

**IN THE ENVIRONMENT COURT
AT AUCKLAND**

**I TE KŌTI TAIAO O AOTEAROA
KI TĀMAKI MAKĀURAU**

Decision [2024] NZEnvC 048

IN THE MATTER OF

the direct referral of applications for resource consents and notices of requirements under s 87G and s 198E of the Resource Management Act 1991 for the Drury West (Ngākōroa) Station Project

BETWEEN

KIWIRAIL HOLDINGS LIMITED

(ENV-2023-AKL-000048)

Applicant

AND

AUCKLAND COUNCIL

Consent authority

Court: Environment Judge M J L Dickey
Environment Commissioner A C E Leijnen

Hearing: Judicial conferences held 15 and 20 December 2023
Last case event: 22 December 2023

Date of Decision: 20 March 2024

Date of Issue: 20 March 2024

DECISION OF THE ENVIRONMENT COURT

A: The Court:

- (a) grants resource consents to construct, operate and maintain rail station platforms, rail station buildings, transport interchange facilities and accessways at Drury West as described in the “Drury West (Ngākōroa) Station – summary of resource consents” attached, and subject to the conditions attached;



RE KIWIRAIL HOLDINGS LTD

- (b) confirms the notices of requirement for designations in the Auckland Unitary Plan in respect of the construction, operation, and maintenance of a new railway station and transport interchange at Drury West (described as NoR DW-S and NoR DW-IA in KiwiRail Holdings Ltd's Notices of Requirement for Designation of Land under s 168(2) RMA dated 28 June 2022), subject to the conditions attached.

B: Costs under s 285(3) and (5) are reserved.

REASONS

Summary

[1] KiwiRail Holdings Ltd (**KiwiRail**) applies under ss 87G and 198E of the Resource Management Act 1991 (**RMA**) by way of direct referral for orders for:

- (a) confirmation of KiwiRail's Notices of Requirement (the **NORs**); and
- (b) grant of KiwiRail's resource consent applications,

to construct, operate and maintain rail station platforms, rail station buildings, transport interchange facilities and accessways at Drury West (**the Project**).

[2] The Project site comprises an approximate total area of 15ha and is located generally to the south of the intersection of Jesmond Road and Karaka Road with platforms on the existing North Island Main Trunk (**NIMT**) railway line. The Project site comprises three existing roads (the intersection of Karaka Road and Jesmond Road in the north, and Burt Road to the south), and five rural properties. The proposed station buildings and platforms will straddle the NIMT between Karaka Road and Burt Road, with accessways proposed from both roads. The transport interchange area (including park-and-ride) is located north of the tracks.

[3] The station will be located approximately 2.4km southwest of the proposed Drury Central Station. During operation, the estimated patronage for Drury West Station in the morning peak (2 hours) is projected to be 700 boardings in 2028, rising

to 2,400 by 2048. At peak times, the station will have a capacity of 12 passenger trains per hour – one every five minutes. Operational hours have not been confirmed, but it is anticipated that the facilities and interchange will be accessible 24 hours per day, 7 days per week. KiwiRail says that, based on typical commuting hours within Auckland, they could be operational from 5am onwards and past 10pm.

[4] This is a direct referral. This means there is no hearing before the Council – the applications and NORs are to be determined by the Court.

[5] Having considered the documents with which we were provided, and the agreement reached, we have determined that a hearing is not required.

Background

The applications

[6] KiwiRail lodged applications with Auckland Council for resource consents and NORs for the Project.

[7] In summary, the Project includes the following:

- (a) the Drury West Interchange comprises:
 - (i) transport interchange facilities, including park-and-ride and pick-up and drop-off facilities, bus interchange and layover facilities, cycle parking facilities, and pedestrian facilities;
 - (ii) multi-modal accessways from Karaka Road to the North and South respectively;
 - (iii) associated works including bridges, culverts, stormwater management systems, embankments, and retaining;
 - (iv) construction activities, including vegetation removal, construction compounds, and laydown areas.

- (b) the Drury West Station comprises:
- (i) station platforms and station buildings for the Drury West station;
 - (ii) associated works including bridges, culverts stormwater management systems, embankments, and retaining;
 - (iii) construction activities, including vegetation removal, construction compounds, and laydown areas.

[8] The application seeks consent under the provisions of the Auckland Unitary Plan, Operative in Part (**AUP**), the Resource Management (National Environmental Standards for Freshwater) Regulations 2020 (**NES:FW**) and the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.

[9] The Resource consents needed include:

- (a) land use consent under s 9 RMA for vegetation removal, bulk earthworks, diversion of stormwater and stormwater generation;
- (b) streamworks consents under s 13 and s 14 RMA for new structures in streams and associated bed disturbance or depositing any substance, reclamation, diversion of water, and incidental temporary damming of water;
- (c) water permit under s 14 RMA for dewatering and groundwater control;
- (d) stormwater discharge consent under s 15 RMA for the discharge and diversion of stormwater; and
- (e) discharge consent under s 15 RMA for the discharge of contaminants to land.

[10] The two NORs are to designate land in the AUP to authorise works relating to the development, construction, operation, and maintenance of the Project.

[11] NOR DW-S is to provide for the Drury West Station platforms and buildings on the NIMT. NOR DW-IA is to provide for the interchange facilities and two multi-modal accessways for Drury West Station. These facilities will be located adjacent to NOR DW-S. The general layout of the NORs is shown on Concept Plans in Schedule 1 to each set of conditions.

[12] Both designations are predominantly contained within two rural properties – 110 Karaka Road and 647 Burt Road, Drury. The northern accessway will require some work within Karaka Road (a New Zealand Transport Agency Waka Kotahi (**Waka Kotahi**) asset and existing designation). The intersection of the accessway will also require a small portion of work to be completed within 160 Karaka Road and 41 Jesmond Road (both rural properties). The southern accessway will almost be entirely within 647 Burt Road, Drury, however, will require some work within Burt Road (an Auckland Transport (**AT**) asset).

[13] The works will proceed in two stages. KiwiRail says a staged approach to the implementation of the Project is proposed to reflect:

- (a) the planned urbanisation of the areas surrounding the Project, and consequently the growth in patronage over time;
- (b) the availability of funding for the Project, in particular the allocation of funding for Stage One under New Zealand Upgrade Programme by 2025;
- (c) the future route protection and implementation of interdependent wider network improvements, such as the upgrade of the NIMT rail corridor, complementary strategic road infrastructure, the introduction of higher capacity trains, and enhanced bus services.

[14] KiwiRail says Stage One is intended to be completed and operational by 2025. However, it says the sequencing and funding arrangements for the full build-out configuration is uncertain beyond Stage One, but this offers flexibility for the Project to align with current and future land use scenarios, changes in usage demands over time and the availability of transport funding. KiwiRail says this will allow potentially multiple stages to be developed post Stage One to eventually achieve a full build

design (anticipated to be completed post 2038). KiwiRail's AEE has adopted an 'effects envelope' approach which allows for the staged implementation of the Project within the limits of the designations and resource consents. The NORs and resource consents provide for a full build-out station configuration. Staged implementation of the station is provided for within this footprint.

[15] The Project Description is set out in Schedule 1 to the conditions.

Notification and submissions

Submissions on application for consents

[16] The application for consents was fully notified on 22 September 2022. Four submissions were received (three in support and one neutral), from:

- (d) Lomai Properties Ltd;
- (e) Fire and Emergency New Zealand (**FENZ**);
- (f) Catholic Diocese of Auckland (**Catholic Diocese**); and
- (g) Waka Kotahi.

[17] FENZ requested that KiwiRail work collaboratively and transparently with it to safeguard its proposed fire station activities at 67 Mercer Street, Drury.

[18] Waka Kotahi requested that the conditions of the consents require consultation with Waka Kotahi as an affected party to ensure any effects on its network arising from the construction or operation of the designated activities are avoided, remedied, or mitigated.

NOR submissions

[19] The NORs were notified on 22 September 2022. Council received 18 submissions in relation to the NOR DW-S station and 18 submissions in relation to the NOR DW-IA interchange and accessways.

[20] The submissions on the NOR DW-S (in summary) are:¹

Submitter	Support/ oppose	Summary of submission
Lomai Properties Ltd	Support	The construction of Ngaakooroa Station and provision of rail services to Drury West will support development in that area.
Jordan Ivan Aro	Oppose	Build the station at the earlier location identified at Auranga; a station there would provide more access to public and improve the overall economy. The current proposed station location would clog up SH22 even more.
The Stables Village	Oppose	Drury-Opāheke Structure Plan location of railway station was agreed, supported the sustainability and walkability of the Auranga community, close to the proposed Auranga Town Centre, and did not need a park-and-ride. There is no certainty of re-zoning and development around the new location, no funding for supporting infrastructure including connectivity crossings, it will not be safely accessible, greenhouse gas emissions have not been demonstrated to be lower.
Catholic Diocese	Support	Appropriate location relative to long-term development of Drury West. Safe and convenient use by students and staff of proposed schools.
FENZ	Neutral	Protect access to and from a future fire station at 67 Mercer Street, and protect it against flood risks exacerbated by the Station.
Waka Kotahi	Support	High quality public transport for growth. The train is more accessible and encourages shift to low-carbon travel choices.
AT	Support	The Project will increase accessibility to public transport, improve mode choice and transport safety, be integrated with urban growth and planned land use. The proposed conditions will manage effects of construction and operation.
Nicholas Powell	Oppose	Reconsider the station location. Need a station location that supports the existing development, the employment zone, growth of the area and other communities around. Need less car-oriented solution, for lower carbon emissions and less need for cars.

¹ Drawn from Drury West (Ngaakooroa) Rail Station – Notices of Requirement for Drury West (Ngaakooroa) Station (**NOR DW-S**) and associated Interchange and Accessways (**NOR DW-IA**) dated 24 March 2023 (**Section 198D report**), Appendix D.

Submitter	Support/ oppose	Summary of submission
Bev Jobin	Oppose	Largely the same as The Stables Village submission. ²
Jennifer Fenwick	Oppose	Largely the same as The Stables Village submission.
Sally White	Oppose	Largely the same as The Stables Village submission.
Karaka and Drury Ltd	Oppose	Invalid site selection process due to disappointment of legitimate expectations. No certainty of development and infrastructure around the proposed site. Will not support a dense walk-up population. A number of streams and wetlands will be impacted. The proposal does not provide safe access to the railway. Currently no interconnected network of streets or high-quality pedestrian environments. Location is far from the civic heart, would not support high density business, may hinder future growth, may contribute to accelerated deterioration of supporting road network. 500 car park-and-ride facility and the separation from Auranga and Great South Road industry will not support high-density development and future growth. Fails to adequately improve mode choice by providing access to the railway via a range of attractive and sustainable transport options. Fails to achieve objectives of the NPS-UD - will not contribute to well-functioning urban environments (accessibility). Would barely achieve the AUP RPS objectives and policies for servicing growth and provision of access. Contrary to sustainable management purpose of the RMA and sound resource management practices.
Fisher & Paykel Healthcare Ltd	Support	Station location is strategically between Drury Centre and Paerata stations; with good access from Burt Road to the south and Karaka Road to the north. The location is in close proximity to proposed FPH campus development.
Ministry of Housing and Urban Development and Kāinga Ora Homes and Communities	Support in part	Support delivery of critical transportation infrastructure. Seek: management of operational noise to reflect anticipated surrounding built environment; refined project purpose to include public access; regular review of need for park-and-ride; revision of stakeholder and participation provisions; revision of Building Damage Pre-Condition Survey and Building Damage Rectification provisions; revision of flood hazard condition.

² A number of submissions appeared to be in almost identical terms, except for the name of the submitter and whether the submitter wished to be heard.

Submitter	Support/ oppose	Summary of submission
Carmen Brits	Oppose	Largely the same as The Stables Village submission.
Robyn Caldwell	Oppose	Largely the same as The Stables Village submission.
George Caldwell	Oppose	Largely the same as The Stables Village submission.
Pieter J Brits	Oppose	Largely the same as The Stables Village submission.

[21] The submissions on the NOR DW-IA were summarised in Appendix E of the s 198D report. There was considerable overlap. Several submitters had made a submission that covered both NORs, or made almost identical submissions in respect of both NORs.³ In summary, they are:⁴

Submitter	Support/ oppose	Summary of submission
Kevin Brian Wroth	Oppose	Considers the railway station should be in its earlier proposed location in the Structure Plan, closer to the proposed Auranga (Drury West) Town Centre.
Anita Wroth	Oppose	Identical to Kevin Wroth submission.
Ashish Amin	Oppose	Considers the railway station should be in its earlier proposed location in the Structure Plan, closer to the proposed Drury West Town Centre. More convenient for residents of Auranga.
Peony Law	Oppose	Lack of planning to reduce carbon emissions as no alternatives to car access. Original agreed structure plan has been dishonoured.

³ The Stables Village, Catholic Diocese, Waka Kotahi, AT, Bev Jobin, Jennifer Fenwick, Sally White, Karaka and Drury Ltd, Carmen Brits, Robyn Caldwell, George Caldwell and Pieter J Brits.

⁴ Drawn from Section 198D report, Appendix E.

Fisher & Paykel Healthcare Ltd	Oppose	Insufficient planned integration of safe and efficient walking and cycling access and connections with future urban development to the west. Design is private vehicle orientated with poor active mode amenity and safety. Recommendation that the NOR be reviewed and amended for better integration.
Ministry of Housing and Urban Development and Kāinga Ora Homes and Communities	Support in part	Support delivery of critical transportation infrastructure; Seek: management of operational noise to reflect anticipated surrounding built environment; refined project purpose to include public access; regular review of need for park-and-ride; revision of stakeholder and participation provisions; revision of Building Damage Pre-Condition Survey and Building Damage Rectification provisions; revision of flood hazard condition.

Section 274 parties

[22] The following submitters joined the direct referral proceedings as parties under s 274 RMA:

- (a) AT;
- (b) Waka Kotahi;
- (c) Kāinga Ora – Homes and Communities (**Kāinga Ora**);
- (d) Catholic Diocese;
- (e) Fisher & Paykel Healthcare Ltd;
- (f) Lomai Properties Ltd; and
- (g) Karaka and Drury Ltd.

[23] Karaka and Drury Ltd withdrew its notice on 7 June 2023.

Subsequent process

[24] The applications were the subject of court-assisted mediation on 11 July 2023. All parties other than Lomai Properties Ltd and Fisher & Paykel Healthcare Ltd

attended that mediation. Following that mediation, the parties reached full agreement on appropriate conditions. All parties signed a joint memorandum dated 11 August 2023 in support of a draft consent order.

[25] The Court directed that parties lodge evidence addressing the relevant statutory requirements relating to the granting of resource consents and confirming the notices of requirement. KiwiRail lodged affidavit evidence dated 5 September 2023 from Mr Craig Douglas Hind, Project Lead and Senior Planner for the applications and NORs, and the Council lodged evidence dated 14 September 2023 from Mr Trevor Stewart Mackie, consultant planner and Ms Adonica Mary Giborees, planner and Principal Project Lead at Auckland Council. Mr Mackie prepared a statutory report under s 198D of the RMA which assessed the NORs. Ms Giborees prepared a statutory report under s 87F of the RMA which assessed the applications for resource consents. Each confirmed their view that it was appropriate to confirm the NORs and grant the applications for resource consents on the terms agreed in the Joint Memorandum filed with the Court.⁵

[26] The parties consider that there was a robust process relating to the Project and there is no need for the Court to conduct a hearing.

Judicial conferences

[27] The Court held judicial conferences on Friday 15 December 2023 and Wednesday 20 December 2023. The Court outlined its concerns with the conditions, including:

- (a) that the activity description was very general – the activity description, including staging (and associated plans and definitions), needed to be more specific. The Court indicated any relevant plans or other material should be attached to the conditions;
- (b) how management plans should be certified, and whether the benchmarks/specific outcomes of management plans were sufficiently clear in the

⁵ We record that further changes to conditions were made following two judicial conferences in December 2023 – we understand that all parties agreed with those changes.

conditions;

- (c) the appropriateness of a “deemed” certification condition.

[28] Following the first conference, KiwiRail prepared a revised set of conditions and circulated them to the parties. At the second conference, Commissioner Leijnen led the parties in a discussion of the revised conditions and identified the Court’s remaining potential areas of concern. KiwiRail has considered those remaining matters, consulted with the parties and prepared a final revised set of conditions. Those were lodged on 22 December 2023.

[29] The key amendments are:

- (a) a more detailed project description, a description of potential staging and additional concept plans showing further details of the layout;
- (b) clarification of which management plans are submitted to Council for certification as part of the outline plan under s 176A RMA and which plans are provided to the Council for information;
- (c) the Construction and Environmental Management Plan and the Network Utilities Management Plan are now to be provided to Council as part of an outline plan, rather than being supplied for information only;
- (d) the resource consent condition that provided that where there is an inconsistency between the Project description and concept plans and management plans that the management plans shall prevail has been deleted;⁶
- (e) to delete the reference in the resource consent conditions to the AEE and instead attach specific plans and figures;
- (f) deemed certification of management plans has been removed.

⁶ The condition is retained for the NORs, but is amended. KiwiRail considers this addresses a situation where compliance with a management plan condition will result in inconsistency between a management plan and the Project description/ Concept Plans in Schedule 1 (where the detail to be provided in a management plan is not yet shown in Schedule 1).

Legal principles

[30] While all parties have agreed that the consent may be granted and the NORs confirmed, and have agreed on appropriate conditions, this is a direct referral. The Court is required to consider the proposal on its merits.

[31] When considering the consents, the Court has the power to grant them, with or without conditions, or refuse them.⁷ The Court must, subject to Part 2, have regard to the matters listed in s 104(1) of the RMA:

- (1) When considering an application for a resource consent and any submissions received, the consent authority must, subject to Part 2 and section 77M, have regard to—
 - (a) any actual and potential effects on the environment of allowing the activity; and
 - (ab) any measure proposed or agreed to by the applicant for the purpose of ensuring positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from allowing the activity; and
 - (b) any relevant provisions of—
 - (i) a national environmental standard;
 - (ii) other regulations;
 - (iii) a national policy statement;
 - (iv) a New Zealand coastal policy statement;
 - (v) a regional policy statement or proposed regional policy statement;
 - (vi) a plan or proposed plan; and
 - (c) any other matter the consent authority considers relevant and reasonably necessary to determine the application.

[32] Because this is, in essence, a “first instance” hearing, the Court is to consider all the submissions received, as it is to apply s 104 as if it was the consent authority.⁸

⁷ RMA, ss 87G(7)(a) and 104B.

⁸ RMA, s 87G(7)(a).

[33] With respect to the NORs, the Court must have regard to the matters set out in s 171(1) as if it were a territorial authority.⁹ It has the power to cancel the requirements, or confirm or modify them and impose conditions.¹⁰

[34] Section 171(1) provides:

Recommendation by territorial authority

...

- (1) When considering a requirement and any submissions received, a territorial authority must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to—
 - (a) any relevant provisions of—
 - (i) a national policy statement;
 - (ii) a New Zealand coastal policy statement;
 - (iii) a regional policy statement or proposed regional policy statement;
 - (iv) a plan or proposed plan; and
 - (b) whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the work if—
 - (i) the requiring authority does not have an interest in the land sufficient for undertaking the work; or
 - (ii) it is likely that the work will have a significant adverse effect on the environment; and
 - (c) whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought; and
 - (d) any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the requirement.

[35] Again, the Court is to consider all the submissions received, as it is to have regard to the matters in s 171(1) as if it was the territorial authority.¹¹

⁹ RMA, s 198E(6)(a).

¹⁰ RMA, s 198E(6)(b).

¹¹ RMA, s 198E(6)(a) and s 171(1).

Resource consents

[36] Ms Adonica Giborees, the Council's Principal Project Lead, wrote the Council's s 87F report. She recommended that the application be granted. Ms Giborees considered that the application is able to fulfil the relevant statutory tests under ss 104 and 104B of the RMA. In particular, the Project is consistent with the relevant planning objectives and policies and the actual and potential adverse effects of the Project are less than minor. Overall, Ms Giborees' opinion was that the Project is an appropriate development in the proposed locality, resulting in an outcome that is consistent with the sustainable management purpose of Part 2, in a manner that results in adverse effects on the environment being avoided, remedied or mitigated as appropriate. In her affidavit, Ms Giborees confirmed her support for the resource consents being granted.

[37] Ms Giborees reviewed the submissions received in the assessment of effects in her s 87F report. Ms Giborees noted that the Council's specialists have also reviewed the relevant submissions and have incorporated comments in their assessments.

[38] The application for consent is overall for a discretionary activity under the AUP for the following reasons:

- (a) restricted discretionary activity consent is required for more than 50m² of vegetation removal and alteration within the riparian areas of the four tributaries of the Ngākōroa Stream (an area outside a Significant Ecological Area) under rule E26.3.3.1(A77);
- (b) restricted discretionary activity consent is required for earthworks activities under rules E26.5.3.2(A103), E26.5.3.2(A106), and E26.5.3.2(A107);
- (c) restricted discretionary activity consent is required for diverting the entry or exit point, piping or reducing the capacity of two overland flow paths under rule E36.4.1(A41);

- (d) discretionary activity consent is required for the replacement of an existing culvert structure (a tributary of the Ngākōroa Stream under the railway track installed on 1 January 1970), and the associated bed disturbance or depositing any substance, diversion of water and incidental temporary damming of water under rule E3.4.1(A26);
- (e) discretionary activity consent is required for a new culvert required to carry the existing tributary of Ngākōroa Stream under the State Highway 22 (SH22) accessway that is more than 30m in length when measured parallel to the direction of water flow under Rule E3.4.1(A33);
- (f) discretionary activity consent is required for erosion control structures less than 30m in length when measured parallel to the direction of water flow, which requires more than 5m of erosion control and/or bed disturbance upstream or downstream of the structure for 10m either side during construction under rule E3.4.1(A44). This includes wetland reclamation associated with the proposed new structures;
- (g) discretionary activity consent is required for dewatering, and take and use of groundwater under rule E7.4.1(A26);
- (h) discretionary activity consent is required for contaminated land discharge under rule E30.4.1(A7);
- (i) restricted discretionary activity consent is required for stormwater discharge and diversion from impervious areas under rule E8.4.1(A5).
- (j) discretionary activity consent is required for diversion of stormwater from the interchange and station under rule E8.4.1(A10);
- (k) controlled activity consent is required for the development of a high contaminant generating car park greater than 5,000m² (E9.4.1(A6));
- (l) discretionary activity consent is required for land disturbance, and the taking, use, damming, diversion, or discharge of water associated with 'specified infrastructure' under reg 45 of the NES:FW;

- (m) discretionary activity consent is required for four new or replacement culverts under reg 71 of the NES:FW;
- (n) discretionary activity consent is required for disturbance of contaminated land under reg 11 of the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.

Existing environment

[39] The existing zoning of the Site is Future Urban Zone.

[40] KiwiRail noted the following relevant land use planning context:

- (a) the Drury West area is currently largely a rural greenfield environment, with some areas of urbanisation underway to the north of the Project area;
- (b) the Project is located within/surrounded by land zoned Future Urban Zone (**FUZ**). This is a transitional zone, where a future land use change from rural to urban is clearly signalled in the AUP policy framework;
- (c) the transition from rural to urban is provided for in the AUP which sets a requirement for Structure Planning as a precursor to Plan Changes in the FUZ. Structure Planning has been completed by Council for the Drury-Opāheke area, and numerous plan changes have been lodged;
- (d) the Structure Plan contains an urbanisation sequencing plan for these areas which identify that the FUZ in the areas immediately surrounding the Project will be development-ready from 2028. Areas to the north of SH22 are already being urbanised; and
- (e) the National Policy Statement on Urban Development 2020 (**NPS-UD**) policies for intensification around rapid transit stations will be applicable to the area surrounding the Project in future.

[41] KiwiRail also described the existing (and likely future) natural and physical environment, addressing: hydrogeology; landscape; terrestrial and aquatic ecology. The human environment described included: traffic and transport; land use, community, and urban form; stormwater attenuation and treatment; utilities and services; ambient noise; historic heritage and archaeological values; and Ngā Mana Whenua (Sites and Places of Significance to Mana Whenua and Statutory Acknowledgement Areas).

[42] Ms Giborees considered that KiwiRail had accurately described the existing and likely future environment in its AEE. She agreed with and adopted that assessment. She noted there are no unimplemented resource consents in the surrounding area which are useful in assessing the adverse effects of the Project.

