	0730h - 1800h	55 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB
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<b>9</b>	<p><b>Construction Vibration Standards</b></p> <p>(a) Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 '<i>Structural Vibration – Part 3: Effects of Vibration on Structures</i>' for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.</p> <p><b>Table 2 Construction vibration criteria</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Receiver</th> <th style="width: 30%;">Details</th> <th style="width: 15%;">Category A</th> <th style="width: 15%;">Category B</th> </tr> </thead> <tbody> <tr> <td rowspan="2" style="text-align: center; vertical-align: middle;">Occupied Activities sensitive to noise</td> <td style="text-align: center;">Night-time 2000h - 0630h</td> <td style="text-align: center;">0.3mm/s ppv</td> <td style="text-align: center;">2mm/s ppv</td> </tr> <tr> <td style="text-align: center;">Daytime 0630h - 2000h</td> <td style="text-align: center;">2mm/s ppv</td> <td style="text-align: center;">5mm/s ppv</td> </tr> <tr> <td style="text-align: center; vertical-align: middle;">Other occupied buildings</td> <td style="text-align: center;">Daytime 0630h - 2000h</td> <td style="text-align: center;">2mm/s ppv</td> <td style="text-align: center;">5mm/s ppv</td> </tr> <tr> <td style="text-align: center; vertical-align: middle;">All other buildings</td> <td style="text-align: center;">At all other times</td> <td colspan="2" style="text-align: center;">Tables 1 and 3 of DIN4150-3:1999</td> </tr> </tbody> </table> <p>(b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 10, then the methodology in Condition 11 [Schedule] shall apply.</p>	Receiver	Details	Category A	Category B	Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	
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<b>10</b>	<p><b>Construction Noise and Vibration Management Plan (CNVMP)</b></p> <p>(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve, or otherwise minimise any exceedances of, the construction noise and vibration standards set out in Conditions 8 and 9 as far as practicable.</p> <p>(c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '<i>Acoustics – Construction Noise</i>' (NZS6803:1999) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> <li>(i) Description of the works and anticipated equipment/processes;</li> <li>(ii) Hours of operation, including times and days when construction activities will</li> </ul>																			



Ref.	Condition
	<p>occur;</p> <ul style="list-style-type: none"> <li>(iii) The construction noise and vibration standards for the Project;</li> <li>(iv) Identification of receivers where noise and vibration standards apply;</li> <li>(v) Management and mitigation options, and identification of the Best Practicable Option;</li> <li>(vi) Methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li>(vii) Procedure for responding to monitored exceedances</li> <li>(viii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints.</li> <li>(ix) Contact details of the Project Liaison Person or site supervisor;</li> <li>(x) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;</li> <li>(xi) Procedures for monitoring construction noise and vibration and reporting to the Council.</li> <li>(xii) Identification of areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 Category A or Category B] will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites.</li> <li>(xiii) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 8] and/or vibration standards [Condition 9 Category B] will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls.</li> <li>(xiv) Procedures for review and update of the CNVMP; and</li> <li>(xv) Any other measures to achieve Condition 10(b).</li> </ul>
<b>11</b>	<p><b>Schedule to a CNVMP</b></p> <ul style="list-style-type: none"> <li>(a) A Site-Specific Construction Noise and/or Vibration Management Schedule (Schedule) shall be prepared in consultation with the owners and occupiers of sites subject to the Schedule, when: <ul style="list-style-type: none"> <li>(i) Construction noise is either predicted or measured to exceed the noise standards in Condition 8, except where the exceedance of the <math>L_{Aeq}</math> criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> <li>a. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or</li> <li>b. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.</li> </ul> </li> <li>(ii) Construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 9.</li> </ul> </li> <li>(b) The objective of the Schedule is to set out the Best Practicable Option for the management of noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:</li> </ul>

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

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

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

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

Ref.	Condition
	<p>Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified and in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p><b>Advice Note</b> - Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>
16	<p><b>Accidental Discovery Protocol</b></p> <p>(a) An Accidental Discovery Protocol, for areas of the Project not covered by an Archaeological Authority granted under the Heritage New Zealand Pouhere Taonga Act 2014 shall be developed in consultation with Mana Whenua for the Project through the MEF to address accidental archaeological discoveries during the Enabling Works and Construction Works.</p> <p>(b) The Accidental Discovery Protocol shall be consistent with the accidental discovery rule in Chapter E11 (Land disturbance – Regional) of the Auckland Unitary Plan: Operative in Part or any subsequent version.</p>

## Schedule 1: General Accordance

### (NOR P-IA) Paerata Interchange and Accessway Project Description

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

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

The proposed work is shown in the following Concept Plan.

### NOR P-IA Concept Plan