Positive effects

[43] KiwiRail identified these positive effects:

- (a) accessibility – the Project will enable access to economic and social opportunities for current and future residents in the Drury West growth area, including access to the proposed station;
- (b) mode shift to public transport and active modes – the Project will result in a mode shift from private vehicles to public transport in the surrounding area. Moreover, the provision of multi-modal interchange facilities at the station results in a mode shift for trips to the station over time – including by walking, cycling and bus;
- (c) health benefits – the increase in walking and cycling trips generated from trips to the station will result in health benefits. The Project is also predicted to result in reductions in vehicle air emissions (NO₂ and PM₁₀) as a consequence of the shift away from low occupancy vehicles;
- (d) climate impact reduction – the reduction in vehicle kilometres travelled from mode shift to rail as a result of the Project is predicted to result in a reduction in enabled greenhouse gas emissions compared to a scenario

excluding the Project;

- (e) safety benefits – the mode shift to public transport attributable to the Project also has significant safety benefits. The reduced vehicular traffic volumes attributable to the Project results in reduced exposure between private vehicles and pedestrians. Mode shift reduces road safety risk and grade-separated pedestrian crossings at the stations will improve pedestrian safety. The stations give access to the rail network which offers a safer form of travel for users, particularly when alternatives may rely on the use of rural roads.

Adverse effects

[44] Ms Giborees relied on reviews and advice from the following specialists:

- (a) Isaac Kong – development engineer;
- (b) Fiona Rudsits – contaminated land specialist;
- (c) Tom Dawson, Tektus Ltd – stormwater specialist;
- (d) Jason Smith, Morphem Environmental Ltd – regional earthworks, streamworks & ecology specialist;
- (e) James Patrick Michael Shorten, Fraser Thomas Ltd – groundwater specialist; and
- (f) Gavin Donaldson – arborist.

[45] Ms Giborees' overall opinion with respect to effects was that the actual and potential effects from the Project are acceptable:

- (a) construction - the construction-related effects of the Project, including traffic effects, can be adequately mitigated to ensure that there are less than minor and acceptable effects on the surrounding environment;
- (b) contaminated land and stormwater - the effects associated with disturbance of contaminated land, and diversion and discharge of stormwater runoff

from impervious areas are able to be appropriately managed and mitigated to ensure acceptable adverse effects;

- (c) flooding - whilst the Project would potentially constrain further development upstream, the effects are a result of future development outside of the proposed development area. Therefore, the flooding effects of the Project would be less than minor and acceptable on the surrounding environment;
- (d) ecology - effects on aquatic ecology arising from the proposed earthworks, streamworks and wetland reclamation would be acceptable given the management measures proposed in the application and the conditions recommended;
- (e) groundwater – the adverse effects relating to the proposed groundwater take on the environment and on neighbouring properties would be less than minor and acceptable, provided the recommendations in the s 87F report are adopted;
- (f) arboriculture – the proposed vegetation removal would be appropriately mitigated, and would have less than minor and acceptable adverse effects in respect of visual amenity of the streetscape;
- (g) mana whenua values - any risk of accidental discovery of unrecorded sites of cultural significance will be adequately captured by adherence to the accidental discovery rule under the AUP, alongside the further precautionary conditions offered by KiwiRail, to ensure effects on mana whenua values are less than minor and acceptable.

Effects to be disregarded

[46] KiwiRail did not obtain written approvals from any person.

Relevant provisions of policy documents and other matters

[47] Ms Giborees considered the application for resource consents against the relevant planning documents. Her opinion is that the Project is consistent with the relevant statutory documents, including the following:

- (a) Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011;
- (b) NES:FW;
- (c) NPS-UD;
- (d) National Policy Statement for Freshwater Management 2020 (**NPS-FM**);
- (e) New Zealand Coastal Policy Statement 2010; and
- (f) AUP.

National documents

[48] Ms Giborees explains why consents were needed under the two National Environmental Standards, and considers the relevant provisions.

[49] With respect to the NPS-UD, Ms Giborees considers it is important in the consideration of this Project, noting that the NPS-UD directs local authorities to provide development capacity that is: feasible; integrates land use, development, and the development of infrastructure; and ensures infrastructure is available to service areas of growth. She considers the Project will contribute to giving effect to the NPS-UD objectives which seek (in the round) to ensure urban developments are integrated with infrastructure planning and funding decisions.

[50] When considering the NPS-FM, Ms Giborees says that conditions proposed by KiwiRail and supplemented by those proposed by the Council's technical experts, will ensure appropriate management procedures will be implemented by KiwiRail so that any discharges of contaminants to receiving waterbodies are appropriately managed, and thereby mitigating adverse effects, in accordance with best practice methodologies. The stormwater management proposed by KiwiRail addresses effects on the receiving environment.

AUP

[51] Ms Giborees identified relevant issues listed in section B1.4 (part of the regional policy statement) as being of significance. She considered other relevant regional policy statement chapters, and concluded that the Project is overall consistent with objectives and policies and outcomes sought by Part B6 (mana whenua), Part B9 (rural environment) and Part B10 (environmental risk).

[52] Ms Giborees then summarised and considered the relevant objectives and policies of the AUP's FUZ chapter, and district wide chapters, including Chapter E26, Infrastructure, and water quality/ water quantity and stormwater chapters, among others.

[53] Ms Giborees drew on the technical reports informing her s 87F report, considered measures proposed in mitigation and Council recommended conditions in finding that the Project is consistent with relevant objectives and policies of the AUP.

[54] KiwiRail's AEE also contained a detailed analysis of relevant AUP objectives and policies.

Other matters

[55] Ms Giborees considered these other matters:

- (a) Auckland Plan 2050;
- (b) The Future Urban Land Strategy 2017;

- (c) Drury-Opāheke Structure Plan 2019 (**Structure Plan**); and
- (d) Local Board comments.

[56] With respect to the Structure Plan, to which a number of submitters referred, Ms Giborees considers the construction of the Project will not affect any of the indicative roads, infrastructure, riparian areas, or flood plains that are shown on the land use map within the Structure Plan. Furthermore, she considers the Project will provide for key infrastructure in the locality which will be a factor in ensuring the Structure Plan area is development ready between 2028 and 2032.

Sections 105 and 107

[57] Section 105(1) provides:

105 Matters relevant to certain applications

- (1) If an application is for a discharge permit or coastal permit to do something that would contravene section 15 or section 15B, the consent authority must, in addition to the matters in section 104(1), have regard to—
 - (a) the nature of the discharge and the sensitivity of the receiving environment to adverse effects; and
 - (b) the applicant’s reasons for the proposed choice; and
 - (c) any possible alternative methods of discharge, including discharge into any other receiving environment.

[58] KiwiRail gave reasons for its choice of methods of discharges in its AEE. In summary:

- (a) for station roof areas, rainwater capture and reuse from roof areas is considered the most sustainable method;
- (b) the GD01 decision framework identifies a constructed wetland as the best treatment approach for car park and road runoff, and constructed wetlands are proposed to be located to the west and east of the proposed carpark – which are the most downstream points within the designation boundary;

- (c) pumping stations are not reliable or permitted by Auckland Council, which means gravity drainage is preferred.

[59] With respect to car park and road runoff, KiwiRail considered the alternative locations for constructed wetlands would require use of a pump, and alternative modes (evaporation and soakage) are not suitable given the low rate of evaporation and low soakage potential of the soil. No groundwater data is currently available to confirm soil storage capacity, but further investigation is ongoing. KiwiRail considers this work to be confirmatory – with no material changes expected.

[60] Ms Giborees considers that there are no significant adverse effects on the receiving environment. In her opinion, the proposed mitigation measures are appropriate, and consideration of alternative discharge methods is not deemed necessary in this case. She considers KiwiRail's reasons for the proposed choice are appropriate in the circumstances.

[61] Section 107 places restrictions on the granting of certain discharge permits, which would otherwise contravene ss 15 or 15A. In this instance, Ms Giborees considered the Project will not give rise to any of the effects listed in s 107(1) because of the appropriate site management procedures, pertaining to the discharge of contaminants, odour, and dust into air, onto/into land, or into water.

Duration

[62] Ms Giborees noted that KiwiRail did not seek a specific term of consent for the discharges of contaminants to air, water and land related to disturbance or remediation. The parties have agreed a term of 15 years. That will allow KiwiRail time to undertake the works while limiting the effects to a short time period.

[63] KiwiRail's proposed conditions do not include specific expiry dates for the stormwater diversion and discharge permit. Ms Giborees accepted the Council's stormwater specialist's advice and recommended a 35-year duration for the stormwater diversion and discharge permit accordingly.

[64] Ms Giborees noted that KiwiRail had requested an expiry date of 35 years from the date of commencement for ground dewatering and diversion, streamworks, and reclamation of wetland. She considers 35 years to be an appropriate period due to the nature and scale of the Project. She said this is consistent with the duration of consents granted for other similar applications.

Lapse

[65] KiwiRail sought a lapse period of 15 years. Ms Giborees considered that 15 years would be appropriate due to the nature and scale of the Project.

Changes to consent conditions agreed by the parties

[66] The Council reports recommended a number of changes to the resource consents proposed by KiwiRail to:

- (a) require that monitoring of Stream Ecological Values occur at 5 yearly intervals out to 15 years (condition 5) and conditions regarding nesting birds;
- (b) ensure the drafting of all management plan conditions met best practice and require all management plans to be approved by the relevant Council Manager;
- (c) include a new requirement for the consent holder to prepare and provide to Council a detailed land disturbance plan and stability assessment;
- (d) include additional conditions relating to the use of fill on the site and management of any potentially contaminated land; and
- (e) require provision of additional information about the design of stormwater systems, certification of as-built design and preparation of operational and maintenance plans (condition 22).

[67] At mediation the parties agreed the above matters with some minor amendments and that management plans should be certified by the Council rather

than approved. It was also agreed that the maintenance of the Wetland Restoration and Enhancement Plan (condition 11) could be reduced from the ten years originally proposed to five years.

NORs

[68] Mr Trevor Mackie, Consultant Lead Reporting Planner for the NORs, produced the Council's s 198D report. He received reports and/ or comments as follows:

- (a) a transport review by Council's consultant traffic engineer and transport planner, Wes Edwards (Arrive);
- (b) an operational and construction noise and vibration effects review by Council's specialist acoustic engineer, Andrew Gordon;
- (c) a freshwater and terrestrial ecology review by Council's consultant ecologist, Jason Smith (Morphum Environmental);
- (d) a stormwater management and flooding review by Council's Principal Catchment Management specialist Danny Curtis and Council's consultant stormwater planning specialist Amber Tsang;
- (e) an arboricultural review on the resource consents by Council's specialist arborist, Gavin Donaldson;
- (f) an archaeological review by Council's specialist archaeologist, Myfanwy Eaves;
- (g) a social impact assessment review by Council's consultant social impact assessment specialist Robert Quigley; and
- (h) an urban design and landscape and visual effects review by Council's consultant landscape architect, Rebecca Skidmore.

[69] In his affidavit to the Court, he confirmed his support for the NORs being confirmed on the conditions outlined in the draft consent order.

The relevant existing environment

[70] KiwiRail’s AEE stated that a “key aspect” of the permitted baseline was:¹²

The existing KiwiRail designation 6302 for the NIMT (refer to Figure 6-1) at Drury, with the stated purpose to ‘develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises’. This overrides the district rules of the AUP:OP for rail related activities in this designation, including those associated with noise/vibration, vegetation clearance/alterations, earthworks, and development controls;

[71] KiwiRail says that the NOR DW-S proposed for this Project overlaps a portion of KiwiRail designation 6302. A rail corridor upgrade will be provided for through an alteration to that designation to provide sufficient space for a third and fourth track on the NIMT between Papakura and Pukekohe. It says the extent of Drury West Station has been designed to future proof for a third and fourth track and additional platforms to serve them.

[72] NOR DW-IA overlaps a portion of the existing Waka Kotahi designation 6707 (SH22: to undertake maintenance, operation, use and improvement to the State Highway network), which Waka Kotahi has sought to alter for the purposes of its SH22 Upgrade project. KiwiRail also considers this is part of the permitted baseline, saying:¹³

The existing Waka Kotahi designation 6707 for SH22, with the stated purpose being ‘State Highway 22’. This overrides the district rules of the AUP:OP for state highway activities in this designation, including those associated with noise/vibration, vegetation clearance/alterations, earthworks, and development controls

[73] Mr Mackie considered that any consideration of potential effects on the environment must be limited to effects generated by the proposed designations for the rail station, interchange and accessways, not effects that are or could be reasonably generated by works enabled through the existing NIMT designation (6302) which he deemed to form part of what is considered the existing environment.

¹² Assessment of Environmental Effects: Drury West Rail Station Assessment of effects on the Environment, version 1.0 dated June 2022 (**AEE**) at [3.2.1].

¹³ AEE at [3.2.1].

[74] Mr Mackie also accepted the existing environment as described in the Project AEE, and the planning context Ms Giborees noted. Mr Mackie largely concurred with KiwiRail's conclusions as to effects in its AEE.

Positive effects

[75] Mr Mackie's list of positive effects echoed Ms Giborees'.

Issues

[76] Mr Mackie took an "issues" approach to assessing effects, relevant plan provisions, the submissions lodged, and KiwiRail's assessment. He drew his own conclusions on each. He addressed:

- (a) mana whenua values;
- (b) traffic and transport;
- (c) noise and vibration;
- (d) historic heritage (archaeology);
- (e) arboriculture;
- (f) terrestrial and aquatic ecology;
- (g) stormwater and flooding;
- (h) landscape and urban design; and
- (i) social effects.

[77] Mr Mackie's overall conclusion was that, with some amendments to the proposed conditions, the adverse effects can be avoided, remedied or mitigated by the management plans and other measures proposed.

[78] Mr Mackie noted that submissions on the NORs included issues to do with the impact of station location on traffic and transport, such as connections to the

station, safety and accessibility.

[79] Mr Mackie noted that SH22 in the vicinity of the Site currently has a speed limit of 80km/h, and Burt Road has a speed limit of 100km/h. The speed, and volumes of traffic along these roads could result in vehicle conflict involving construction vehicles, so a temporary speed limit should be implemented if needed.

[80] He also acknowledges that the stretch of SH22 adjacent to the Project is a high-speed rural road with known safety issues and is not appropriate nor safe for vulnerable users to access the station from. He said that amenities are planned to be in place at Stage One of implementation of the NORs, including active mode facilities along the station accessway, crossing facilities at the intersections, and dedicated active mode facilities at the station. These in turn will be integrated with wider improvements on SH22 and Jesmond Road (as provided for by NORs lodged by Waka Kotahi and AT as part of the Drury Arterials package). Other interventions are generally provided for in the proposed designation extent and will be designed in more detail at the Outline Plan stage.

[81] Mr Mackie considers that a corridor-based approach will need to be taken when implementing mitigations. Mitigations such as a reduction in speed will influence capacity in the corridor, and, in his opinion, will require that the design in the intersection with SH22 be integrated with wider improvements especially in the section of road to the SH1 interchange.

[82] Mr Mackie recommends measures to mitigate effects, including the upgrade of the SH22 intersection to continue to support through traffic on SH22 while enabling safe and appropriate access to the station, including providing a safe active mode crossing across SH22. He notes that further assessment of transport effects will take place during the outline plan process. He considers that is an appropriate approach, given that the level of change and uncertainty in an urbanising setting requires a flexible approach and there is a need for integration with adjacent transport projects.

[83] With respect to the park-and-ride facility, which some submitters opposed, Mr Mackie considers it should be supported in the short and medium term operation of the station. However, in his opinion, in the longer term an at-grade carpark adjacent to the station should be required to release development opportunity. A large part of the ‘walkable catchment’ of this station is occupied by the park-and-ride facility and the interchange and Burt Road accessway.

[84] Mr Mackie says that while the station may have poor active mode access in the short term, the specialist advice¹⁴ was that it would still provide significant benefits by providing an alternative travel mode, even if it is primarily accessed by bus and private vehicles in the short-to-medium term. Mr Mackie says it is important the station and interchange facilities are accessible by active modes from the surrounding land as that land is developed.

[85] The Ministry of Housing and Urban Development and Kāinga Ora sought management of operational noise to reflect the anticipated surrounding built environment. Mr Mackie referred to provisions of the AUP which seek to control and manage adverse effects of noise and vibration.

Objective

[86] The Project objective for Drury West Station is to:¹⁵

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

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

[87] Under s 171(1)(c) RMA, the Court must have particular regard to whether the work and designation are reasonably necessary for achieving KiwiRail’s objectives for

¹⁴ From Mr Edwards, Council’s consultant traffic engineer and transport planner.

¹⁵ Form 18 NOR DW-S, Form 18 NOR DW-IA, AEE at [5.2].

which the designation is sought.

[88] Mr Craig Hind, who is employed by AECOM New Zealand Ltd in the position of Technical Director – Urban and Environmental Planning, and was Project Lead for the Project, produced an affidavit in support of the agreement between the parties on behalf of KiwiRail. Mr Hind says that the work/designation are reasonably necessary to achieve the objective because the Project comprises a railway station and associated interchange facilities/accessways, that will provide for access to the railway from both sides, has been designed with safety as a core consideration, allows access by all modes of transport, and is located to support the long-term growth and urbanisation of the wider Drury West area. Mr Hind also says that the spatial extent of the work/designation is informed by the objective, in particular future-proofed platform layout, sizing of transport interchange facilities to allow for foreseeable travel demand, integration of the accessways with existing roads, and spatial allowances for construction, operation, and maintenance.

[89] Mr Hind says that there is no dispute from the six parties to the direct referral that the work and designation are reasonably necessary to achieve the objective.

[90] Mr Mackie also considered this question. He concurred with KiwiRail's approach to considering the reasonable necessity of the NORs and proposed works. He says that the NORs and resource consents will enable KiwiRail to begin enabling works and lodge outline plans. Mr Mackie's opinion is that, at a micro level, the NORs will have impacts on transport and access, but at a macro level and longer term, the NORs are necessary to achieve the wider KiwiRail project objectives and regional transport benefits.

Alternatives

[91] KiwiRail does not currently have an interest in all of the land required for the construction, operation and maintenance of the Project, so an assessment of alternatives is necessary under s 171(1)(b) RMA. Mr Mackie's opinion is that a number of alternatives have been considered. The alternatives range from using buses on roads instead of trains on the railway, alternative track and station layouts, and

several alternative locations for the platforms and supporting features.

[92] Mr Mackie considers that KiwiRail's assessments were commensurate with the scale of potential effects associated with the Project. Although submitters raised concerns about the station location and the location selection process, he is of the view that their concerns have been considered in the assessment of alternatives process. Mr Mackie also considers that KiwiRail has considered an extensive and appropriate range of alternatives, over a number of iterations. Mr Mackie considers that adequate consideration has been given to alternative rapid transit systems, routes, station sites, platform and interchange locations, accessways, and methods.

Station location

[93] Mr Mackie explains that the submitters opposing the location said that the Structure Plan location had been agreed, it had supported the sustainability and walkability of the Auranga community, was close to the proposed Auranga Town Centre, and did not need a park-and-ride. The submitters said there is no certainty of re-zoning and development around the new location, no funding for supporting infrastructure including connectivity crossings, it will not be safely accessible, and greenhouse gas emissions have not been demonstrated to be lower.

[94] The submitters were also very critical of the station location selection process, stating that there was misinformation by KiwiRail, unverified developable catchment information, and a weighting towards providing a park-and-ride facility for people living away from Drury West rather than integrating with the existing land uses and residents.

[95] Mr Mackie said that:

- (a) the Project location does have poorer accessibility from the land that is currently zoned Business – Town Centre than the alternatives;
- (b) the Project location has poorer accessibility from a small part of the land currently zoned for residential development;

- (c) the remainder of the land shown Business – Town Centre in the Structure Plan has similar accessibility from any of the station locations;
- (d) most of the current or anticipated residential housing areas in Drury West would be beyond a reasonable walking distance of any of the station locations, but many are within the walkable catchment of Jesmond Road Frequent Transport Network services that connect to the station;
- (e) park-and-ride is expected to be a popular means of accessing the station from the wider rural catchment, regardless of station location;
- (f) the majority of the land within the walkable catchment of the Project is currently zoned FUZ, with the nature of future development yet to be determined;¹⁶
- (g) the chosen location has a larger net developable area proximate to the station; and
- (h) funding has been provided for bus services accessing the station.

Lapse

[96] KiwiRail sought a 15 year lapse period for the NORs. It says it envisages building stages beyond Stage 1 to future-proof for growing demand over time. A key objective of the Project is to identify and protect land now to enable the long-term build-out of future transport networks. It explained that an extended lapse date allows for potential delay, given the uncertainty of construction and access to materials due to COVID-19, and allows for the slightly later construction of the Burt Road accessway.

Agreed changes

[97] The parties produced a consent memorandum dated 11 August 2023, signed by all parties to the proceedings. As noted above, the parties produced affidavits in

¹⁶ It is possible that confirming the station location would result in the land use pattern around the station changing from that shown in the Drury-Opāheke Structure Plan (Section 198D Report at [13.50]).

support of their agreement. Ms Giborees supported the grant of the resource consents, on the conditions that had been agreed.¹⁷ Mr Mackie supported confirmation of the NORs, also on the conditions agreed.¹⁸ Mr Hind also supported the grant of consents and the confirmation of the NORs.¹⁹

Urban design

[98] Submissions, the Council reports, and s 274 notices raised a number of matters relating to urban design, including:

- (a) the Catholic Diocese sought clarity that it would be consulted on works for Stage 1 and subsequent stages to optimise safe access and connectivity;
- (b) Kāinga Ora and Council both requested an amendment to the Urban and Landscape Design Management Plan (**ULDMP**) NOR condition (condition 7) requiring KiwiRail to seek stakeholder and community group input to determine how local community values can be reflected in the station and associated infrastructure design;
- (c) Council also proposed the following amendments to the ULDMP NOR condition:
 - (i) requiring Project works to be coordinated and integrated with the planned development of surrounding land (to extent practicable), paying particular regard to addressing topographical changes and achieving good integration between the Project and the surrounding existing and planned urban environment;
 - (ii) specifying how the Project can enable a safe and inclusive environment through Crime Prevention through Environmental Design (**CPTED**) and Safety in Design principles, including through supporting active edges and the establishment of activity-generating activities, and through a CPTED audit;

¹⁷ Affidavit of Ms Adonica Mary Giborees dated 14 September 2023.

¹⁸ Affidavit of Mr Trevor Stewart Mackie dated 14 September 2023.

¹⁹ Mr Hind's affidavit.

- (iii) requiring that the landscape treatment requirements provide for planting of suitable scaled trees to contribute to the amenity and character of the station and reduce heat island effects;
- (iv) requiring secure, sheltered bicycle parking; and
- (v) requiring the ULDMP to address how the Project will provide an accessible environment through the application of Universal Design principles.

[99] These concerns were addressed by the following agreed changes to the NOR conditions:

- (a) an advice note was added to clarify that the Catholic Diocese would be consulted on works to optimise safe access and connectivity;
- (b) the parties agreed that stakeholder and community engagement was appropriately provided for through the requirement to consult with identified stakeholders as part of the Outline Plan of Works process and additional community input was not necessary or efficient. The definition of stakeholders was expanded to include Fisher & Paykel Healthcare Ltd, Waka Kotahi and AT;
- (c) amendments to the ULDMP condition relating to landscape treatments and how the proposal will support active edges around station infrastructure without identifying specific activities.

Transportation

[100] Various submitters and Council sought amendments to the Safe System Audit, Construction and Environmental Management Plan (**CEMP**), and Construction Traffic Management Plan (**CTMP**) NOR conditions (8- 9A) requiring:

- (a) the installation of a signalised intersection at Jesmond/ Karaka Road and a lowering of the speed limit at that intersection;

- (b) KiwiRail to request frequent bus services to and from the station at peak hours; and
- (c) prohibition on construction-related car parking occurring on public roads near the site.

[101] The parties agreed to the following changes to NOR conditions:

- (a) a new condition (9B) be inserted, to require that passenger rail services will not commence from the station prior to the signalisation of the intersection at Jesmond/ Karaka Road and the proposed station accessway; and
- (b) the objective of the CTMP be amended to include that no construction related parking occurs on public roads except in specific circumstances and if temporary traffic management measures are implemented.
- (c) the list of matters to be addressed in the CTMP be amended to methods to address delays and risks associated with right turning traffic from the site.

[102] The parties also agreed that lowering the speed limit at the intersection was a matter for the relevant road controlling authority, and that providing bus services were matters for AT. Both matters were therefore outside the scope of what could be provided for in the conditions.

Construction and operational noise

[103] Kāinga Ora requested additional conditions be added to the NOR that specify noise limits for activities within the park-and-ride in order to provide a level of certainty for the developers of adjacent land about the future noise levels.

[104] Parties agreed to include a new condition (condition 21) requiring that the noise from any activity in any part of the designation occupied by a park-and-ride must not exceed specified noise standards, with an exception provided for noise from vehicles travelling on nearby roads.

Flood hazard

[105] Prior to mediation, Kāinga Ora and Council requested the flood hazard NOR condition (condition 20) be amended to prevent reduction in accessibility to adjacent properties in defined rainfall events. The parties agreed on appropriate amendments which require no reduction in accessibility as a result of 50%, 20%, 10%, 5%, 2%, and 1% AEP events.

Building Damage Pre Condition Survey

[106] Prior to mediation, Council requested amendments to the building damage pre-condition survey NOR condition (condition 14). These amendments specify what reasonable attempts must be made to contact building owners to arrange pre-condition surveys. The parties have agreed to the inclusion of these amendments.

Designation review and building conditions

[107] Parties requested amendments to the designation review condition (condition 2) including the following:

- (a) Council requested an amendment to require KiwiRail to review the ongoing need and requirements for the park-and-ride facilities every three years from the completion of construction; and
- (b) Kāinga Ora requested confirmation of a suitable state in which KiwiRail must leave the land once relinquished from the designation and surrendered back to the property owner.

[108] The parties have agreed that these concerns can be addressed in the following manner:

- (a) the designation review condition was amended to require KiwiRail to undertake a regular review (five-yearly) of the ongoing requirements for the park-and-ride facilities and how the facility will integrate with the adjacent land use.

[109] Parties agreed that KiwiRail was not required to prepare the site for future development for other owners.

Discussion

Effects (s 104(1)(a) and s 171(1))

[110] Under s 104(1)(a), the Court must “have regard to ... any actual and potential effects on the environment of allowing the activity”. To “have regard to” requires the decision-maker to give genuine attention and thought to the matter.²⁰ The Court must also consider any measure proposed or agreed to by KiwiRail for the purpose of ensuring positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from allowing the activity.²¹

[111] Under s 171(1), the Court must consider the “effects on the environment of allowing the requirement”.

[112] The Court initially found it difficult to pin down the potential adverse effects of the Project. KiwiRail has adopted an “envelope” approach to the effects of the Project.

[113] KiwiRail noted that its AEE provides an assessment of an “indicative” full-build design for the Project. It acknowledges that it has been presented only at a high level at this stage. KiwiRail said that proposed conditions enable a staged outline plan approach where iterative outline plans and relevant management plans can be provided over time as the station evolves alongside growth.

[114] This was one of the key issues that caused the Court to convene the judicial conferences held in December 2023. The conditions now include a more detailed project description, a description of potential staging and additional concept plans which show further details of the intended layout. The reference to the AEE in Condition 1 has been removed, and instead specific plans and figures are attached.

²⁰ *Unison Networks Ltd v Hastings District Council* [2011] NZRMA 394 (HC) at [70].

²¹ RMA, s 104(1)(ab).

[115] KiwiRail says the “key” adverse operational effect of the Project is the need to change the existing intersection of SH22 and Jesmond Road to a cross four-arm intersection to enable safe access to the Station. A signalised intersection is the preferred long term option as it integrates with the wider upgrades planned for SH22 and Jesmond Road. KiwiRail says:²²

The stretch of SH22 adjacent to the Project is a high-speed rural road with known safety issues and is not appropriate nor safe for vulnerable users to access the station from. Amenities are planned to be in place at Stage One, including active mode facilities along the station accessway, crossing facilities at the intersections, and dedicated active mode facilities at the station. These in turn will be integrated with wider improvements on SH22 and Jesmond Road (as provided for by NoRs lodged by Waka Kotahi and AT as part of the Drury Arterials package).

The intersection form at the SH22 intersection with Jesmond Road and the design of the station access is critical to the safety of its users. As noted above, both a roundabout and signalised intersection have been evaluated. While a signalised intersection is understood to be the preferred long-term option, additional interventions to achieve a safe intersection (including a change in the speed environment) are required to bring the facilities to be in line with the safe system approach. The transport assessment identifies some potential interventions at a high-level, including gateway treatments and/or signage. These interventions are generally provided for in the proposed designation extent and will be designed in more detail at the Outline Plan stage.

[116] KiwiRail also acknowledged that “Burt Road in its current form is a rural road which cannot provide for significant increases in vehicular traffic and active modes”.²³

[117] KiwiRail’s mitigation measures include:

- (a) upgrading the SH22 intersection;
- (b) aligning the development of the station with upgrades to the wider road network, to provide for safe active mode movements to the station;
- (c) the accessway will allow for multiple modes of transport (the concept design provides space for these facilities);
- (d) implementation of the southern access from Burt Road, timed to coincide with urbanisation to the south of the NIMT;

²² AEE at 120.

²³ AEE at 121.

- (e) undertaking a road safety audit prior to the start of construction;
- (f) maintaining access to properties affected by the Project.

[118] However, KiwiRail acknowledges that beyond the measures listed, prescriptive conditions on specific transport mitigations are not proposed in the draft condition set, and further assessment of transport effects will take place during the outline plan process.

[119] The conditions now include a “pre-condition” that requires that passenger rail services will not commence from the station prior to the signalisation of the intersection at Jesmond/ Karaka Road and the proposed station accessway.

[120] The submitters who were not parties to the proceedings raised these concerns (among others) about traffic and transportation matters:

- (a) Mr Aro considered that the project would “clog up” SH22 even more;
- (b) The Stables Village, Ms Jobin, Ms Fenwick, Ms White, Ms Brits, Ms Caldwell, Mr Caldwell and Mr Brits submitted that the Project will result in “unreasonable pressure” on current transport infrastructure and that people accessing the railway station who are not in cars will have to cross SH22, with no bridge access, creating an unnecessary safety risk. The concern is that the Project will become an inaccessible, car reliant park-and-ride which is isolated from and underutilised by the Drury West residents.

[121] KiwiRail acknowledged the known safety and capacity issues on the surrounding road network. We have considered all the material provided and the amendments proposed in the parties’ consent order. We consider that the amended conditions, particularly Condition 9A (Safe System Audit) and Condition 9B (the “pre-condition” noted above) appropriately address the traffic and transportation effects raised by submitters and parties.

[122] Other adverse effects were discussed in mediation and amendments were agreed between the parties to the proceedings, as described above.

[123] We note that Ms Giborees' opinion, as outlined in her s 87F report, was that the actual and potential adverse effects of the application are less than minor, and the Project is an appropriate development. Since Ms Giborees wrote that report, the parties have made further changes to address the impact of the Project, which she had endorsed. Mr Mackie's overall conclusion on effects was that the adverse effects of the Project can be avoided, remedied or mitigated by the management plans and other measures proposed. We accept those expert opinions, which were the only ones provided to the Court in evidence.

[124] We also accept the parties' agreement as to lapse date and duration of the consents and NORs.

[125] Sections 105 and 107 are relevant to this proposal, as it involves discharges of contaminants.

[126] We have considered s 105 RMA. We have had regard to, and accept, the applicant's reasons for the choice of discharge method and behind its choice of those methods over possible alternatives.

[127] We accept Ms Giborees' opinion that the relevant discharges will not cause the effects listed in s 107(1) RMA. Section 107 does not therefore create a restriction on the grant of the discharge consents.

[128] We accept the positive effects KiwiRail advanced for the Project. We accept that the need for a new rail station in Drury is being driven by both planned and proposed urban growth in the area. We acknowledge the proposed NORs partially overlap the existing NORs for the NIMT, which we consider is a relevant aspect of the existing environment.

[129] We are satisfied that the environmental effects of the Project are acceptable.

[130] We note that submitters did not oppose a railway station for Drury West. Their concerns largely centred around the location of that station, and therefore the environmental effects that would arise from that location choice (as opposed to

others). We consider that location choice below.

Planning documents (s 104(1)(b) and s 171(1)(a))

[131] When considering applications for consent and submissions, we must “have regard to” relevant provisions of national, regional and district planning documents.²⁴ Under s 171, when considering a requirement and submissions, the Court must consider the effects on the environment, “having particular regard” to relevant provisions of national, regional and district planning documents.²⁵ To “have particular regard to”:²⁶

... is an injunction to take the matter into account, recognising it as something important to the particular decision and therefore to be considered and carefully weighed in coming to a conclusion.

[132] KiwiRail provided a statutory assessment against documents including:

- (a) NPS-UD;
- (b) NPS-FM; and
- (c) AUP.

[133] KiwiRail identified a number of provisions that support infrastructure, including provisions that seek to enable infrastructure and recognise the benefits of infrastructure. As noted above, Ms Giborees considered that the Project will contribute to giving effect to objectives which seek (in the round) to ensure urban developments are integrated with infrastructure planning and funding decisions.

[134] Mr Hind also emphasised the key directives in the NPS-UD and regional policy statement seeking integration of urban growth with rapid transit infrastructure.

[135] We accept Ms Giborees’ and Mr Mackie’s opinions on these matters. We find that the Project is consistent with the relevant provisions they identified and analysed.

²⁴ RMA, s 104(1)(b).

²⁵ RMA, s 171(1)(a).

²⁶ *New Zealand Transport Agency v Architectural Centre Inc* [2015] NZHC 1991 at [67]-[68].

Alternatives (s 171(1)(b))

[136] The main issue raised by submitters with respect to alternatives is station location. The submitters would prefer that the Drury West station be constructed in the location identified in the Structure Plan.

[137] The consideration of alternatives is required by s 171(1)(b) to be adequate. That standard has been considered by the High Court as follows:²⁷

[137] The section requires that where either scenario exists not only must there be consideration of alternative sites but that such consideration should be “adequate”. It appeared to be common ground that the meaning of “adequate” was as stated by the Environment Court in *Te Runanga o Ati Awa Ki Whakarongotai Inc v Kapiti District Council*:

... The word ‘adequate’ is a perfectly simple word and we have no doubt has been deliberately used in this context. It does not mean ‘meticulous’. It does not mean ‘*exhaustive*’. It means ‘sufficient’ or ‘satisfactory’. ...

(footnote omitted)

[138] A useful summary of the correct approach to the consideration of alternatives, as adopted by the High Court in *Queenstown Airport Corporation Ltd v Queenstown Lakes District Council*, is as follows:²⁸

- (a) the focus is on the process, not the outcome: whether the requiring authority has made sufficient investigations of alternatives to satisfy itself of the alternative proposed, rather than acting arbitrarily, or giving only cursory consideration to alternatives. Adequate consideration does not mean exhaustive or meticulous consideration.
- (b) the question is not whether the best route, site or method has been chosen, nor whether there are more appropriate routes, sites or methods.
- (c) that there may be routes, sites or methods which may be considered by some (including submitters) to be more suitable is irrelevant.

²⁷ *NZ Transport Agency v Architectural Centre Inc* [2015] NZHC 1991 at [137], citing with approval *Te Runanga o Ati Awa Ki Whakarongotai Inc v Kapiti District Council* (2002) 8 ELRNZ 265 at [153].

²⁸ *Queenstown Airport Corporation Ltd v Queenstown Lakes District Council* [2013] NZHC 2347 at [18], citing Report and Decision of the Board of Inquiry into the Upper North Island Grid Upgrade Project 2009 at [177].

- (d) the Act does not entrust to the decision-maker the policy function of deciding the most suitable site; the executive responsibility for selecting the site remains with the requiring authority.
- (e) the Act does not require every alternative, however speculative, to have been fully considered; the requiring authority is not required to eliminate speculative alternatives or suppositious options.

Station location

[139] The alternatives assessment for the Drury West Station Project originates from the optioneering undertaken as part of the Te Tupu Ngātahi Supporting Growth Programme (**Te Tupu Ngātahi**) business case process. Te Tupu Ngātahi is a collaboration between AT, Waka Kotahi, and Programme partners (KiwiRail, Auckland Council, and Manawhenua). Te Tupu Ngātahi was formed to investigate, plan, and undertake route protection for the strategic transport networks needed to support growth in Auckland's future urban areas over the next 30 years. During that process, three general study areas for rail stations in the Southern growth area (Drury Central, Drury West, and Paerata), as well as upgrade of the NIMT between Papakura and Pukekohe (including electrification and additional tracks) were considered.

[140] An indicative business case (**IBC**) and detailed business case (**DBC**) considered the alternatives for the three stations together. However, in early 2021, as funding had been confirmed for only two stations, and as the Drury Central and Paerata Stations would be constructed first, the NOR and resource consent applications were separated. Funding for the third station (Drury West) was confirmed in June 2021.

[141] We have carefully considered KiwiRail's Assessment of Alternatives report. It notes that the Council finalised the Structure Plan in September 2019. KiwiRail notes that the development of the Structure Plan took place in parallel with Te Tupu Ngātahi South IBC, and preceded the South Rail DBC. KiwiRail says that the Structure Plan provided the high-level land use scenario, and also identified high-level locations for railway stations. KiwiRail notes that the Structure Plan maps note that

the locations were “indicative” and subject to change. Accordingly, the South Rail DBC alternatives assessment adopted the Structure Plan land use scenario, but continued the South Rail alternatives assessment with multiple options remaining ‘live’ (including the Structure plan location, and the location ultimately chosen).

[142] The three DBC shortlisted locations for the Drury West Station platform location included an option that broadly corresponds with the Structure Plan location. The assessment says:²⁹

... DW1 was preferred for the following reasons:

- Scored joint-highest against the transport outcome;
- Scored second-highest against the land use integration criterion, and is surrounded by the largest net developable area (least floodplain-constrained), has the largest potential residential catchment (under the Structure Plan assumed land use), and the least catchment overlap to Drury Central;
- Scored highest against the station functionality / engineering criteria, as it is the only option which meets the desirable operational spacing requirements to the Drury Central Station ... and is located on a straight section of the NIMT, meaning that straight platforms can be achieved avoiding slewing of existing tracks; and
- Generally preferred on environmental (particularly stormwater and natural hazards) criteria being located well upstream of the main Ngākoroa Stream, major floodplains, and potential wetlands.

While the project team agreed that option DW1 was the best performing option in the MCA on the whole, it was noted that option DW2 was scored as having a land use advantage in terms of its proximity to the proposed Drury West centre location, as identified in the Council’s Structure Plan.

[143] KiwiRail undertook a more detailed comparison of DW1 and DW2 to confirm the recommendations.

[144] Ultimately, Option DW2 was not preferred for the following reasons:³⁰

- Impact of the upper Ngākoroa Stream and associated floodplains on the station’s developable catchment. This constraint means that the overall net developable area is less for this option;

²⁹ AEE Alternatives Assessment at [7.5.1].

³⁰ AEE at [7.2.2].

- Additional cost, land requirement, earthworks, and construction disruption associated with straightening the tracks in this location to enable a straight platform; and
- Suboptimal operational spacing to Drury Central Station and the Drury traction power feed (see section 7.6.2 of the Assessment of Alternatives), resulting in inefficient rail operations (i.e. inability to run trains safely at line speed between Drury West and Drury Central).

[145] It is clear KiwiRail considered a range of options, including the Structure Plan location for the Drury West Station, through several steps of its alternatives process. The Structure Plan location was included until final stages. KiwiRail re-tested its analysis in 2020 and beyond to take into account relevant contextual changes, including the commencement of national level planning documents and plan changes to the AUP.

[146] We have considered the submissions concerning the location for the Project. We note that Mr Mackie identified that the Project location has poorer accessibility from land that is zoned Business – Town Centre and poorer accessibility from part of the land currently zoned for residential development than alternatives. However, these were two factors among the others considered.

[147] We are satisfied that KiwiRail has given adequate consideration to all relevant factors, including: the Auranga town centre location; accessibility; and proximity to current, planned and potential future “live zoning” and urban development.

[148] The Court’s responsibility when considering alternatives is to assess whether there was an adequate analysis. The Court does not need to be satisfied that the best option was chosen. In this case, the Court is satisfied that there was an adequate analysis of alternative locations for the Project.

Park-and-ride

[149] KiwiRail started option development for the station interchange facilities under the DBC stage. A park-and-ride was assumed as a requirement should the station be built as “lead” infrastructure (that is, prior to the majority of urban

development). KiwiRail noted that the “consensus” position:³¹

... is that park-and-ride is merited where it attracts mode shift to public transport by expanding its catchment and where other means of providing access to public transport are limited; but also that it can preclude development/walk-up access to stations, incur a high cost per user, and can result in localised congestion.

[150] Nevertheless, KiwiRail’s Alternatives Assessment indicated that park-and-ride was “necessary”, at least in the short-to-medium term. The Alternatives Assessment predicted that in the long term, access by car is likely to be lower at Drury West (relative to Drury Central and Paerata Stations) as the area transitions to a predominantly walk-up catchment.

[151] Each option for interchange facilities was premised on aggregation of the facilities, such as park-and-ride, bus interchange facilities, bicycle parking, and pick-up and drop-off spaces.

[152] The submitters were particularly critical of the park-and-ride aspect of the Project. They consider that it will be isolated and under-utilised. They consider it inappropriate to prioritise a park-and-ride facility for people from outside of Drury West against the needs of the Drury West population. Again, the Court is satisfied there was an adequate assessment of alternatives with respect to the park-and-ride aspect of the proposal.

Reasonable necessity (s 171(1)(c))

[153] Section 171 requires the Court to have particular regard to “whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought”. As noted above, the objective of the NORs in this case is:

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

- (a) Enables safe access to the railway in the Drury West area;

³¹ Based on Council and AT policy positions, AEE Alternatives Assessment at [3.1.3].

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

[154] The work is clearly reasonably necessary to achieve the objective of providing for a railway station in the Drury West area.

[155] In this case the main points of contention appear to revolve around the way in which the Project: enables safe access; supports future growth; and improves mode choice.

Other matters

Drury-Opāheke Structure Plan

[156] KiwiRail said that the Structure Plan land use scenario was adopted as the basis for the land use components of the alternatives assessment for the Project. It also assessed the Project in terms of its consistency with the relevant provisions of the Structure Plan, in particular the vision and outcome statements, and the high-level direction on transport and land use issues. The Structure Plan is intended to guide future Plan Changes, several of which have already been lodged with Auckland Council.

[157] Ms Giborees described the Structure Plan in this way:³²

The Drury-Opāheke Structure Plan sets out how an area within the FUZ may be urbanised, and will inform changes to the AUP(OP) zoning and the regulatory framework that will apply ... The Project will provide for key infrastructure in the locality in ensuring the ... structure plan area is development-ready between 2028 and 2032 ...

[158] The Court acknowledges the submitters' disappointment with KiwiRail's choice of location for the Drury West station. They feel that KiwiRail has relied on "misinformation" in community consultation and other communications. They would prefer that the Project be built at the location shown in the Structure Plan. The

³² Report under s 87F of the RMA on a notified resource consent application by KiwiRail Holdings Limited for the construction, operation and maintenance of a new rail station at Drury west (Ngaakoeroa) dated 24 March 2023 at [18.4] and [18.5].

Court is not in a position, nor is it required, to assess the relative merits of the Structure Plan location compared to the location ultimately chosen. The Court's function is to assess the application before it against the statutory criteria.

Part 2

[159] KiwiRail's AEE contained a detailed analysis of Part 2. Mr Mackie largely concurred with its assessment. Ms Giborees considered that as the relevant statutory documents were prepared having regard to Part 2, there is no need to go beyond those provisions and look to Part 2 in reaching the decision on the resource consent applications. Having regard to the assessments and the opinions contained in the statutory reports, we are satisfied that confirming the requirements and granting consent to the applications is in accordance with the purpose of the RMA.

Outcome

[160] The Court:

- (a) grants resource consents to construct, operate and maintain rail station platforms, rail station buildings, transport interchange facilities and accessways at Drury West as described in the "Drury West (Ngākōroa) Station – summary of resource consents" attached, and subject to the conditions attached;
- (b) confirms the notices of requirement for designations in the Auckland Unitary Plan in respect of the construction, operation, and maintenance of a new railway station and transport interchange at Drury West (described as NoR DW-S and NoR DW-IA in KiwiRail Holdings Ltd's Notices of Requirement for Designation of Land under s 168(2) RMA dated 28 June 2022), subject to the conditions attached.

Costs

[161] There are no issues as to costs between the parties. As this is a direct referral, the issue of the Court's costs is still live. Under s 285(3) and 285(5)(a)(ii), there is a presumption that KiwiRail will be ordered to pay all or any part of the Court's costs. Costs will be reserved in that respect only.

For the Court:



M J L Dickey
Environment Judge



Drury West (Ngākōroa) Station – Resource Consent Conditions

Definitions

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

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

Term	Definition
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the Construction Works.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Completion of Construction	When construction of the Project (or stage 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

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

Term	Definition
	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.

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

Category of Damage	Normal Degree of Severity	Description of Typical Damage <i>(Building Damage Classification after Burland (1995), and Mair et al (1996))</i>	General Category <i>(after Burland – 1995)</i>
0	Negligible	Hairline cracks.	Aesthetic Damage
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.	Serviceability Damage
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.	
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.	Stability Damage

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 West (Ngākōroa) Station – Index of Resource Consents

Drury West (Ngākōroa) Resource Consents	General	Specific
Water Permit (s13, 14, 15; NES:FW clause 45) – works in watercourses and wetlands, extension of culverts, stormwater quality and discharge, groundwater diversion	1-4	5-11; 20-23; 24-28
Land use (s9(2)) – Land disturbance activities Earthworks, vegetation clearance / lizard habitat loss	1-4	12-17
Discharge Permit (s15) Discharge of contaminants Disturbing contaminated land or potentially contaminated land.	1-4	18, 19
Land use (s9(1)) – NES:Soil Disturbing the soil of a piece of land	1-4	18, 19

Summary of documents identified in Conditions

The below table summarises the submission pathways for the various Management Plans provided for by the conditions.

	Management Plan to be submitted to Council for certification	Management Plan to be submitted to Council for information
Stream Enhancement and Management Plan	✓	
Wetland Restoration and Enhancement Plan	✓	
Fish Passage Monitoring and Maintenance Plan	✓	
Native Fish Capture and Relocation Plan	✓	
Lizard Management Plan	✓	
Final Erosion and Sediment Control Plan	✓	
Contaminated Land Management Plan	✓	
Groundwater and Settlement Monitoring and Contingency Plan	✓	
Pre-Watering Detailed Condition Survey		✓
Cultural Monitoring Plan		✓

Ref	Condition
General Conditions	
1	<p>Activity in general accordance with plans and information</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 numbers BUN60405312, LUC60405314, WAT60405315, DIS60405313, DIS60405317, LUS60408702.</p> <ul style="list-style-type: none"> • Resource consent application form in Volume 1 of the Assessment of Environmental Effects prepared by Te Tupu Ngātahi, dated June 2022; • The Project Description and Concept Plans in Schedule 1; and • The Drainage Layout Plans, Typical Drainage Details, and Access Bridge Sections in Schedule 2. <p>(b) Where there is inconsistency between the documents listed above and the requirements of the following conditions, the conditions shall prevail.</p>
2	<p>Consent Lapse</p> <p>Pursuant to section 125 of the RMA, the various resource consents shall lapse fifteen (15) years from the date of commencement unless they have been given effect to.</p> <p><i>Advice Note – For the avoidance of doubt the resource consents will be given effect to at the implementation of Stage One.</i></p>
3	<p>Consent Expiry</p> <p>Pursuant to section 123 of the RMA, the consents for ground dewatering and diversion, and stream works, will expire 35 years from the date of commencement.</p>
3A	<p>Consent Expiry – discharge of contaminants</p> <p>Pursuant to section 123 of the RMA, the consent to discharge contaminants into air, water and land during the land disturbance or remediation will expire fifteen (15) years from the date of commencement.</p>
3B	<p>Consent Expiry – stormwater diversion and discharge permit</p> <p>The stormwater diversion and discharge permit will commence in accordance with section 116(1) of the RMA and will expire on (35 years from commencement date) unless it has lapsed, been surrendered or been cancelled at an earlier date pursuant to the RMA.</p>
3C	<p>Monitoring charges</p> <p>The consent holder must pay the council an initial consent compliance monitoring charge of \$2000 (inclusive of GST), plus any further monitoring charge or charges to recover the actual and reasonable costs incurred to ensure compliance with the conditions attached to this consent/s.</p>

Ref	Condition
	<p>Advice Note:</p> <p><i>The initial monitoring deposit is to cover the cost of inspecting the site, carrying out tests, reviewing conditions, updating files, etc., all being work to ensure compliance with the resource consent. In order to recover actual and reasonable costs, monitoring of conditions, in excess of those covered by the deposit, must be charged at the relevant hourly rate applicable at the time. The consent holder will be advised of the further monitoring charge(s). Only after all conditions of the resource consent have been met, will the council issue a letter confirming compliance on request of the consent holder.</i></p>
4	<p>Management Plan Certification Process</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"> (i) Stream Enhancement and Management Plan; (ii) Wetland Restoration and Enhancement Plan; (iii) Fish Passage Monitoring and Maintenance Plan; (iv) Native Fish Capture and Relocation Plan; (v) Lizard Management Plan; (vi) Final Erosion and Sediment Control Plan; (vii) Contaminated Land Management Plan; and (viii) Groundwater and Settlement Monitoring and Contingency Plan. <p>(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 have:</p> <ul style="list-style-type: none"> (i) Been incorporated; and (ii) Where not incorporated, the reasons why. <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 recommendations of the Manager and resubmit an amended management plan to be certified;</p>

Ref	Condition
	<p>(g) 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"> (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 twenty (20) 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. <p>(h) Each management plan listed in condition 4(b) shall be Prepared by a Suitably Qualified and Experienced Person(s).</p> <p>(i) The Projects shall be undertaken in accordance with the most recent version of the management plans required in Conditions 5, 7, 8, 10, 12, 18, 25, and 36.</p> <p>Advice Note – <i>If an amendment under condition 4(g) 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.</i></p>

Stream and Wetland works – Section 13, 14, 15 (Land use consent and Water Permit); NES:FW clause 45

5	<p>Stream Enhancement and Management Plan (SEMP)</p> <ul style="list-style-type: none"> (a) A Stream Enhancement and Management Plan (SEMP) must be prepared prior to the start of construction. (b) The objective of the SEMP is to set out site specific methods and measures to be implemented to achieve No Net Loss of values associated with the stream loss at tributaries of the Ngākōroa Stream and as detailed within the 'Environmental Compensation Ratio Assessment' (Appendix 7 to the Assessment of Ecological Effects); (c) The SEMP shall be prepared in general accordance with the 'Environmental Compensation Ratio Assessment' (Appendix 7 to the Assessment of Ecological Effects) and 'Auckland Regional Council (ARC) Riparian Zone Management Guidelines, Technical Publication 148' (June 2001, or any subsequent edition). (d) The SEMP shall include: <ul style="list-style-type: none"> (i) confirmation of areas and locations of the Ngākōroa stream/tributary(ies) 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;
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Ref	Condition
	<ul style="list-style-type: none"> (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), including monitoring and maintenance of the riparian planting for a period of 5 years; (vi) Monitoring for the Stream Ecological Values (SEV). It is expected that the SEV is monitored at 5 yearly intervals out to 15 years, to ensure the stream would realise the SEVm-P values reported in the application material at the end of the monitoring period. <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 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:</p> <ul style="list-style-type: none"> (i) Been incorporated; and (ii) Where not incorporated, the reasons why. <p>Advice Note: <i>The certification and amendment of the SEMP is covered by Condition 4.</i></p>
6	<p>Implementation of the Stream Enhancement and Management Plan</p> <p>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.</p>
7	<p>Fish Passage Monitoring and Maintenance Plan</p> <ul style="list-style-type: none"> (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), 68 (aprons and ramps), and 69 (Condition of resource consent for activities: monitoring and maintenance) of the National Environmental Standard for Freshwater (2020), specifying the time and date of collection. (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 objective of the FPMMP is to ensure fish passage is maintained and does not reduce over the lifetime of the structures. The FPMMP must include the following detail and processes: <ul style="list-style-type: none"> (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. (ii) Programme and frequency of routine monitoring and maintenance. (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. (iv) Record keeping of monitoring results including photos.

Ref	Condition
	<p>(v) Follow up actions including the preparation of as-built plans and supporting information, further steps, and remediation measures.</p> <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>Advice Note: <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> <p>(d) The consent holder must maintain a record of:</p> <ul style="list-style-type: none"> (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 (ii) Details of all monitoring and maintenance works undertaken on the culvert and/or apron structures in accordance with condition 7(b), including photos and evidence of any maintenance works undertaken. <p>(e) If requested, the consent holder must provide this record to the Council within 10 working days of the date of request.</p> <p>(f) Within twenty (20) working days of any changes to the structure or detail as submitted within condition 7(c) 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:</p> <ul style="list-style-type: none"> (i) Updated as-built information of the structure and associated fish passage, and (ii) Further steps to be taken to ensure that the structure's provision for the passage of fish does not reduce over its lifetime. <p>(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.</p> <p>(h) Mana Whenua (via the Mana Whenua Engagement Forum established under the designation conditions) shall be invited to participate in the development of the FPMMP to provide input into the design and mitigation measures, and the FPMMP shall summarise comments received from Mana Whenua along with a summary of where comments have:</p> <ul style="list-style-type: none"> (i) Been incorporated; and (ii) Where not incorporated, the reasons why.
8	<p>Native Fish Capture and Relocation Plan</p> <p>(a) A Native Fish Capture and Relocation Plan must be prepared prior to the Start of Construction.</p>

Ref	Condition
	<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 reclamation and dewatering of the in stream works such as culvert extension or replacement on the Ngākōroa Stream Tributaries.</p> <p>(c) The Native Fish Capture and Relocation Plan shall include:</p> <ul style="list-style-type: none"> (i) methodologies to capture fish; (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; (iii) details of the relocation site; and (iv) storage and transport measures. <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"> (i) Been incorporated; and (ii) Where not incorporated, the reasons why. <p>Advice Note: <i>The certification and amendment of the Native Fish Capture and Relocation Plan is covered by Condition 4.</i></p>
9	<p>Implementation of the Native Fish Capture and Relocation Plan</p> <p>The Native Fish Capture and Relocation Plan must be implemented by a suitably qualified and experienced freshwater ecologist when streamworks are undertaken.</p>
10	<p>Wetland Restoration and Enhancement Plan (WREP)</p> <p>(a) A Wetland Restoration and Enhancement Plan (WREP) must be prepared and submitted to Council for certification in accordance with Condition 4.</p> <p>(b) The objective of the WREP is to describe the site specific methods and measures to be implemented to achieve No Net Loss/Net Gain of values associated with the loss of wetland DWW2, as detailed within the 'Drury West – Biodiversity Compensation Model Memo' (Appendix 8 to the Assessment of Ecological Effects).</p> <p>(c) The WREP shall be prepared in general accordance with the 'Drury West – Biodiveristy Compensation Model Memo' (Appendix 8 to the Assessment of Ecological Effects).</p> <p>(d) The WREP shall include details of:</p> <ul style="list-style-type: none"> (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.

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	<p>(iii) a programme of establishment and post establishment plant pest control to minimise exotic plant cover in the wetland; and</p> <p>(iv) measures to protect the wetland from development so it is protected in perpetuity (such as covenants);</p> <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 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:</p> <p>(i) Been incorporated; and</p> <p>(ii) Where not incorporated, the reasons why.</p> <p>Advice Note: <i>The certification and amendment of the WREP is covered by Condition 4</i></p>
11	<p>Implementation of Wetland Restoration and Enhancement Plan</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>
12	<p>Lizard Management Plan</p> <p>(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:</p> <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>(c) 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"> • provision for additional refugia, if required e.g. depositing salvaged logs, wood or debris for newly released skins that have been rescued.

Ref	Condition
	<ul style="list-style-type: none"> • 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. <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>(d) 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>(e) All works on site must comply with the certified Lizard Management Plan.</p> <p>(f) 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>Advice Note: <i>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 geckos following felling of trees and shrubs and to rescue any skinks from ground cover vegetation and terrestrial retreats.</i></p>
	<p>Advice Note: <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"> • <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> • <i>Birds: Any vegetation clearance of exotic treeland and planted vegetation within the bird nesting season, (September – February).</i> • <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> • <i>Fish: Instream works, timed to avoid native fish migration periods (November to May)</i>
13	<p>Nesting Birds</p> <p>(a) Prior to any vegetation clearance or alteration in the period September – February (inclusive) in any year, the Consent Holder must engage a suitably qualified and experienced ecologist to undertake a nesting bird survey.</p>

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	<p>(b) The purpose of the nesting bird survey is to identify any vegetation being used by native birds as nesting habitat. This includes both arboreal and ground nests.</p> <p>(c) Should the nesting bird survey identify a native bird nest, a ten (10) metre exclusion zone must be demarcated with flagging tape and avoided until the chicks have fledged.</p> <p>(d) A period of no more than 48 hours can be allowed to elapse between the nesting bird survey and the vegetation clearance / alteration taking place.</p>
Earthworks – Section 9(2) Land Use Conditions	
14	<p>Detailed land disturbance plan and stability assessment to be provided</p> <p>The consent holder must provide a detailed land disturbance plan and stability assessment to the Council prior to starting the earthwork.</p>
15	<p>Sediment and erosion control in accordance with approved plan</p> <p>Prior to the commencement of land disturbance activity, all required erosion and sediment control measures on the subject site must be constructed and carried out in accordance with the certified FESCP as required by condition 18.</p>
16	<p>Land Disturbance Period</p> <p>(a) No land disturbance 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.</p> <p>(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</p> <p>(c) No land disturbance shall occur outside the earthwork season, unless written approval has been received from the Council or their delegate.</p>
17	<p>Erosion and Sediment Control Measures</p> <p>(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.</p> <p>(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.</p>
18	<p>Final Erosion and Sediment Control Plan (FESCP)</p> <p>(a) A finalised ESCP shall be prepared in general-accordance with the '<i>Drury West Rail Station – Provisional Erosion and Sediment Control Plan</i>' prepared by Te Tupu Ngātahi and dated June 2022.</p>

Ref	Condition
	<p>(b) The objective of the FESCP is to set out measures to be implemented during construction to meet the requirements of Condition 17.</p> <p>(c) The FESCP shall include, but is not limited to:</p> <ul style="list-style-type: none"> (i) specific erosion and sediment control works for the earthworks (location and dimensions, capacity); (ii) supporting calculations and design drawings as necessary; (iii) details of construction methods; (iv) monitoring and maintenance requirements; catchment boundaries and contour information; (v) details relating to the management of dust generated by earthworks; (vi) links to the contaminated land measures set out in the CLMP; (vii) details relating to the management of exposed areas (e.g. grassing, mulching); and (viii) Any other measures to achieve compliance with Condition 18(b). <p>(d) Where chemical treatment is proposed for use on site, the FESCP shall include chemical management details which shall include as a minimum:</p> <ul style="list-style-type: none"> (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; (ii) monitoring, maintenance (including post storm) and contingency programme (including a record sheet); (iii) details of optimum dosage (including assumptions); (iv) results of initial chemical treatment trial; (v) use of organic chemical treatment where practicable; (vi) a spill contingency plan; and (vii) details of the person or bodies that will hold responsibility for operation and maintenance of the flocculation treatment system. <p>(e) Chemical management measures shall be implemented prior to commencement of any chemical treatment dosing onsite.</p> <p>(f) No earthworks or chemical treatment activity on the Project 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 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"> (i) Been incorporated; and (ii) Where not incorporated, the reasons why. <p>Advice Note: <i>The certification and amendment of the FESCP is covered by Condition 4.</i></p>

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19	<p>Ensure the quality of fill used on the site is acceptable</p> <p>All imported fill used must:</p> <ul style="list-style-type: none"> (a) comply with the definition for 'cleanfill material' in the Auckland Unitary Plan (Operative in Part) – (Chapter J1 Definitions); (b) be solid material of a stable, inert nature; and (c) not contain hazardous substances or contaminants above recorded natural background levels of the receiving site.
20	<p>Earthworks – General Performance Standards</p> <ul style="list-style-type: none"> (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. (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. (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.
20A	<p>Ensure stability of the site/neighbouring sites</p> <p>All earthworks must be managed to ensure that they do not lead to any uncontrolled instability or collapse either affecting the site or adversely affecting any neighbouring properties. In the event that such collapse or instability does occur, it must immediately be rectified.</p>
21	<p>Earthworks pre-construction meeting</p> <ul style="list-style-type: none"> (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"> (i) is located on the subject site; (ii) is scheduled not less than five (5) days before the anticipated commencement of earthworks; (iii) includes a representative from Council Compliance Monitoring and any other relevant Council specialist (if invited by Auckland Council); (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 area; and (v) includes representation from the contractors who will undertake the works.

Ref	Condition
	<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"> (i) timeframes for key stages of the works authorised under this consent; (ii) defined extent of the relevant works; (iii) any archaeological authority for the works; (iv) resource consent conditions; (v) the certified Final Erosion and Sediment Control Plan (FESCP); (vi) Site Plan showing wastewater treatment and land disposal system; and (vii) Approved Corridor Access Request (CAR), complete with Traffic Management Plan (TMP), from Auckland Transport. <p>(d) In addition to the requirements in Condition 21(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.</p> <p>Advice Note</p> <p><i>To arrange the pre-start meeting required by condition 17 please contact the Council to arrange this meeting or email monitoring@aucklandcouncil.govt.nz The conditions of consent should be discussed at this meeting. All information required by the council and listed in that condition should be provided 2 days prior to the meeting.</i></p>
22	<p>Ensure supervision and certification of geotechnical works</p> <p>(a) The construction of permanent earth bunds, retaining walls and building foundations and the placement and compaction of fill material must be supervised by a suitably qualified engineering professional. In supervising the works, the suitably qualified engineering professional must ensure that they are constructed and otherwise completed in accordance with New Zealand Standard 4431 and Auckland Council Code of Practice for Land Development and Subdivision Chapter 2: Earthworks and Geotechnical.</p> <p>(b) Certification from a suitably qualified engineering professional responsible for supervising the works must be provided to Council, confirming that the works have been completed in accordance with condition of this consent, within ten (10) working days following completion. Written certification must be in the form of a geotechnical completion report, or any other form acceptable to the council.</p>
23	<p>Certification of fill</p> <p>Within 10 working days following the completion of earthworks, the suitably qualified engineering professional responsible for supervising the works must provide to the Manager, written evidence that all fill used on the subject site has the characteristics set out in condition 19 of this consent. Written evidence must be in the form of a receipt, compaction certificate(s) or similar.</p>

Ref	Condition
Sections 9 and 15 / NES:SOIL Contaminated Land Environmental Health	
24	<p>Detailed Site Investigation</p> <p>At least 20 working days prior to the commencement of land disturbance activities associated with the Project, a Detailed Site Investigation (DSI) must be submitted to the Manager for review and certification. The DSI must:</p> <ul style="list-style-type: none"> (a) Detail sampling undertaken to characterise the Projects contamination profile in accordance with the <i>Preliminary Site Investigation (Contaminated Land), Drury West Rail Station Version 1</i>, prepared for Kiwi Rail Holdings Limited by Te Tupu Ngātahi Supporting Growth Programme, dated June 2022 ('the PSI'), submitted with the Application; (b) Include additional sampling and testing of soils in the areas to be disturbed near the rail line; (c) Be prepared in accordance with the Contaminated Land Management Guidelines No.1 & No.5: (Ministry for the Environment, revised 2021); (d) Include a map of sampling locations and tabulated sampling results; (e) Include an interpretation of the sampling results against the Soil Contaminant Standards (SCS_{health}) for the protection of human health as set out in the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES:CS) and the Permitted Activity soil acceptance criteria detailed by Standard E30.6.1.4 of the AUP(OP); and (f) Be prepared by a Suitably Qualified and Experienced contaminated land Practitioner (SQEP).
25	<p>Contaminated Land Management Plan (CLMP)</p> <ul style="list-style-type: none"> (a) A Contaminated Land Management Plan (CLMP) shall be prepared prior to the commencement of land disturbance activities associated with the Project. (b) The objective 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 <i>Ministry for the Environment Contaminated Land Management Guidelines No. 1, Reporting on Contaminated Sites in New Zealand</i> (revised 2021), and shall include: <ul style="list-style-type: none"> (i) Detail of land disturbance activities to be carried out. (ii) Summary of relevant site information and known contaminant conditions (as established through the DSI prepared pursuant to condition 24). (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: <ul style="list-style-type: none"> (aa) soil and groundwater during disturbance;

Ref	Condition
	<ul style="list-style-type: none"> (bb) stockpiles (if relevant); (cc) erosion, sediment, dust and odour; and (dd) offsite soil transport and disposal, including additional testing as required to confirm disposal to an appropriately licensed facility. (x) contingency measures in the event of an accidental discovery (for example asbestos, unknown fill, odour, staining). (xi) post development controls (if required). <p>(d) If a DSI has been completed in general accordance with the <i>Ministry for the Environment's Contaminated Land Management Guideline No 5, Site Investigation and Analysis of Soils</i> (revised 2011) for the project, this CLMP shall also identify:</p> <ul style="list-style-type: none"> (i) locations of contaminated land within the Project area; and (ii) any non-contaminated land, which may be treated as clean fill. <p>(i) 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:</p> <ul style="list-style-type: none"> (i) Been incorporated; and (ii) Where not incorporated, the reasons why. <p>Advice Note: <i>The certification and amendment of the CLMP is covered by Condition 4.</i></p>
26	<p>Post Land Disturbance Works</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"> (i) A summary of land disturbance works undertaken, including the location and dimensions of the excavations carried out and the volume of soil excavated; (ii) Details and results of any soil testing completed in association with the land disturbance activities; (iii) Records/evidence of the appropriate disposal for any soil material removed from the site; and (iv) Records of any unexpected contamination encountered during the works and response actions, if applicable.
Sections 9 and 15 Contaminated Land Environmental Health	
27	<p>Potentially contaminated soils and material identified for off-site disposal must primarily be loaded directly into trucks and must be covered during transportation off site. If required, temporary stockpiles of soils free from separate phase hydrocarbons or odorous petroleum hydrocarbons shall be located on an impermeable surface within an area protected by erosion and sediment controls and be covered with tarpaulins anchored at the edges outside working hours and during</p>

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	periods of heavy rain. Stockpiling of material containing separate phase hydrocarbons or odorous petroleum hydrocarbons shall not take place.
28	<p>Any perched groundwater or surface run-off water encountered within the excavation area requiring removal must be considered potentially contaminated, and must either:</p> <ul style="list-style-type: none"> (a) Be disposed of by a licenced liquid waste contractor; or (b) Pumped to sewer, providing the relevant permits are obtained; or (c) Discharged to the stormwater system or surface waters provided a SQEP verifies that the contaminant levels are likely to comply with the Australian and New Zealand Environment Conservation Council (ANZECC) <i>Guidelines for Fresh and Marine Water Quality (2000) for the protection of 80 percent of freshwater species</i>, with the exception of benzene where the 95 percent protection level shall apply.
Stormwater	
29	<p>Pre-construction Meeting</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (i) be arranged five (5) working days prior to initiation of the construction of any stormwater devices on the site; (ii) be located on the subject area; (iii) include representation from the Council; (iv) invite representation from Mana Whenua (through the Mana Whenua Engagement Forum established under the designation conditions); and (v) include representation from the site stormwater engineer or site contractor who will undertake the works and any other relevant parties
30	<p>Stormwater System – Design</p> <ul style="list-style-type: none"> (a) The stormwater management system detailed design shall achieve the following outcomes: <ul style="list-style-type: none"> (i) Manages the operational runoff from the whole of the Drury West Station and Interchange to achieve an average annual removal efficiency of at least 75% Total Suspended Solid levels (TSS). This includes the requirement for inert roofing materials only and no exposed unpainted metal surfaces; (ii) At a minimum, be designed in general accordance with Auckland Council's Guidance Document 01 (GD01). The communal wetland/raingarden systems are required to include high-flow bypasses; (iii) Be designed for long-term durability (performance of treatment ponds and wetlands), and to minimise ongoing operation and maintenance (i.e. reduce frequency of cleaning ponds and wetlands) by including primary treatment for all stormwater discharges (over and above the stormwater quality design requirements) to collect litter, sediment, and pollutants;

Ref	Condition
	<p>(iv) Be designed with ease of maintenance access. All stormwater devices (primary treatment systems, treatment ponds, and wetlands) shall be accessible by current Auckland Transport cleaning regime vehicles and equipment. Maintenance tracks shall be designed for vehicular and equipment loading. All access paths that are not on the Consent Holders' administered property shall have easements to enable access without the need for approvals. All treatment ponds and wetlands shall have forebays where most of the sediment and litter is deposited for ease of cleaning;</p> <p>(v) 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 Auckland Council Technical Report 2013/018; and</p> <p>(vii) Stormwater retention and detention achieves the Stormwater Management Area – Flow 1 hydrologic mitigations set out in the Auckland Unitary Plan, Operative in Part Section E10, Table E10.6.3.1.1.</p> <p>Advice Note: <i>The area outlined in condition 30(b) below is exempt from the requirements in condition 30(a)(vi).</i></p> <p><i>Retention is required unless the Consent Holder can demonstrate that there are material constraints in accordance with Auckland Unitary Plan, Operative in Part Section E10, Table E10.6.3.1.1 (2)(a).</i></p> <p>(b) The Consent Holder is required to monitor the discharge of stormwater runoff from the platform area to determine the effectiveness of the proposed stormwater management in respect of water quality treatment and erosion. The Consent Holder shall develop a programme (including duration) for the monitoring of stormwater in partnership with the Council. The programme needs to include details of acceptable criteria, testing requirements, and interventions required if the acceptable criteria are not being met.</p> <p>(c) 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, and any subsequent modifications proposed under clause (h).</p> <p>(d) 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> <p>(i) Plans and drawings outlining the details of the modifications; and</p> <p>(ii) Supporting information that details how the proposed change does not reduce the capacity or performance of the stormwater management system.</p> <p>(e) At least twenty (20) working days prior to construction of impervious areas on the Site, the Consent Holder must submit finalised design information to the Manager for certification (following the process set out in condition 4), including detailed engineering drawings, specifications, and calculations of the stormwater management devices. The details must include:</p>

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	<ul style="list-style-type: none"> (i) Confirmation that the design of the stormwater management works achieves the requirements of Condition 30(a)(i)-(vi); (ii) Confirmation of contributing catchment size and catchment boundaries; (iii) Specific design and location of stormwater management devices; and (iv) Supporting calculations for stormwater management devices.
31	<p>Post-construction meeting</p> <p>A post-construction meeting must be held by the Consent Holder, within 20 working days of completion of the stormwater management works, that:</p> <ul style="list-style-type: none"> (a) Is located on the subject area; (b) Includes representation from the Council; and (c) Includes representation from the Site stormwater engineer and contractors who have undertaken the works and any other relevant parties. <p>Advice Note:</p> <p><i>To arrange the pre-construction or post-construction meeting required by this consent, please contact the Council to arrange this meeting or email monitoring@aucklandcouncil.govt.nz</i></p>
32	<p>Operation and certification of stormwater management works</p> <ul style="list-style-type: none"> (a) The stormwater management system must be fully operational before the use of any impervious area. (b) No later than 30 working days after completion of construction the project or of any project stage which is subject to separate practical completion, the Consent Holder must supply As-Built Drawings for the stormwater systems and treatment devices to the Manager. (c) The As-Built Drawings must be signed off by a Chartered Professional Engineer and will include: <ul style="list-style-type: none"> (i) The as-built locations of stormwater reticulation, treatment devices and outfalls expressed in terms of the New Zealand Transverse Mercator Projection and Chart Datum to the nearest 0.1 m for location and 0.01m for level; (ii) Stormwater treatment device details including dimensions, design capacity, treatment efficiencies, inlet/outlet levels and discharge rates; (iii) Photographs at all stormwater outfall locations; and (iv) Documentation of any discrepancies between the approved design plans under Conditions 30(e) and the As-Built Drawings.
33	<p>Operation and Maintenance Plan</p> <p>An Operation and Maintenance Plan must be provided to the Council 5 days prior to the post-construction meeting required by this consent for certification.</p>

Ref	Condition
	<p>The objective of the Operation and Maintenance Plan is to set out how the stormwater management system is to be operated and maintained to ensure that adverse environmental effects are minimised. The plan must include:</p> <ul style="list-style-type: none"> (a) Details of who will hold responsibility for long-term maintenance of the stormwater management system and the organisational structure which will support this process; (b) A monitoring programme to determine maintenance frequency; (c) A programme for regular maintenance and inspection of the stormwater management system; (d) A programme for the collection and disposal of debris and sediment collected by the stormwater management devices or practices; (e) A programme for post storm inspection and maintenance; (f) A programme for inspection and maintenance of the outfalls; (g) General inspection checklists for all aspects of the stormwater management system, including visual checks <p>The Operation and Maintenance Plan must be updated and submitted to the Council for certification, upon request.</p>
34	<p>Stormwater - Inspection and maintenance records</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>
Groundwater Diversion	
35	<p>Damage Avoidance</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>Drury West Rail Station Assessment of Groundwater and Ground Settlement Effects</i>" prepared by Te Tupu Ngātahi dated June 2022.</p>
36	<p>Groundwater and Settlement Monitoring and Contingency Plan (GSMCP)</p> <ul style="list-style-type: none"> (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. (b) The objective of the GSMCP shall be to confirm that the effects of the Detailed Design are in accordance with Condition 35, 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:

Ref	Condition
	<ul style="list-style-type: none"> (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 West” prepared by Te Tupu Ngātahi dated June 2022 and included in Schedule 3 and the drawing set in Volume 3 (see drawings SGA-DRG-STH-003-GR-2002 and 2214). Where the location of a Monitoring Station differs substantively from the “Indicative Monitoring Location Plan – Drury West” 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 (if required), 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. <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 levels) or other dewatering activities shall commence until the GSMCP is certified in writing by the Council.</p> <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 GSMCP 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"> (i) Been incorporated; and (ii) Where not incorporated, the reasons why.

Ref	Condition
	Advice Note: <i>The certification and amendment of the Groundwater and Settlement Monitoring and Contingency Plan is covered by Condition 4.</i>
37	<p>De-watering Services Condition Survey</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>
38	<p>Pre-Dewatering Detailed Condition Survey</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 (as required by Condition 36(b) iv) and shall be based on the detailed design and construction methodology, the results of any baseline 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 by the risk assessment describe in Condition 38(a) 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"> (i) Confirmation of the installation of building deformation stations identified as required by the risk assessment in Condition 38(a); (ii) A description of the type of foundations; (iii) A description of existing levels of Damage considered to be of an aesthetic or superficial nature; (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; (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; (vi) Photographic evidence of existing observable Damage; (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; (viii) An assessment of whether the monitoring frequency is appropriate;

Ref	Condition
	<ul style="list-style-type: none"> (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; (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; (c) The Consent Holder is deemed to have complied with Condition 38 if: <ul style="list-style-type: none"> (i) The Consent Holder has completed the Detailed Condition Survey of all identified properties and services at Condition 38(a); or (ii) An alternative agreement is reached between the Consent Holder and any owner; or (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 (iv) The property or service owner cannot, after reasonable enquiry, be found.
39	<p>Completion of Dewatering Condition Survey</p> <ul style="list-style-type: none"> (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 within three (3) months of construction of a Stage of Works being completed. Any Damage shown to be caused by the Project dewatering shall be rectified by the Consent Holder (Damage Rectification). (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. (c) Where Damage Rectification is required, the Consent Holder is deemed to have complied with Condition 35 if: <ul style="list-style-type: none"> (i) The Consent Holder has completed Damage Rectification to the building or structure; or (ii) An alternative agreement is reached between the Consent Holder and the owner; or (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 (iv) The owner cannot, after reasonable enquiry, be found post completion of construction of the Project. <p>Advice Note: Where the identified buildings or structures are also subject to noise and vibration surveys, Surveys and Damage Rectification may be undertaken jointly.</p>

Ref	Condition
	<p>Advice Note: <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: General Accordance Plans and Information

Project Description

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

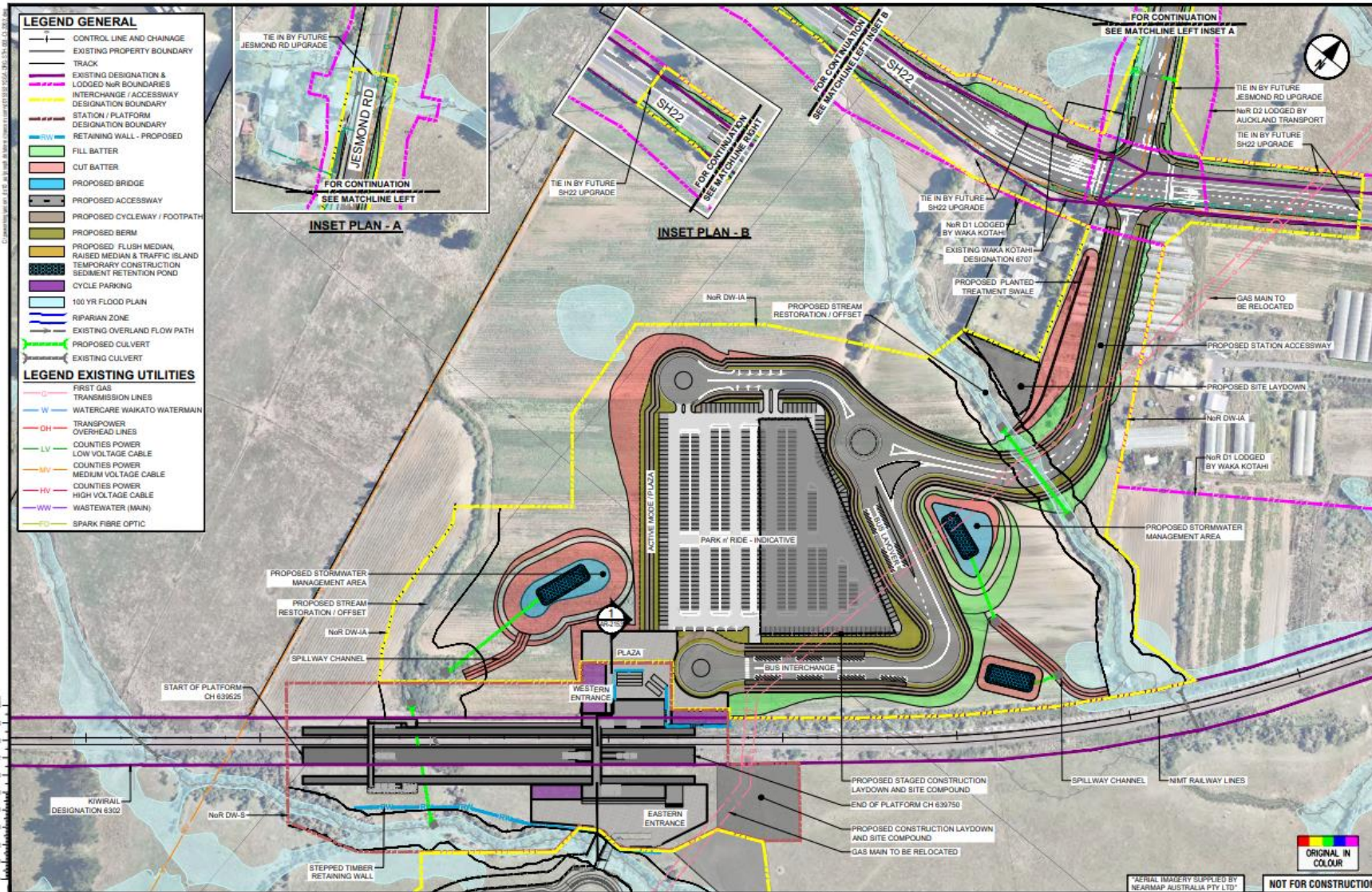
- Railway station generally between chainages 639525 and 639750 on the NIMT, associated buildings and facilities, and bridge accesses between station platforms and buildings;
- Transport interchange facilities, including:
 - Bus stops and layover facilities;
 - Bicycle parking facilities;
 - Park-and-ride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

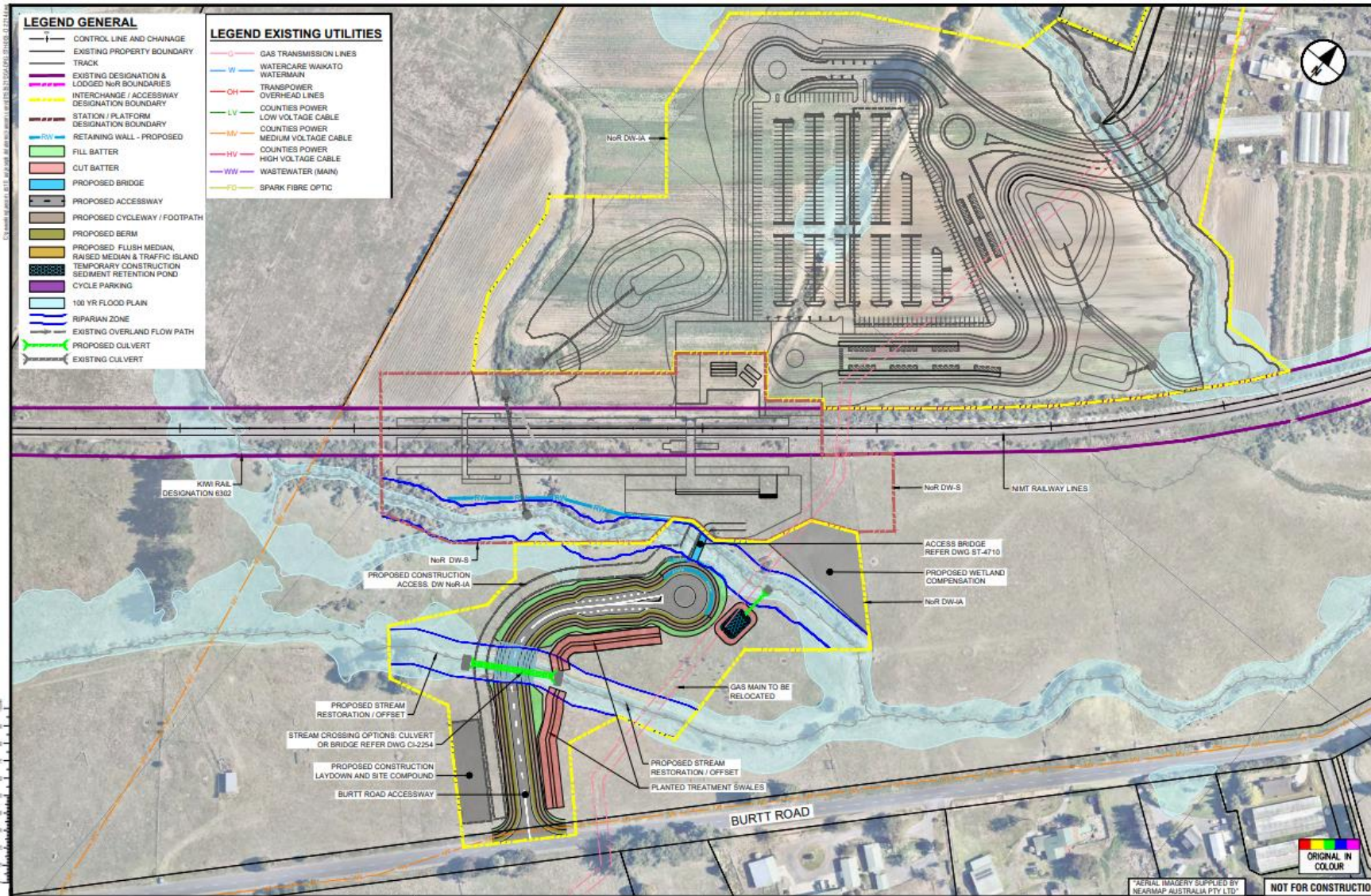
The designations and resource consents are based on a ‘full build-out’ configuration which establishes the maximum proposed extent of the works and of the on-site operations and maintenance. Within this maximum extent, a staged approach to implementation is anticipated. The works are anticipated to be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

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

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

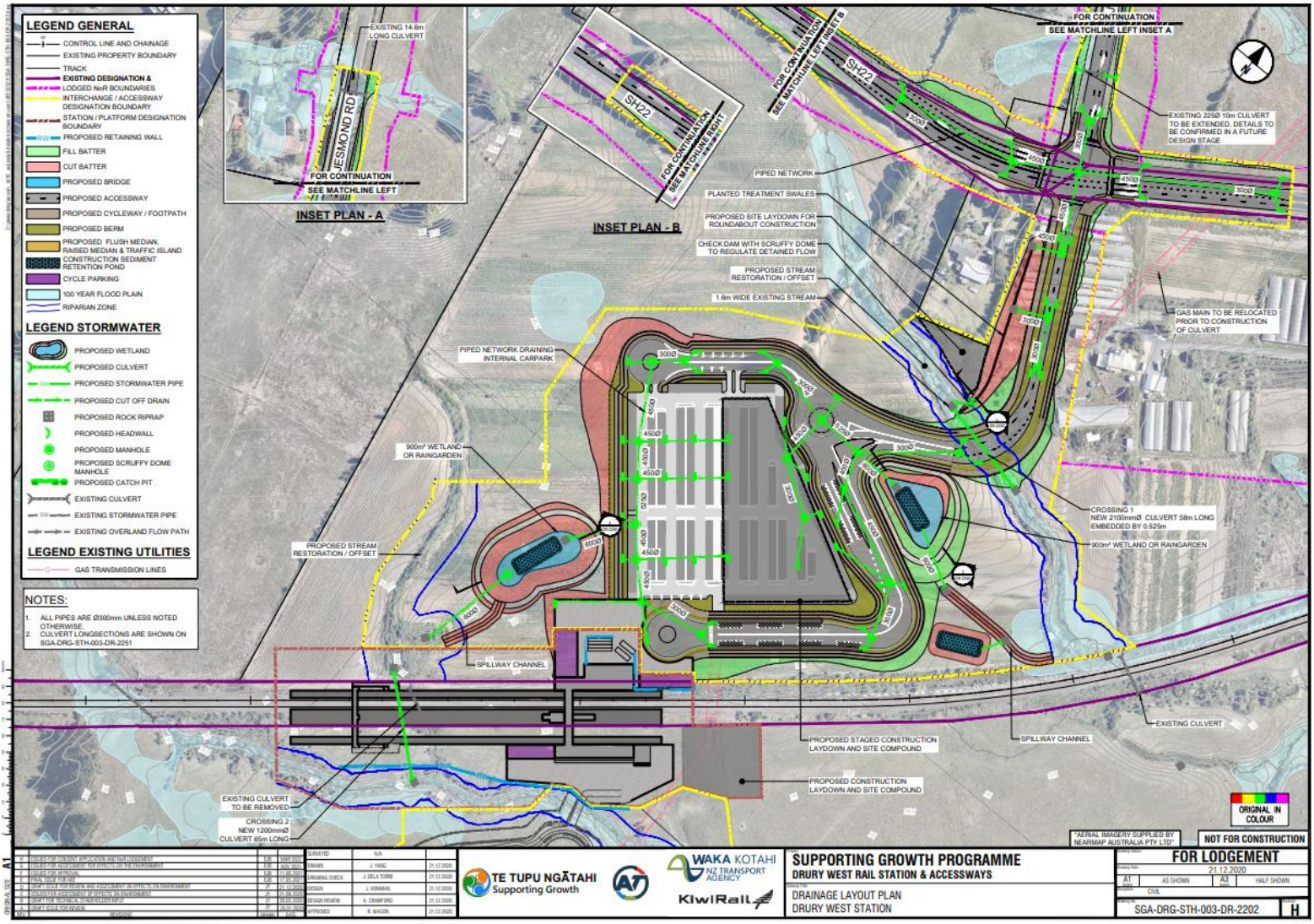
Concept Plans

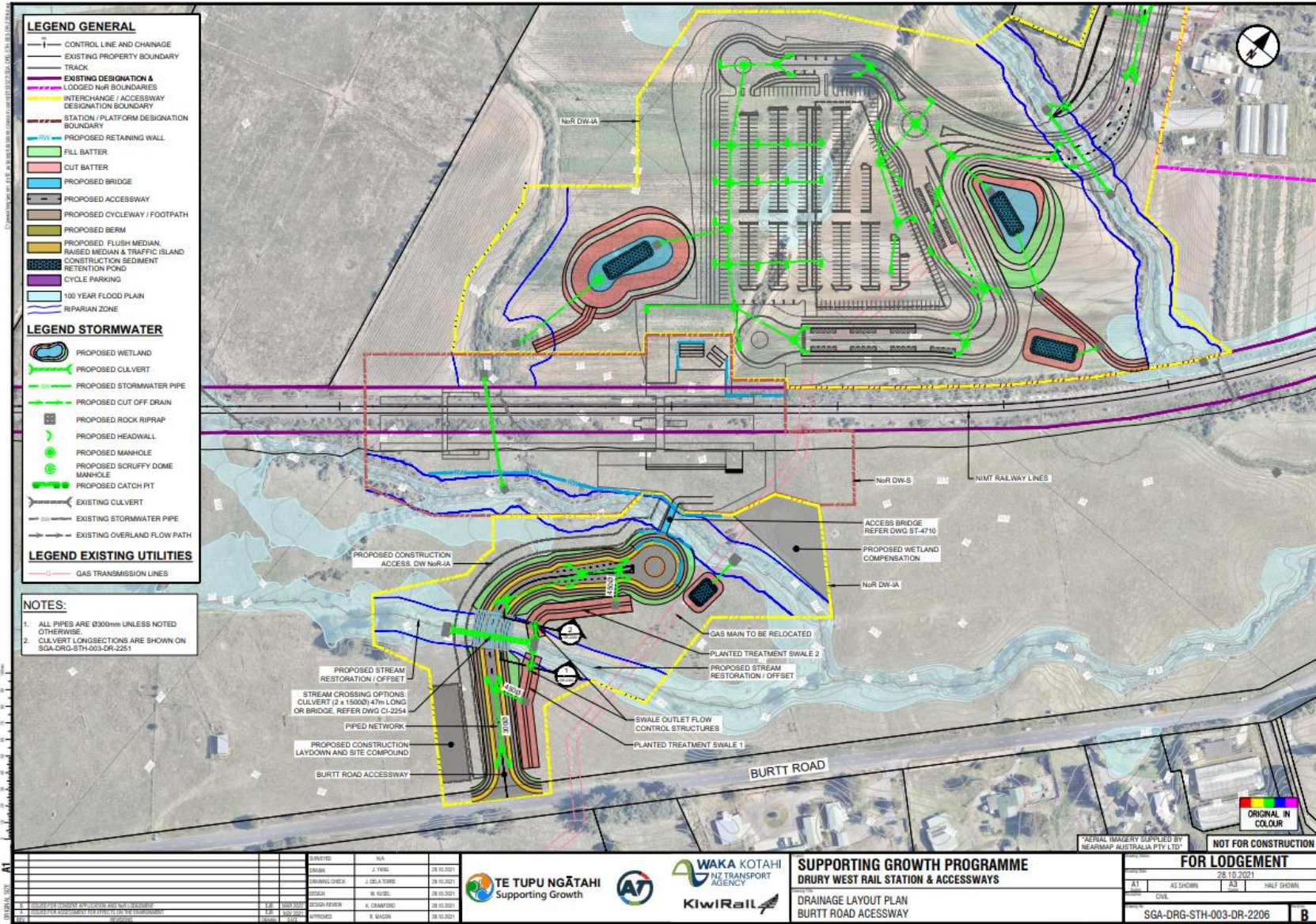




Schedule 2 – Drainage Layout Plans, Typical Drainage Details, Access Bridge Sections

Drainage Layout Plans





- LEGEND GENERAL**
- CONTROL LINE AND CHAINAGE
 - EXISTING PROPERTY BOUNDARY
 - TRACK
 - EXISTING DESIGNATION & LODGED N&R BOUNDARIES
 - INTERCHANGE / ACCESSWAY DESIGNATION BOUNDARY
 - STATION / PLATFORM DESIGNATION BOUNDARY
 - PROPOSED RETAINING WALL
 - FILL BATTER
 - CUT BATTER
 - PROPOSED BRIDGE
 - PROPOSED ACCESSWAY
 - PROPOSED CYCLEWAY / FOOTPATH
 - PROPOSED BERM
 - PROPOSED FLUSH MEDIAN, RAISED MEDIAN & TRAFFIC ISLAND
 - CONSTRUCTION SEDIMENT RETENTION POND
 - CYCLE PARKING
 - 100 YEAR FLOOD PLAN
 - RIPARIAN ZONE
- LEGEND STORMWATER**
- PROPOSED WETLAND
 - PROPOSED CULVERT
 - PROPOSED STORMWATER PIPE
 - PROPOSED CUT OFF DRAIN
 - PROPOSED ROCK RIPRAP
 - PROPOSED HEADWALL
 - PROPOSED MANHOLE
 - PROPOSED SCRUFFY DOME MANHOLE
 - PROPOSED CATCH PIT
 - EXISTING CULVERT
 - EXISTING STORMWATER PIPE
 - EXISTING OVERLAND FLOW PATH
- LEGEND EXISTING UTILITIES**
- GAS TRANSMISSION LINES

- NOTES:**
- ALL PIPES ARE Ø300mm UNLESS NOTED OTHERWISE
 - CULVERT LONGSECTIONS ARE SHOWN ON SGA-DRG-STH-003-DR-2251

PROPOSED CONSTRUCTION ACCESS, DW N&R-1A

PROPOSED STREAM RESTORATION / OFFSET

STREAM CROSSING OPTIONS: CULVERT (2 x 15000) 47m LONG OR BRIDGE, REFER DWG CI-2254

PIPED NETWORK

PROPOSED CONSTRUCTION LAYDOWN AND SITE COMPOUND

BURTT ROAD ACCESSWAY

PROPOSED WETLAND COMPENSATION

ACCESS BRIDGE REFER DWG ST-4710

N&R DW-5

N&R DW-1A

NIMT RAILWAY LINES

GAS MAIN TO BE RELOCATED

PLANTED TREATMENT SWALE 2

PROPOSED STREAM RESTORATION / OFFSET

SWALE OUTLET FLOW CONTROL STRUCTURES

PLANTED TREATMENT SWALE 1

DATE	DESCRIPTION	BY	CHECKED
28.10.2021	ISSUED FOR CONSTRUCTION	J. YONG	J. YONG
28.10.2021	DESIGN CHECK	J. O'LEA TORRE	J. O'LEA TORRE
28.10.2021	DESIGN	M. NGUI	M. NGUI
28.10.2021	DESIGN REVIEW	K. CHAMBERS	K. CHAMBERS
28.10.2021	APPROVED	R. MASON	R. MASON

TE TUPU NGĀTAHI
Supporting Growth

WAKA KOTAHĪ
NZ TRANSPORT AGENCY

KiwiRail

SUPPORTING GROWTH PROGRAMME
DRURY WEST RAIL STATION & ACCESSWAYS

DRAINAGE LAYOUT PLAN
BURTT ROAD ACCESSWAY

FOR LODGEMENT

28.10.2021

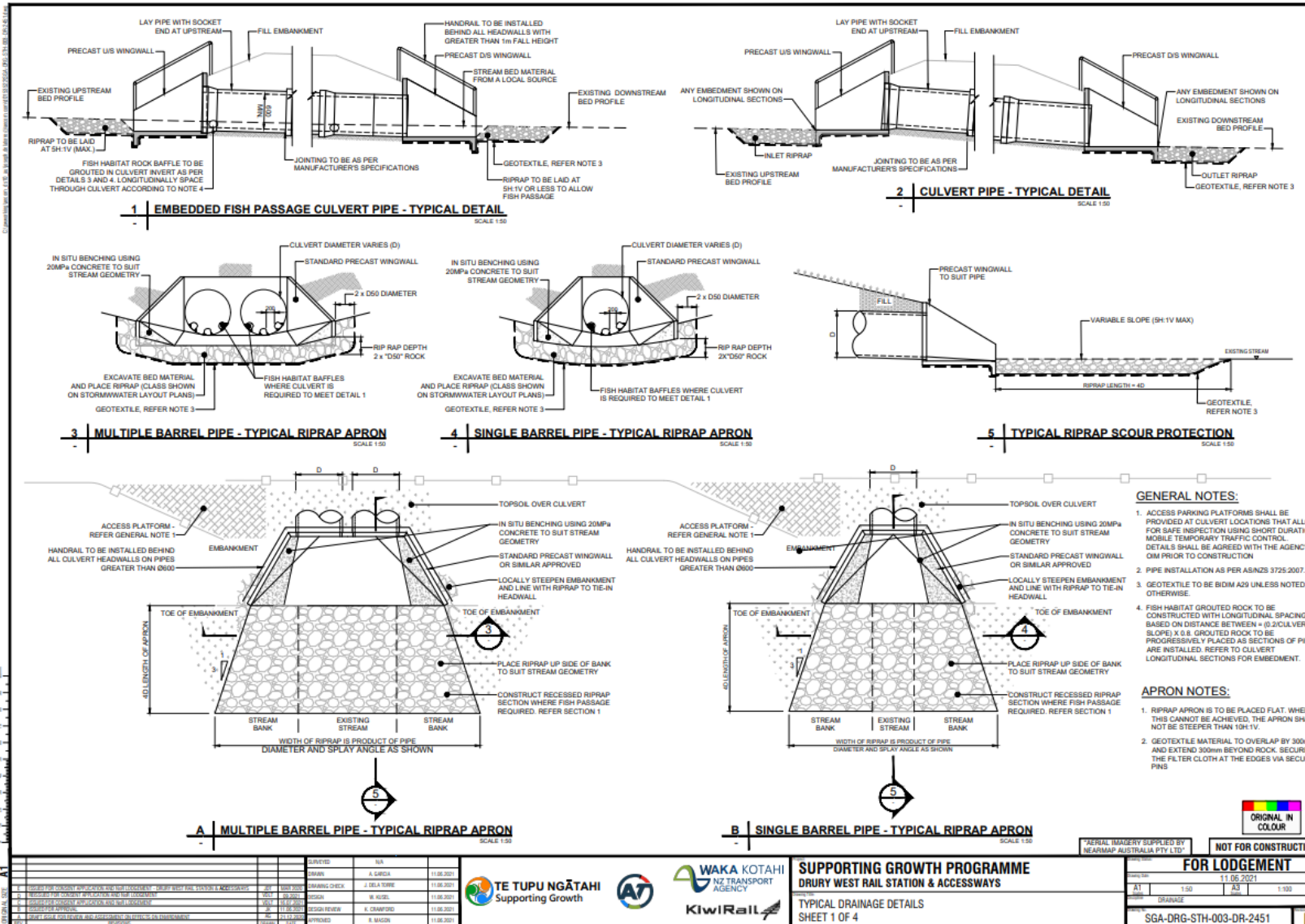
AS SHOWN AS HALF SHOWN

NOT FOR CONSTRUCTION

SGA-DRG-STH-003-DR-2206

B

Typical Drainage Details



NO.	DESCRIPTION	DATE	BY	CHECKED BY
1	DESIGN CHECK	11.06.2021	A. GORDA	J. DELA TORRE
2	DESIGN CHECK	11.06.2021	J. DELA TORRE	M. AGIEL
3	DESIGN CHECK	11.06.2021	M. AGIEL	K. CRAMFORD
4	DESIGN CHECK	11.06.2021	K. CRAMFORD	B. MASON
5	DESIGN CHECK	11.06.2021	B. MASON	



SUPPORTING GROWTH PROGRAMME
DRURY WEST RAIL STATION & ACCESSWAYS

TYPICAL DRAINAGE DETAILS
SHEET 1 OF 4

ORIGINAL IMAGERY SUPPLIED BY NEARMAP AUSTRALIA PTY LTD

NOT FOR CONSTRUCTION

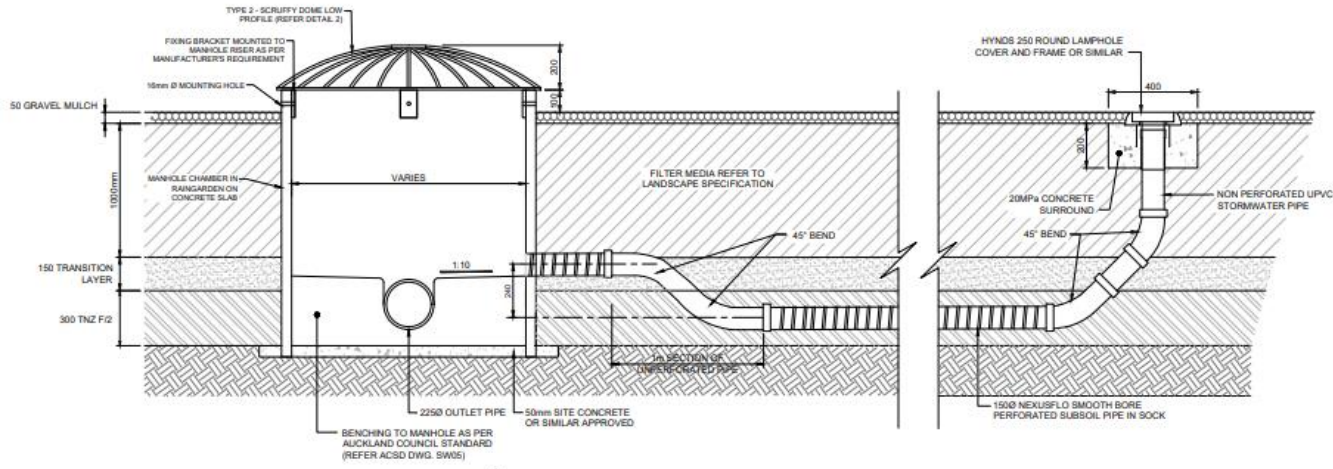
FOR LODGEMENT

DATE: 11.06.2021

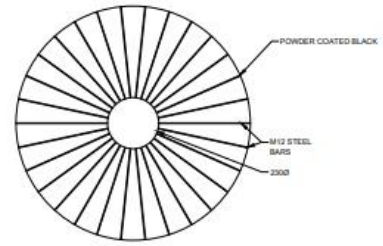
SCALE: 1:50

PROJECT: SGA-DRG-STH-003-DR-2451

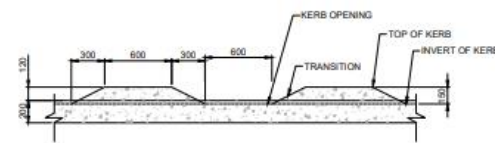
REVISION: E



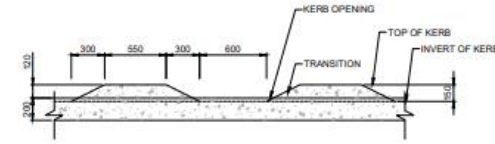
1 | TYPICAL SECTION THROUGH RAINGARDEN & SUBSOIL RODDING EYE
Scale 1:10



2 | TYPE 2 - DEBRIS CONTROL SCREEN
Scale NTS



3 | TYPICAL SPLIT KERB (ATCoP-RD010)
Scale 1:20



4 | TYPICAL SPLIT KERB FOR RAINGARDENS
Scale 1:20



NOT FOR CONSTRUCTION

NO.	DESCRIPTION	DATE	BY	CHECKED	DATE
1	DESIGN FOR PROPOSED RAINGARDEN AND SUBSOIL RODDING EYE	11.06.2021	A. GARDIA	J. DELA TORRE	11.06.2021
2	DESIGN FOR PROPOSED SPLIT KERB AND DEBRIS CONTROL SCREEN	11.06.2021	W. KAGEL	K. CAMPFORD	11.06.2021
3	DESIGN FOR APPROVAL	11.06.2021	W. KAGEL	R. MASON	11.06.2021

TE TUPU NGĀTAHI
Supporting Growth

WAKA KOTAHI
NZ TRANSPORT
AGENCY

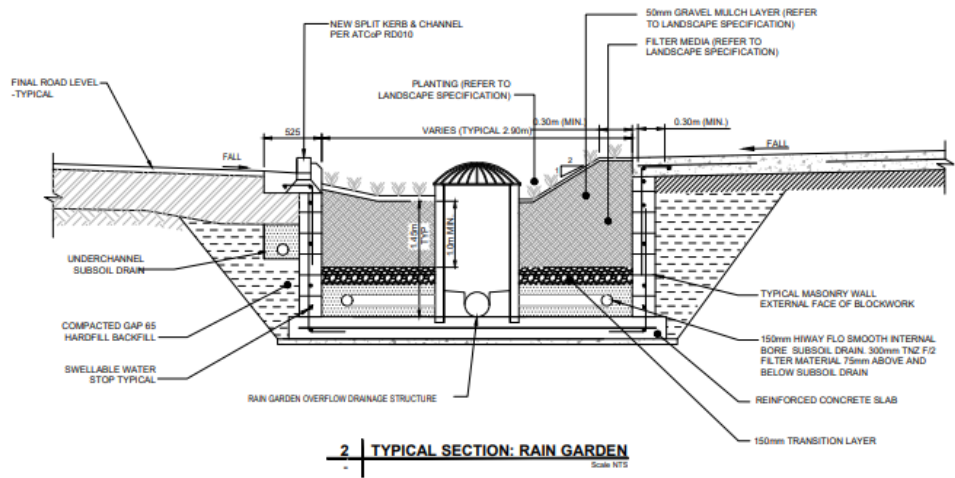
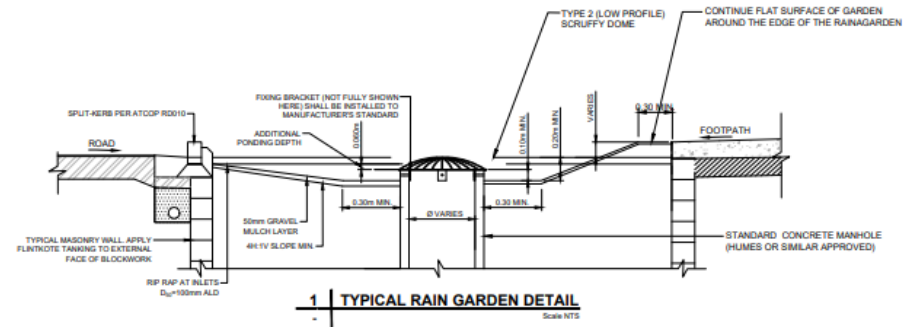
KiwiRail

SUPPORTING GROWTH PROGRAMME
DRURY WEST RAIL STATION & ACCESSWAYS

TYPICAL DRAINAGE DETAILS
SHEET 2 OF 4

FOR LODGEMENT			
DATE	11.06.2021	SCALE	HALF SCALE
BY	AS SHOWN	CHECKED	A3
PROJECT	DRURAGE	DRAWING NO.	SGA-DRG-STH-003-DR-2452
REVISION			E

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NOT FOR CONSTRUCTION
FOR LODGEMENT

NO.	DESCRIPTION	DATE	BY	CHECKED BY
1	DESIGN AND DRAWING	11.06.2021	A. SARGA	
2	DRAWING CHECK	11.06.2021	J. DELA TORRE	
3	DESIGN	11.06.2021	W. AGDEL	
4	DESIGN REVIEW	11.06.2021	K. CAMPBELL	
5	APPROVED	11.06.2021	R. MASON	

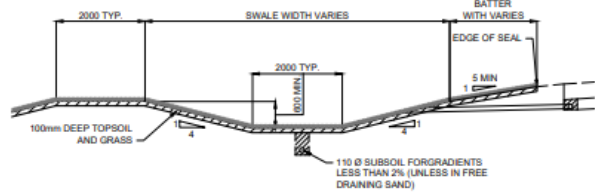
SUPPORTING GROWTH PROGRAMME
DRURY WEST RAIL STATION & ACCESSWAYS
 TYPICAL DRAINAGE DETAILS
 SHEET 3 OF 4

NO.	DESCRIPTION	DATE	BY	CHECKED BY
1	DESIGN AND DRAWING	11.06.2021	A. SARGA	
2	DRAWING CHECK	11.06.2021	J. DELA TORRE	
3	DESIGN	11.06.2021	W. AGDEL	
4	DESIGN REVIEW	11.06.2021	K. CAMPBELL	
5	APPROVED	11.06.2021	R. MASON	

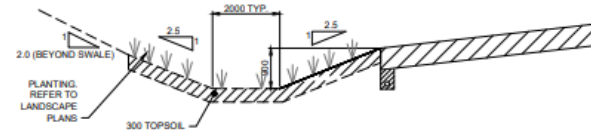
SGA-DRG-STH-003-DR-2453 E

GEOTEXTILE NOTE:

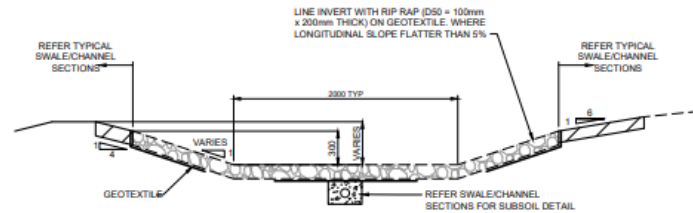
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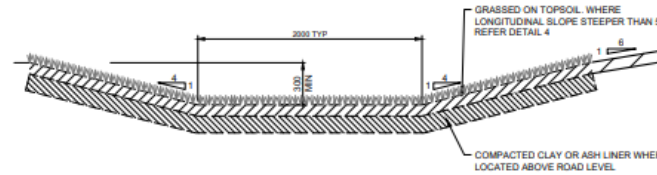
1 | TYPICAL GRASS TREATMENT SWALE
Scale 1:50



2 | TYPICAL PLANTED TREATMENT SWALE
Scale 1:50



3 | TYPICAL SPILLWAY CHANNEL
Scale 1:20



4 | TYPICAL CHANNEL - GRASS
Scale 1:20



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FOR LODGEMENT

11.06.2021

A1 AS SHOWN A3 HALF SCALE

DRAINAGE

SGA-DRG-STH-003-DR-2454

E

NO.	REVISION	DATE	BY	CHECKED BY
1	ISSUED FOR TENDER	11.06.2021	A. GARD	
2	DESIGN CHECK	11.06.2021	J. DELA TORRE	
3	DESIGN	11.06.2021	W. ADEL	
4	DESIGN REVIEW	11.06.2021	K. CRAMPFORD	
5	APPROVED	11.06.2021	A. MASON	

TE TUPU NGĀTAHI Supporting Growth

WAKA KOTAHĪ NZ TRANSPORT AGENCY

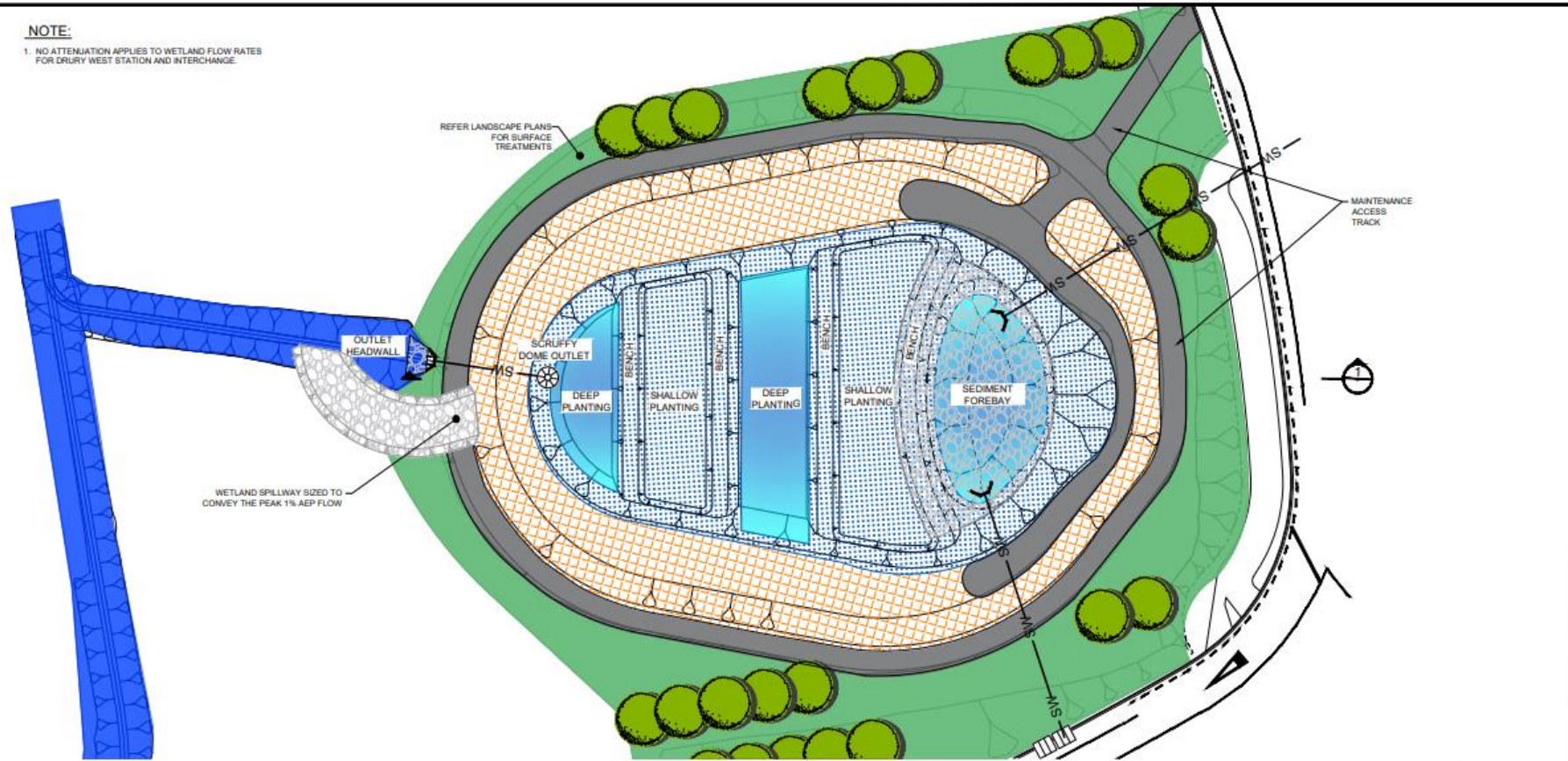
KiwiRail

SUPPORTING GROWTH PROGRAMME
DRURY WEST RAIL STATION & ACCESSWAYS

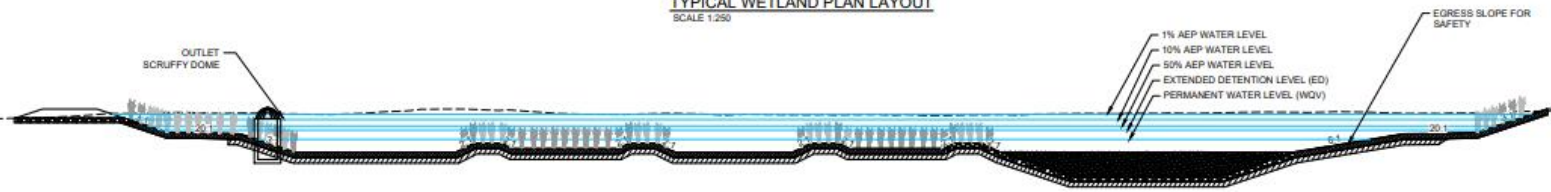
TYPICAL DRAINAGE DETAILS
SHEET 4 OF 4

NOTE:

- 1. NO ATTENUATION APPLIES TO WETLAND FLOW RATES FOR DRURY WEST STATION AND INTERCHANGE.



TYPICAL WETLAND PLAN LAYOUT
SCALE 1:250



SECTION
SCALE 1:125

ORIGINAL IN COLOUR

NOT FOR CONSTRUCTION

FOR LODGEMENT

11.06.2021

AT AS SHOWN AS HALF SCALE

SGA-DRG-STH-003-DR-2500 E

NO.	REVISION	DATE	BY	CHECKED BY
1	ISSUED FOR PERMIT APPLICATION AND FOR CONSTRUCTION	11.06.2021	AS	AS
2	ISSUED FOR PERMIT APPLICATION AND FOR CONSTRUCTION	11.06.2021	AS	AS
3	ISSUED FOR PERMIT APPLICATION AND FOR CONSTRUCTION	11.06.2021	AS	AS
4	ISSUED FOR PERMIT APPLICATION AND FOR CONSTRUCTION	11.06.2021	AS	AS
5	ISSUED FOR PERMIT APPLICATION AND FOR CONSTRUCTION	11.06.2021	AS	AS
6	ISSUED FOR PERMIT APPLICATION AND FOR CONSTRUCTION	11.06.2021	AS	AS
7	ISSUED FOR PERMIT APPLICATION AND FOR CONSTRUCTION	11.06.2021	AS	AS
8	ISSUED FOR PERMIT APPLICATION AND FOR CONSTRUCTION	11.06.2021	AS	AS
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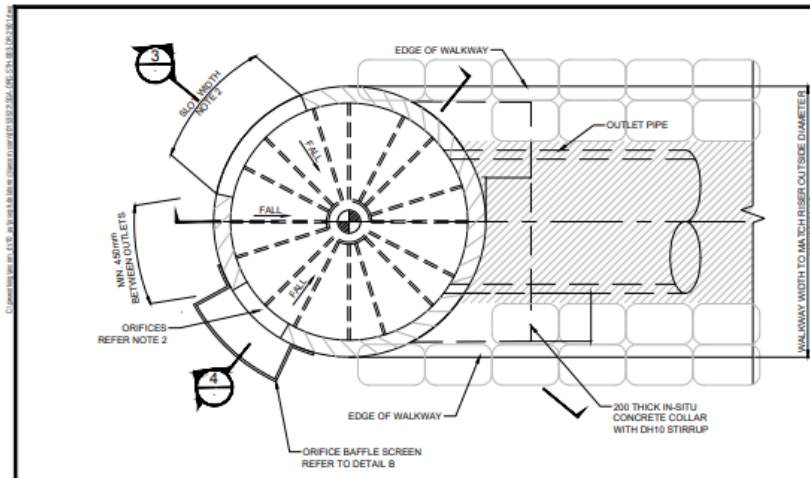
TE TUPU NGĀTAHI Supporting Growth

WAKA KOTAHĪ NZ TRANSPORT AGENCY

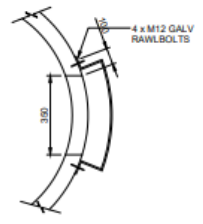
KiwiRail

SUPPORTING GROWTH PROGRAMME
DRURY WEST RAIL STATION & ACCESSWAYS

TYPICAL WETLAND DETAILS
SHEET 1 OF 2

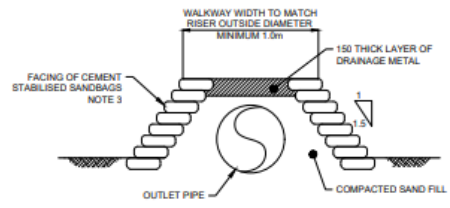


A | PLAN - TYPICAL WETLAND OUTLET
Scale 1:10

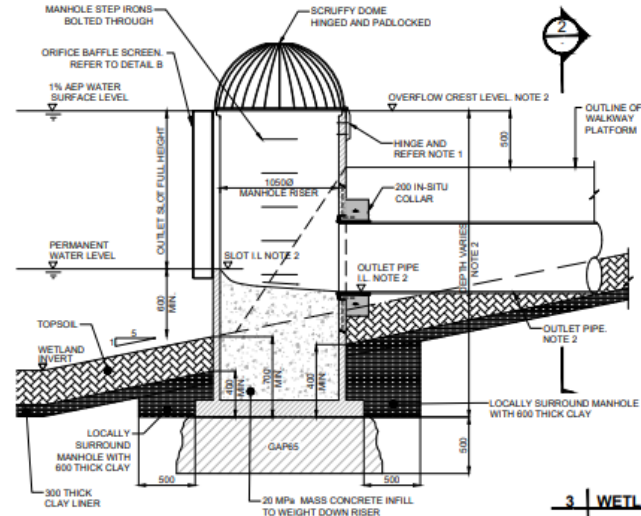


B | ORIFICE SLOT
Scale 1:10

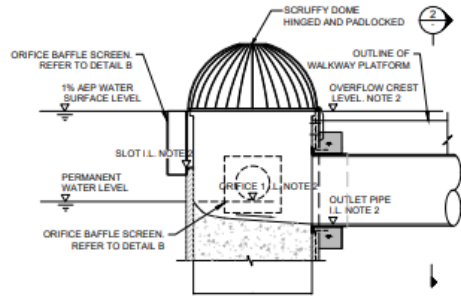
- NOTES:**
1. STAINLESS STEEL EYE FIXING AND CHAIN RESTRAINT FOR OPENED SCRUFFY DOME. SET LENGTH OF CHAIN SO DOME OPENS BEYOND 90 DEGREES TO AVOID FALLING SHUT.
 2. FOR INLET/OUTLET LEVELS, DIMENSIONS AND DIAMETERS REFER TO CALCULATIONS IN THE AEE APPENDICES.
 3. HESSIAN SANDBAGS PLACED TO SUIT ON SITE. PLACE IN STAGGERED/OVERLAPPING LAYERS. SANDBAG FILL TO BE SAND-CEMENT DRY MIX (4 PARTS WASHED SAND 1 PART CEMENT) OR USE MASTERMIX CULVERT BAGS.
 4. ORIENTATE WALKWAY TO PROVIDE COVER TO PIPE WHERE REQUIRED.
 5. HINGE SCRUFFY DOME TO CHAMBER 90° FROM WALKWAY APPROACH TO SCRUFFY DOME.
 6. NO ATTENUATION APPLIES ON WETLAND FLOW RATES FOR DRURY WEST STATION AND INTERCHANGE.



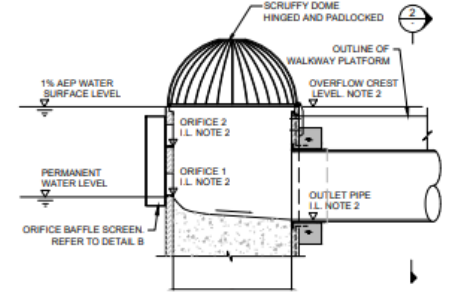
2 | WALKWAY SECTION
Scale 1:20



3 | WETLAND OUTLET ALTERNATIVES
Scale 1:20



OUTLET WITH ORIFICE AND SLOT
316 S/S MANHOLE STEP IRONS NOT SHOWN FOR CLARITY. MANHOLE DETAILS AND SURROUND DETAILS AS SHOWN ON 'OUTLET WITH SLOT' ALTERNATIVE.



4 | WETLAND OUTLET WITH ORIFICE ONLY
Scale 1:20
316 S/S MANHOLE STEP IRONS NOT SHOWN FOR CLARITY. MANHOLE DETAILS AND SURROUND DETAILS AS SHOWN ON 'OUTLET WITH SLOT' ALTERNATIVE.

NO.	REVISION	DATE	BY	CHECKED	SCALE
1	ISSUED FOR TENDER	11.06.2021	A. GARCIA	J. DELA TORRE	1:10
2	FOR REVIEW	11.06.2021	A. GARCIA	J. DELA TORRE	1:10
3	FOR REVIEW	11.06.2021	A. GARCIA	J. DELA TORRE	1:10
4	FOR REVIEW	11.06.2021	A. GARCIA	J. DELA TORRE	1:10
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7	FOR REVIEW	11.06.2021	A. GARCIA	J. DELA TORRE	1:10
8	FOR REVIEW	11.06.2021	A. GARCIA	J. DELA TORRE	1:10
9	FOR REVIEW	11.06.2021	A. GARCIA	J. DELA TORRE	1:10
10	FOR REVIEW	11.06.2021	A. GARCIA	J. DELA TORRE	1:10



SUPPORTING GROWTH PROGRAMME
DRURY WEST RAIL STATION & ACCESSWAYS
TYPICAL WETLAND DETAILS
SHEET 2 OF 2

NOT FOR CONSTRUCTION

FOR LODGEMENT
11.06.2021

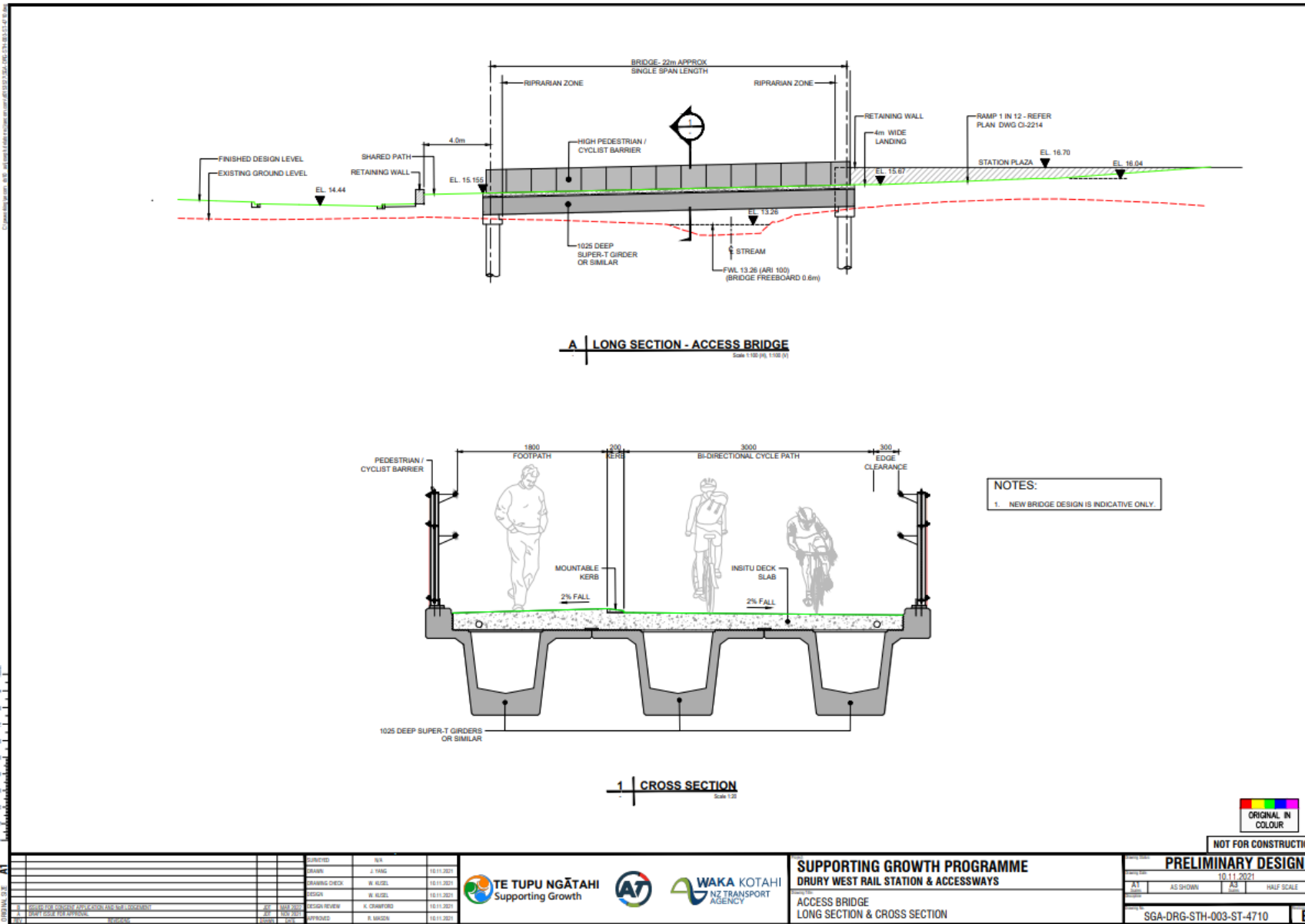
AS SHOWN A3 HALF SCALE

DRAINAGE

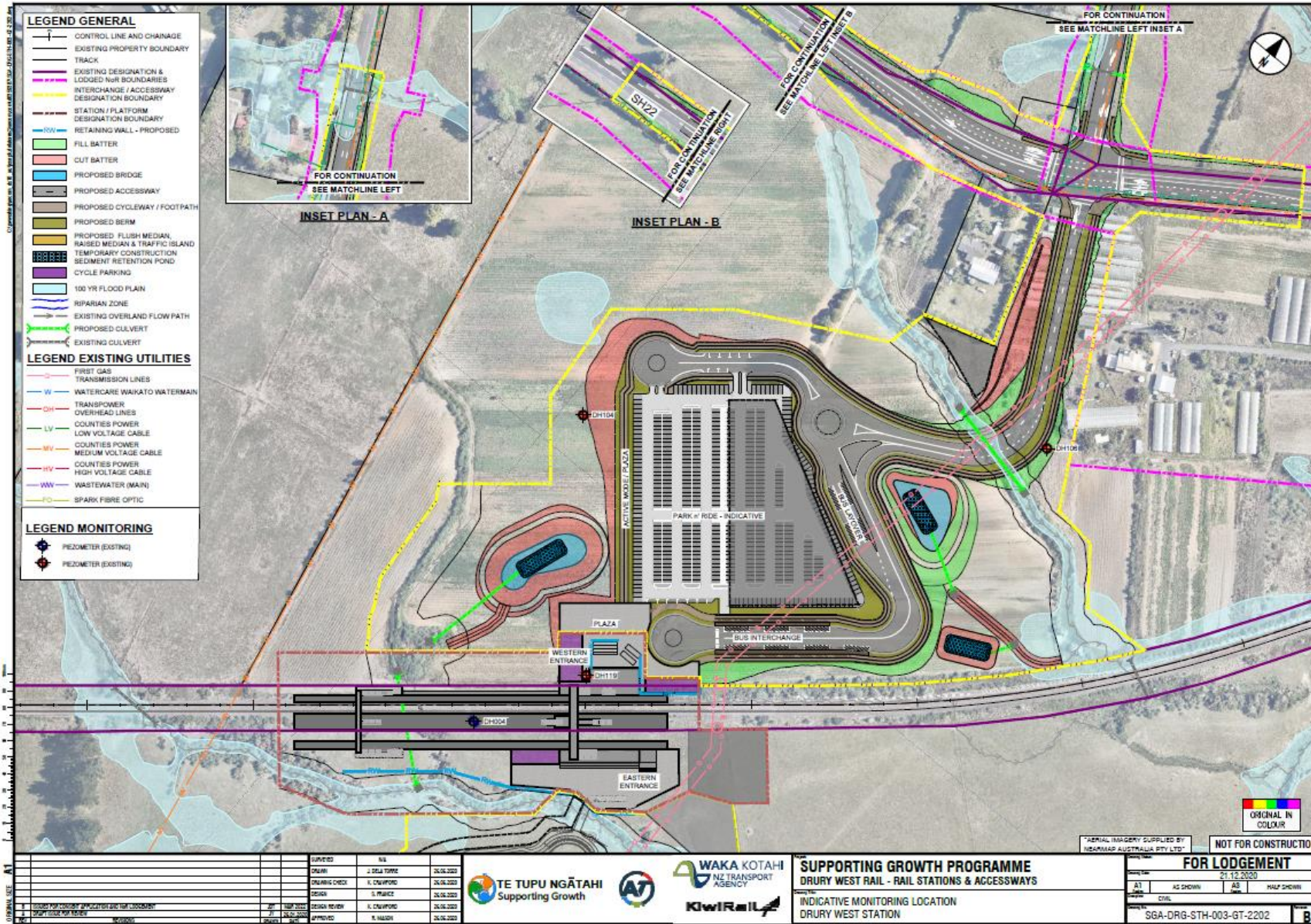
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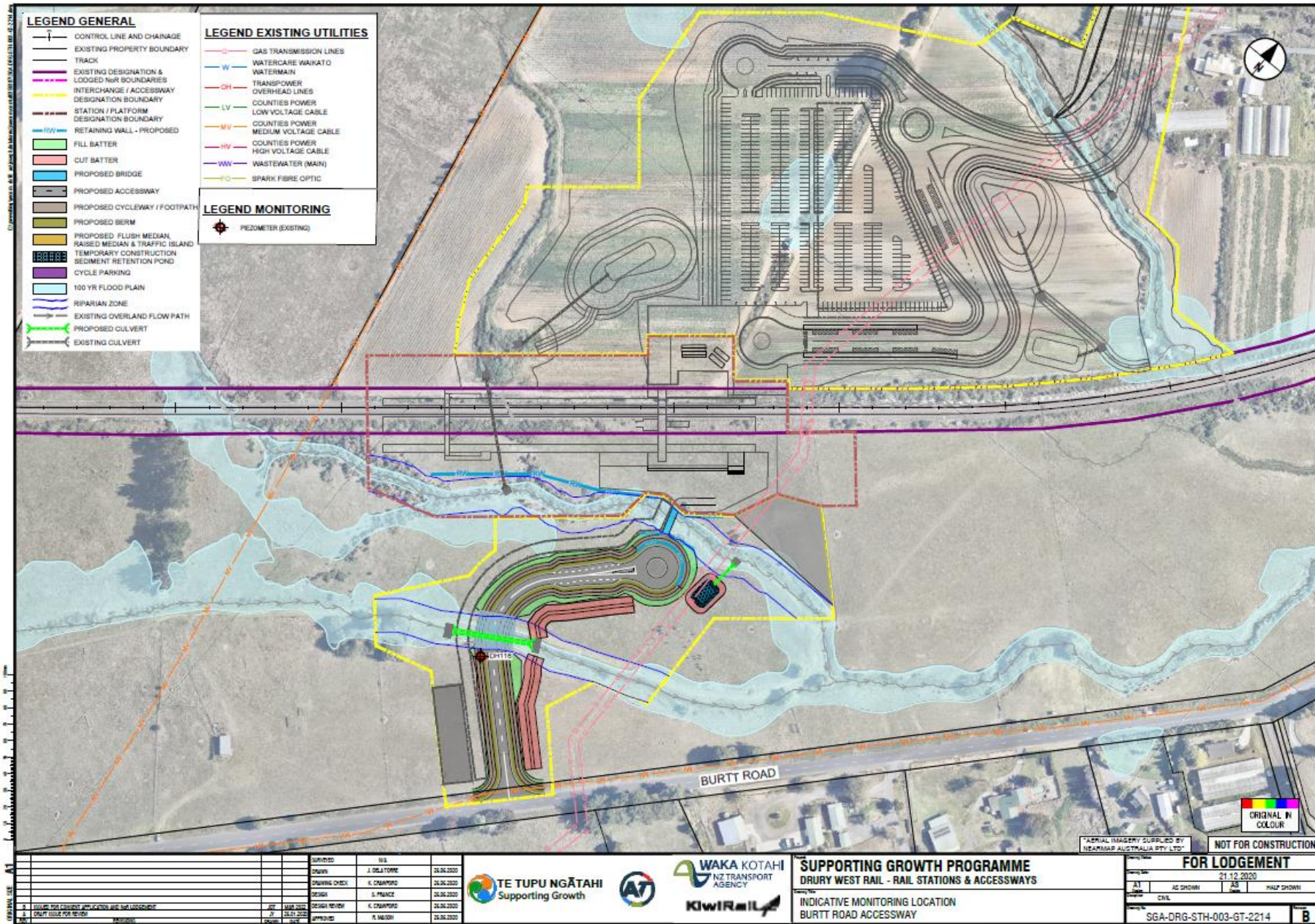
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Access Bridge Sections



Schedule 3 – Indicative Hydrogeology Monitoring Location Plans





- LEGEND GENERAL**
- CONTROL LINE AND CHAINAGE
 - EXISTING PROPERTY BOUNDARY
 - TRACK
 - EXISTING DESIGNATION & LODGED N&R BOUNDARIES
 - INTERCHANGE / ACCESSWAY DESIGNATION BOUNDARY
 - STATION / PLATFORM DESIGNATION BOUNDARY
 - RETAINING WALL - PROPOSED
 - FILL BATTER
 - CUT BATTER
 - PROPOSED BRIDGE
 - PROPOSED ACCESSWAY
 - PROPOSED CYCLEWAY / FOOTPATH
 - PROPOSED BERM
 - PROPOSED FLUSH MEDIAN, RAISED MEDIAN & TRAFFIC ISLAND
 - TEMPORARY CONSTRUCTION SEDIMENT RETENTION POND
 - CYCLE PARKING
 - 100 YR FLOOD PLAIN
 - RIPARIAN ZONE
 - EXISTING OVERLAND FLOW PATH
 - PROPOSED CULVERT
 - EXISTING CULVERT

- LEGEND EXISTING UTILITIES**
- GAS TRANSMISSION LINES
 - WATERCARE WAIKATO WATERMAIN
 - TRANSPOWER OVERHEAD LINES
 - LV COUNTIES POWER LOW VOLTAGE CABLE
 - MV COUNTIES POWER MEDIUM VOLTAGE CABLE
 - HV COUNTIES POWER HIGH VOLTAGE CABLE
 - WW WASTEWATER (MAIN)
 - FO SPARK FIBRE OPTIC

- LEGEND MONITORING**
- PEZOMETER (EXISTING)

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AERIAL IMAGERY SUPPLIED BY NEARMAP AUSTRALIA PTY LTD.
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REVISION	NO.	DATE	DESCRIPTION	BY	CHECKED
1	ISSUE FOR COUNCIL APPLICATION AND FOR LODGEMENT	21 MAR 2020		JY	AM
2	ORLYT ISSUE FOR REVIEW	21 MAR 2020		JY	AM

SUPPLIED	N/A	30.06.2020
DRAWN	J. OLLS TORRE	30.06.2020
DRAWING CHECK	K. CHAMFORD	30.06.2020
DESIGN	S. FRANCE	30.06.2020
DESIGN REVIEW	K. CHAMFORD	30.06.2020
APPROVED	K. MALONI	30.06.2020



SUPPORTING GROWTH PROGRAMME
DRURY WEST RAIL - RAIL STATIONS & ACCESSWAYS
 INDICATIVE MONITORING LOCATION
 BURTT ROAD ACCESSWAY

FOR LODGEMENT			
Issue Date	21.12.2020		
Scale	A1	A2	HALF SHOWN
Author	CIVL	AS	
Project No.	SGA-DRG-STH-003-GT-2214		
Sheet No.			B

XXXX Drury West Interchange

Designation Number	XXXX
Requiring Authority	KiwiRail Holdings Ltd
Location	16 and 41 Jesmond Road, 110 and 160 Karaka Road, 647 Burt Road, and Road Network, Drury
Lapse Date	[15 years from date of confirmation]

Purpose

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

Definitions

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

Term	Definition
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Certification	<p>Certification shall be achieved by confirmation from the Manager 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 where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified.</p>
Completion of Construction	When construction of the Project (or stage of the Project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council.
Enabling Works	<p>Includes the following and similar activities:</p> <ul style="list-style-type: none">• geotechnical investigations (including trial embankments)• archaeological site investigations• formation of access for geotechnical investigations• establishment of site yards, site entrances and fencing• constructing and sealing site access roads• demolition or removal of buildings and structures• relocation of services• ecological surveys

Term	Definition
	<ul style="list-style-type: none"> • vegetation removal ancillary to Enabling Works • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting) • preloading site for ground stability • mechanically stabilised earth walls • wetland excavation
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Project	<p>For NOR DW-S, means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1.</p> <p>For NOR DW-IA, means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1.</p> <p>Reference to "Project" in the conditions means each or either of the NoRs 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"> • MADE Group Limited and Karaka Drury Limited; • Lomai Properties Limited; • Catholic Diocese of Auckland; • Kāinga Ora; • First Gas Limited; • Counties Power; • Minister of Housing; • Fisher & Paykel Healthcare Limited; • Waka Kotahi NZ Transport Agency; • Auckland Transport; and <p>The owners and occupiers of:</p> <ul style="list-style-type: none"> • The land on which the Project is to be undertaken; and

Term	Definition
	<ul style="list-style-type: none"> The Surrounding Land (as defined below).
stakeholder	Means a relevant affected party to be consulted on a construction specific management plan.
Surrounding Land	Means the properties listed and identified in Schedule 2.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Suitably Qualified and Experienced Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence.
Urban Design Evaluation and Framework	Means the ' <i>Drury West Station Urban Design Evaluation and Framework (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 DW-S	Notice of Requirement - Drury West (Ngākōroa) Station
NOR DW-IA	Notice of Requirement – Drury West (Ngākōroa) Interchange and Accessways
RMA	Resource Management Act 1991 and its subsequent amendments
ULDMP	Urban Landscape and Design Management Plan

Acronym	Description
SCMP	Stakeholder and Communication Management Plan
SID	Safety in Design
SQEP	Suitably Qualified and Experienced Person

Summary of Management Plans identified in Conditions

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

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

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

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

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

Ref	Condition
	<p>Advice Note: <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>
Urban and Landscape Design Management Plan (ULDMP)	
7	<p>(a) An Urban Landscape and Design Management Plan (ULDMP) shall be prepared and submitted with the relevant Outline Plan(s) for:</p> <ul style="list-style-type: none"> (i) The design of the Stage One works; and (ii) The design of subsequent stages where they involve works materially affecting movement in and around the station and/or the interface of the station with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority). <p>Advice Note: <i>For the avoidance of doubt, the Catholic Diocese of Auckland must be consulted on works to optimise safe access and connectivity.</i></p> <p>(b) The objective of the ULDMP is to set out how the Project will manage or mitigate potential adverse visual effects and contribute to a quality well-functioning urban environment¹.</p> <p>(c) To achieve this objective, the ULDMP shall include an overall concept plan that shows the layout of the Project and in particular urban landscape and design elements relating to access, legible and convenient connectivity, and interface with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority), with particular regard to:</p> <ul style="list-style-type: none"> (i) How the Project works will be integrated into the surrounding existing and planned urban environment, in particular provision for safe active mode facilities within the station and transport interchange area, and safe multi-modal access between the station and the surrounding existing and planned urban environment; (ii) How the Project works will be coordinated and integrated with the planned development of Surrounding Land to the extent practicable, with particular regard to: <ul style="list-style-type: none"> (aa) The coordinated provision of new or upgraded infrastructure; (bb) The location and design of connecting roads between the Project and the surrounding existing and planned urban environment, to create safe and pleasant connections for pedestrians and cyclists; (cc) The timing of works on Surrounding Land; and (dd) Any other relevant access, servicing, or engineering matters. (iii) How the Project will enable a safe and inclusive environment through the application of Crime Prevention through Environmental Design (CPTED) and Safety in Design (SID) principles, including how the Project will support active edges around the station infrastructure. This requirement will be satisfied by a

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

Ref	Condition
	<p>CPTED audit which addresses the relevant design matters, including mitigation of safety and personal security effects.</p> <p>(iv) Architectural treatment of major structures (e.g. buildings, bridges and retaining walls), to create a cohesive and locally relevant identity / sense of place;</p> <p>(v) Methods to enhance station legibility and amenity such as arrival treatments, signage/wayfinding, roadside and median treatments;</p> <p>(vi) As relevant to the Stage of Work, details of:</p> <p>(aa) The reinstatement of construction and site compound areas, treatment of cut-and-fill slopes, and interface of stormwater devices; and</p> <p>(bb) How the Project's permanent works (including final ground levels) will be integrated into the built environment and the landscape context;</p> <p>(vii) Landscape treatments (including retaining walls) and planting having regard to the Urban Design and Evaluation Framework and the ecological offset and compensation requirements identified in the resource consent conditions, including:</p> <p>(a) Planting of suitably scaled trees to contribute to the amenity and character of the station and park-and-ride facility, and tree canopy shading to reduce heat island effects, recognising that planting within the park-and-ride areas may require removal if this facility is disestablished or reconfigured;</p> <p>(b) the intended plant species, planting locations and plant sizes at the time of planting and on maturity;</p> <p>(c) the planting methodology and programme;</p> <p>(d) a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants; and</p> <p>(e) methods to mitigate adverse visual effects associated with open carpark areas. These may include rapidly establishing vegetation, feature shelters, and/or art elements.</p> <p>(viii) How the Project will enable an accessible environment for people of all ages and abilities through the application of the Auckland Design Manual Universal Design Checklist².</p> <p>(d) Mana Whenua shall be invited through the Mana Whenua Engagement Forum (MEF) to participate in the development of the ULDMP to provide input into the relevant cultural landscape and design matters and how desired outcomes may be reflected in the ULDMP. The ULDMP shall summarise comments received from Mana Whenua along with a summary of where comments have:</p>

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

Ref	Condition
	<ul style="list-style-type: none"> (i) Been incorporated; and (ii) Where not incorporated, the reasons why. <p>Advice Note: Refer to Figure 3-10 of the Urban Design Evaluation and Framework (attached as Schedule 3) for a spatial representation of the matters described in Condition 7 and how these relate to further integration opportunities in the surrounding area.</p>
Construction and Environmental Management Plan (CEMP)	
8	<ul style="list-style-type: none"> (a) A CEMP shall be prepared prior to the Start of Construction. (b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve this objective the CEMP shall include: <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) drawings of the proposed site layouts (including construction yards, temporary buildings and construction vehicle parking); (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places, and for avoiding the deposition of debris or material onto public roads will be achieved as far as practicable; (vi) methods for providing for the health and safety of the general public; (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

Ref	Condition
	<p>extent known by the Requiring Authority (including realignment of the First Gas transmission pipeline); and</p> <p>(xiv) any other measures to achieve the objective set out in Condition 8(b).</p>
Construction Traffic Management Plan (CTMP)	
9	<p>(a) A CTMP shall be prepared prior to the Start of Construction.</p> <p>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic and transport effects. To achieve this objective, the CTMP shall include:</p> <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic, with consideration of cumulative construction effects from other projects occurring in the area (as relevant); (ii) measures to manage the safety of all transport users. This may include, but shall not be limited to: <ul style="list-style-type: none"> (aa) identification of detour routes (bb) temporary speed limits; and (cc) other methods to safely manage and maintain traffic flows, pedestrians and cyclists, on existing roads. (iii) methods to maintain functional and operational vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be maintained; (iv) methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services; (v) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (vi) identification of site access routes and access points for heavy vehicles, the size and location of parking areas sufficient for plant, construction vehicles and the vehicles of workers and visitors with a view to ensuring that no construction-related parking occurs on public roads unless for the express purpose of completing works on/adjacent to the road, is supported by a Temporary Traffic Management Plan, and vehicles are parked clear of operating lanes and sealed shoulders; (vii) identification of any appropriate traffic management measures; (viii) methods that will be undertaken to communicate traffic management measures to affected road users, pedestrians and cyclists (e.g. residents/public/stakeholders/emergency services);

Ref	Condition
	<p>(ix) methods to address delays and risks associated with traffic turning right out of the site at the intersection of Karaka Road and Jesmond Road, including worker vehicles leaving the site during the PM peak period; and</p> <p>(x) any other measures to achieve the objective set out in Condition 9(b).</p> <p>Advice Note: <i>The consent holder will be responsible for ensuring all necessary permits, such as Corridor Access Requests (CAR) permits are obtained from Auckland Transport. See Auckland Transport's website www.aucklandtransport.govt.nz for more information.</i></p>
9A	<p>Safe System Audit</p> <p>(a) Prior to the Start of Construction, the Requiring Authority shall engage an independent and suitably qualified Safety Engineer to undertake and complete a Preliminary Design Safe System audit for all site access points and road layout changes associated with the Project.</p> <p>(b) The Preliminary Design Safe System Audit shall be completed in accordance with the Waka Kotahi Safe System Audit Guidelines (August 2022) by an independent and appropriately qualified safety audit team.</p> <p>(c) The Requiring Authority shall adopt and address any recommendations made in the Safe System Audit unless otherwise agreed with Waka Kotahi or Auckland Transport as applicable.</p>
9B	Planned passenger rail services shall not commence from the station prior to the signalisation of the intersection of Jesmond Road, Karaka Road, and the proposed station accessway.

Construction Noise and Vibration

10	<p>Construction Noise standards</p> <p>(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards at any occupied residential building set out in the following table as far as practicable:</p> <p>Table 1: Construction noise standards</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Day of week</th> <th>Time period</th> <th>L_{Aeq(15min)}</th> <th>L_{AFmax}</th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> <tr> <td rowspan="4" style="text-align: center;">Weekday</td> <td style="text-align: center;">0630h - 0730h</td> <td style="text-align: center;">55 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td style="text-align: center;">0730h - 1800h</td> <td style="text-align: center;">70 dB</td> <td style="text-align: center;">85 dB</td> </tr> <tr> <td style="text-align: center;">1800h - 2000h</td> <td style="text-align: center;">65 dB</td> <td style="text-align: center;">80 dB</td> </tr> <tr> <td style="text-align: center;">2000h - 0630h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td rowspan="2" style="text-align: center;">Saturday</td> <td style="text-align: center;">0630h - 0730h</td> <td style="text-align: center;">45 dB</td> <td style="text-align: center;">75 dB</td> </tr> <tr> <td style="text-align: center;">0730h - 1800h</td> <td style="text-align: center;">70 dB</td> <td style="text-align: center;">85 dB</td> </tr> </tbody> </table>	Day of week	Time period	L _{Aeq(15min)}	L _{AFmax}	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Saturday	0630h - 0730h	45 dB	75 dB	0730h - 1800h	70 dB	85 dB
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Ref	Condition			
		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 12, then the methodology in Condition 13 [Schedule] shall apply			
11	Construction Vibration Standards			
	(a) Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 ' <i>Structural Vibration – Part 3: Effects of Vibration on Structures</i> ' for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.			
	Table 2 Construction vibration criteria			
	Receiver	Details	Category A	Category B
	Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
		Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
	All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	
	(b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 12, then the methodology in Condition 13 [Schedule] shall apply.			
12	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
	<p>(b) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve, or otherwise minimise any exceedances of, the construction noise and vibration standards set out in Conditions 10 and 11 as far as practicable.</p> <p>(c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '<i>Acoustics – Construction Noise</i>' (NZS6803:1999) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> (i) Description of the works and anticipated equipment/processes; (ii) Hours of operation, including times and days when construction activities will occur; (iii) The construction noise and vibration standards for the Project; (iv) Identification of receivers where noise and vibration standards apply; (v) A hierarchy of management and mitigation options, and identification of the Best Practicable Option; (vi) Methods and frequency for monitoring and reporting on construction noise and vibration; (vii) Procedure for responding to monitored exceedances; (viii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints; (ix) Contact details of the Project Liaison Person or site supervisor; (x) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (xi) Procedures for monitoring construction noise and vibration and reporting to the Council. (xii) Identification of areas where compliance with the noise [Condition 10] and/or vibration standards [Condition 11 Category A or Category B] will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites. (xiii) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 10] and/or vibration standards [Condition 11 Category B] will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls;

Ref	Condition
	<ul style="list-style-type: none"> (xiv) Procedures for review and update of the CNVMP; and (xv) Any other measures to achieve Condition 12(b).
13	<p>Schedule to a CNVMP</p> <p>(a) A Site-Specific Construction Noise and/or Vibration Management Schedule (Schedule) shall be prepared in consultation with the owners and occupiers of sites subject to the Schedule, when:</p> <ul style="list-style-type: none"> (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 8, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed: <ul style="list-style-type: none"> (aa) 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or (bb) 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days. (ii) Construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 11. <p>(b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:</p> <ul style="list-style-type: none"> (i) activity location, start and finish dates; (ii) The nearest neighbours to the activity; (iii) a location plan; (iv) predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Clause (a); (v) The proposed Best Practicable Option mitigation for the activity/location; (vi) The proposed communications with neighbours; and (vii) Location, times and types of monitoring.
14	<p>Building Damage Pre Condition Survey</p> <p>(a) The Requiring Authority shall write to identified owners of buildings predicted to receive vibration levels exceeding Category A (Condition 11), to offer a pre-construction condition survey of such buildings. The objective of the survey is to document the building's current condition and any existing damage. The pre-condition survey shall include the following:</p> <ul style="list-style-type: none"> (i) building classification (i.e. commercial, industrial, historic or other sensitive structure); (ii) building specific vibration damage risk thresholds;

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

Ref	Condition
	<p>be implemented, including any third-party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.</p> <p>(c) Where Building-Damage Rectification is required, the Requiring Authority is deemed to have complied with Condition 15 if:</p> <ul style="list-style-type: none"> (i) The Requiring Authority has completed Building Damage Rectification to the building; or (ii) An alternative agreement is reached between the Requiring Authority and the building owner; or (iii) The building owner did not accept the Requiring Authority's offer to implement Building Damage Rectification within three months of the date of the Requiring Authority's letter sent in accordance with Condition 15(a) (including where the owner did not respond within that period following reasonable inquiries with the owner by the Requiring Authority); or (iv) The building owner cannot, after reasonable enquiry, be found post Completion of Construction of the Project.
Stakeholder and Communication Management Plan (SCMP)	
16	<ul style="list-style-type: none"> (a) A SCMP shall be prepared prior to the Start of Construction. (b) The objective of the SCMP is to set out how the public and stakeholders will be communicated with throughout the Construction Works. (c) The SCMP shall include the following details and measures setting out how the Requiring Authority will: <ul style="list-style-type: none"> (i) Provide the contact details for the Project Liaison Person which shall be prominently displayed at the main entrance(s) to the site(s); (ii) Communicate with 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;

Ref	Condition
	<ul style="list-style-type: none"> (vi) Specify methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities; (vii) Outline details of the inquiry and complaint management process including who is responsible for responding, how responses will be provided and the timeframes within which the responses will be provided; (viii) Maintain a complaint register which shall detail the date, nature and complainant contact details (if provided) of any complaints received regarding the construction of the Project and the Requiring Authority's response (or confirmation of no action) to each complaint; (ix) Outline any linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant; (x) any arrangements for post-construction communications; and (xi) any other measures to achieve Condition 16(b). <p>(b) Any SCMP prepared for a Stage of Work shall be submitted to the Manager for information ten (10) working days prior to the Start of Construction.</p>

Cultural Monitoring Plan

17	<ul style="list-style-type: none"> (a) Prior to the start of Construction Works, a Cultural Monitoring Plan (CMP) shall be prepared in collaboration with Mana Whenua through the MEF. (b) The objective of the Cultural Monitoring Plan is to provide Mana Whenua the opportunity to reconnect with the whenua as kaitiaki and express tikanga and kawa responsibilities. (c) The Cultural Monitoring Plan shall include: <ul style="list-style-type: none"> (i) requirements for formal dedication and / or cultural oversight to be undertaken prior to start of Construction; (ii) requirements and protocols for cultural inductions for contractors and subcontractors working on the site; (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) identification of personnel to undertake cultural monitoring; and (v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition 19. (d) If the Requiring Authority and Mana Whenua agree, other matters can be included in the CMP. (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
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Ref	Condition
	<p>Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p>Advice Note: Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>
Network Utility Management Plan	
18	<p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the NUMP is to set out a framework for protecting, relocating, and working in proximity to existing network utilities. The NUMP shall include methods to:</p> <ul style="list-style-type: none"> (i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) Manage the effects of dust or any other material potentially resulting from construction activities and able to cause material damage beyond normal wear and tear to overhead transmission lines in the Project area; (iii) Demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001, AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum. <p>(c) The NUMP shall be prepared in conjunction with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project.</p> <p>(d) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(e) Any comments received from the Network Utility Operator(s) shall be considered when finalising the NUMP.</p> <p>(f) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
Accidental Discovery Protocol	
19	<p>(a) An Accidental Discovery Protocol, for areas of the project not covered by an Archaeological Authority granted under the Heritage New Zealand Pouhere Taonga Act 2014 shall be developed in consultation with Mana Whenua through the MEF for the Project to address accidental archaeological discoveries during the Enabling Works and Construction Works.</p> <p>(b) The Accidental Discovery Protocol shall be consistent with the accidental discovery rule in Chapter E11 (Land disturbance – Regional) of the Auckland Unitary Plan: Operative in Part or any subsequent version.</p>

Ref	Condition
Flood Hazard	
20	<p>(a) The Project shall be designed to achieve the following flood risk outcomes:</p> <ol style="list-style-type: none"> i. No increase in 1% AEP flood levels for existing authorised habitable floors that are already subject to flooding; ii. No more than a 10% reduction in freeboard in the 1% AEP event for existing authorised habitable floors; iii. No increase of more than 50mm in the 1% AEP flood level on land zoned for urban or future urban development outside the designation where there is no existing habitable dwelling; iv. No new flood-prone areas; and v. No reduction in accessibility to properties in response to the 50%, 20%, 10%, 5%, 2%, and 1% AEP events. <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include an up-to-date flood model of the development. The updated model shall be submitted to Auckland Council Healthy Waters for review and comment.</p>
Operational Noise	
21	<p>The noise (rating) and maximum noise levels from any activity in any part of the designation occupied by a park-and-ride area must not exceed the following noise levels as measured within the boundary of a site in any residential zone:</p> <ul style="list-style-type: none"> • 5am-10pm: 55dB LAeq • 10pm-5am: 45dB LAeq and 75dB LAFmax. <p>Noise levels arising from activities must be measured and assessed in accordance with New Zealand Standard NZS 6801:2008 Measurement of Environmental Sound and the New Zealand Standard NZS 6802:2008 Acoustics – Environmental Noise. They do not apply to the noise from vehicles moving on roads controlled by Waka Kotahi NZ Transport Agency or Auckland Transport.</p>

Schedule 1: General Accordance Plans and Information

Project Description

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

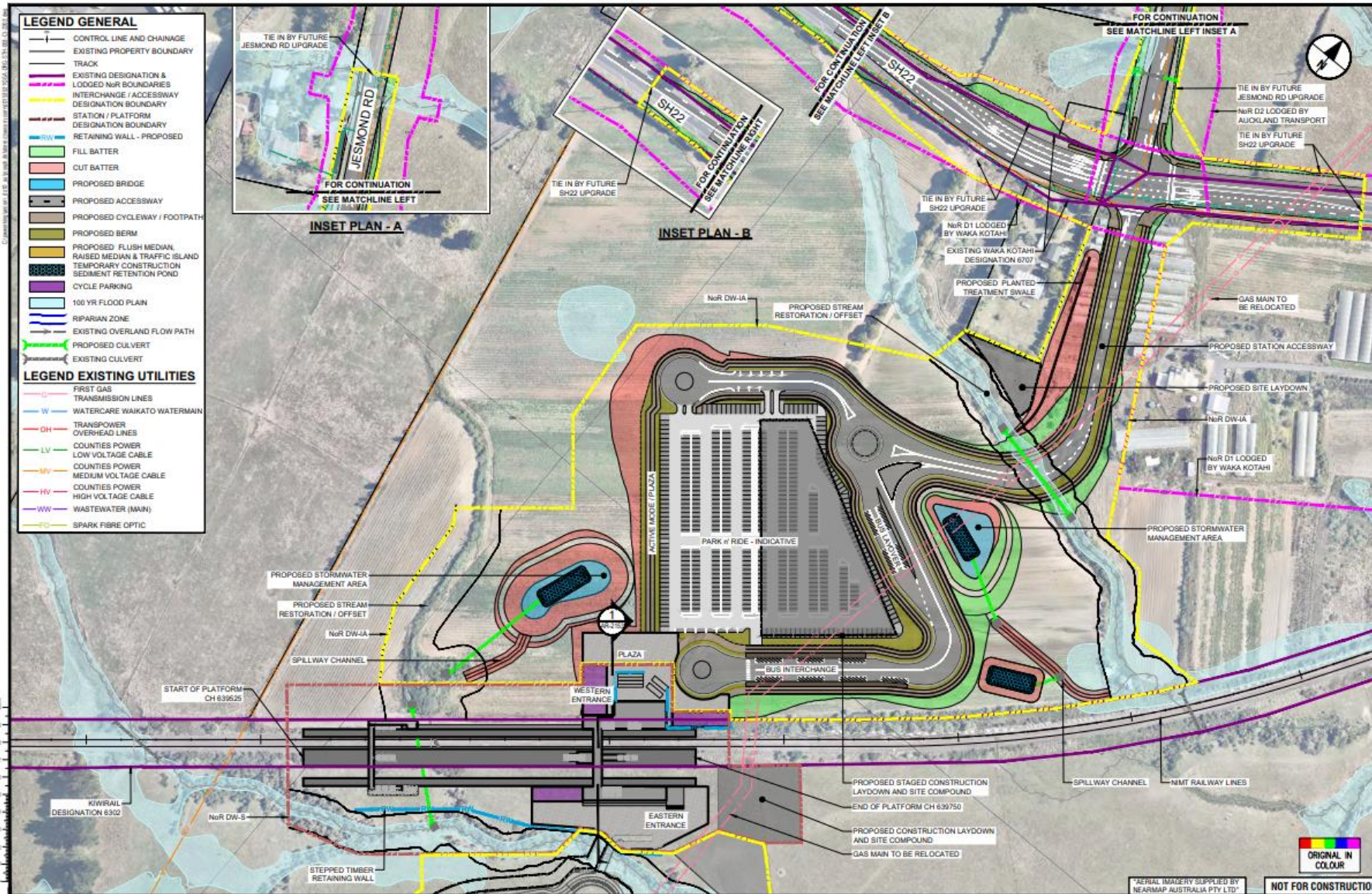
- Railway station generally between chainages 639525 and 639750 on the NIMT, associated buildings and facilities, and bridge accesses between station platforms and buildings;
- Transport interchange facilities, including:
 - Bus stops and layover facilities;
 - Bicycle parking facilities;
 - Park-and-ride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

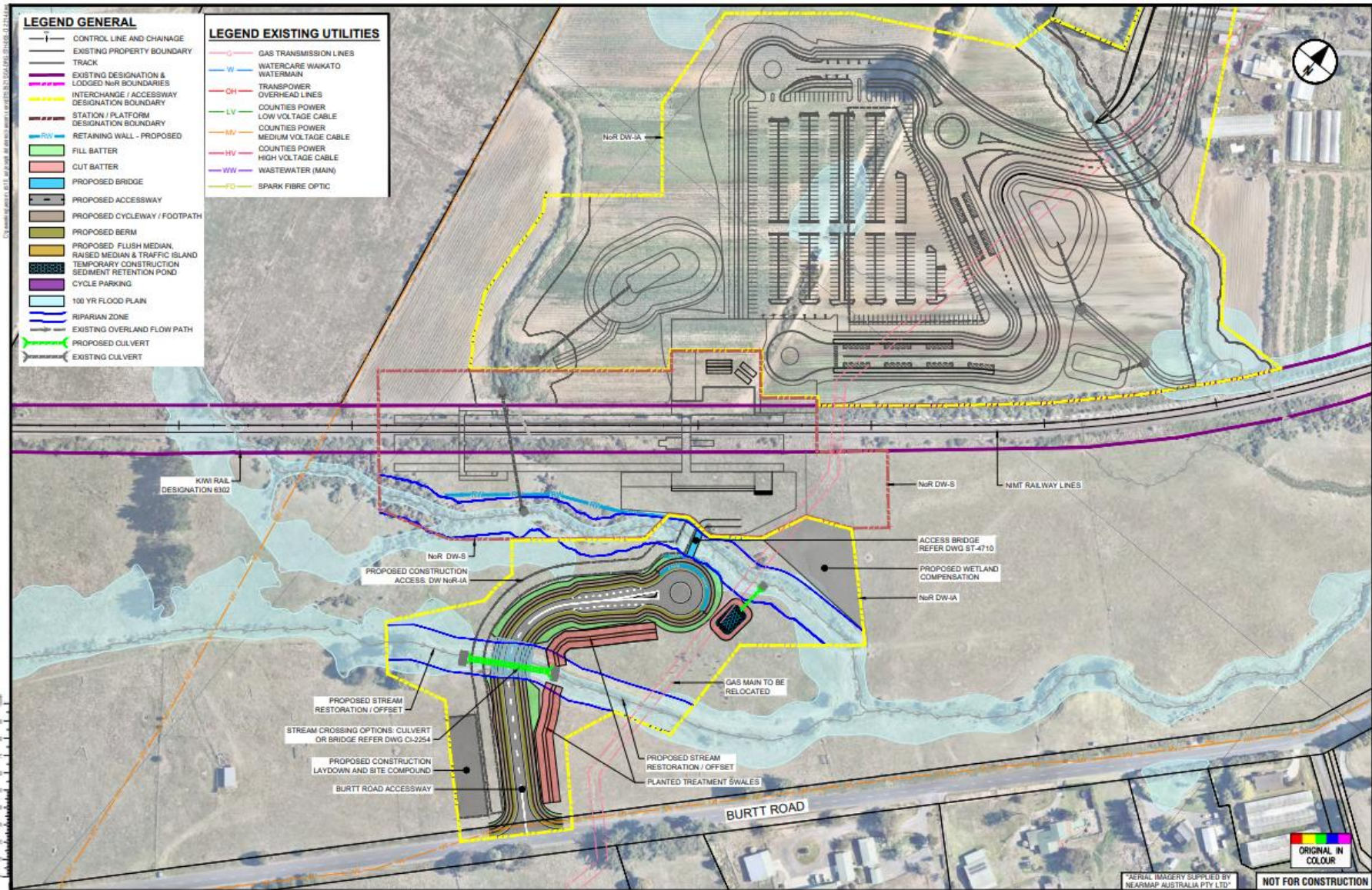
The designations and resource consents are based on a ‘full build-out’ configuration which establishes the maximum proposed extent of the works and of the on-site operations and maintenance. Within this maximum extent, a staged approach to implementation is anticipated. The works are anticipated to be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

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

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

Concept Plans



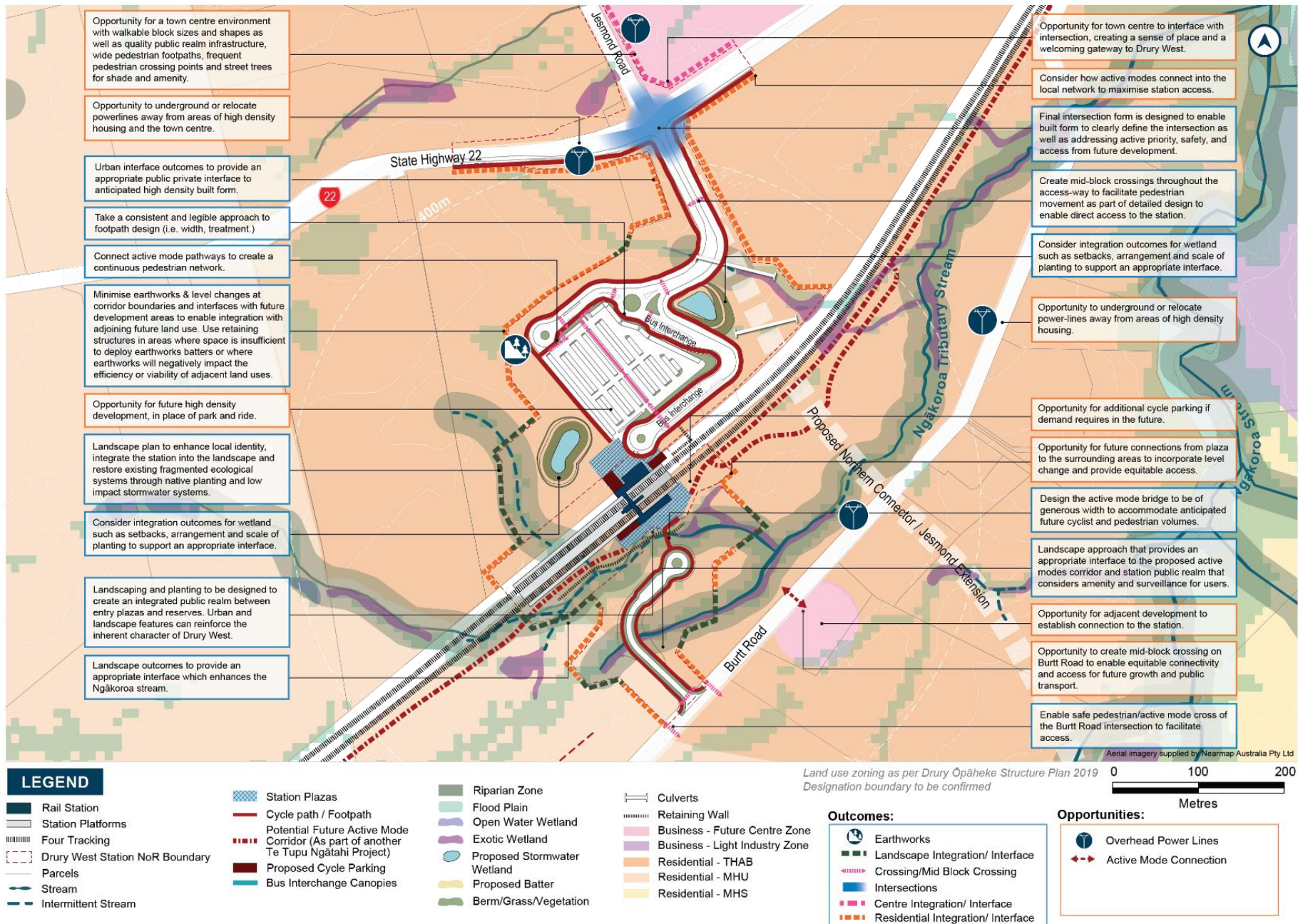


Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

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

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



XXXX Drury West Station

Designation Number	XXXX
Requiring Authority	KiwiRail Holdings Ltd
Location	647 Burt Road, 110 Karaka Road, and Railway Network, Drury
Lapse Date	[15 years from date of confirmation]

Purpose

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

Definitions

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

Term	Definition
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
Certification	<p>Certification shall be achieved by confirmation from the Manager 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 where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified.</p>
Completion of Construction	When construction of the Project (or stage of the Project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council.
Enabling Works	<p>Includes the following and similar activities:</p> <ul style="list-style-type: none">• geotechnical investigations (including trial embankments)• archaeological site investigations• formation of access for geotechnical investigations• establishment of site yards, site entrances and fencing• constructing and sealing site access roads• demolition or removal of buildings and structures• relocation of services• ecological surveys• vegetation removal ancillary to Enabling Works

Term	Definition
	<ul style="list-style-type: none"> • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting) • preloading site for ground stability • mechanically stabilised earth walls • wetland excavation
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Project	<p>For NOR DW-S, means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1.</p> <p>For NOR DW-IA, means the works and activities described in the Project Description in Schedule 1, and as indicatively shown in the Concept Plan in Schedule 1.</p> <p>Reference to "Project" in the conditions means each or either of the NoRs 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"> • MADE Group Limited and Karaka Drury Limited; • Lomai Properties Limited; • Catholic Diocese of Auckland; • Kāinga Ora; • First Gas Limited; • Counties Power; • Minister of Housing; • Fisher & Paykel Healthcare Limited; • Waka Kotahi NZ Transport Agency; • Auckland Transport; and <p>The owners and occupiers of:</p> <ul style="list-style-type: none"> • The land on which the Project is to be undertaken; and • The Surrounding Land (as defined below).

Term	Definition
stakeholder	Means a relevant affected party to be consulted on a construction specific management plan.
Surrounding Land	Means the properties listed and identified in Schedule 2.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Suitably Qualified and Experienced Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence.
Urban Design Evaluation and Framework	Means the ' <i>Drury West Station Urban Design Evaluation and Framework (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 DW-S	Notice of Requirement - Drury West (Ngākōroa) Station
NOR DW-IA	Notice of Requirement – Drury West (Ngākōroa) Interchange and Accessways
RMA	Resource Management Act 1991 and its subsequent amendments
ULDMP	Urban Landscape and Design Management Plan
SCMP	Stakeholder and Communication Management Plan

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

Summary of Management Plans identified in Conditions

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

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

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

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

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

Ref	Condition
	<p>Advice Note: <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>
Urban and Landscape Design Management Plan (ULDMP)	
<p>7</p>	<p>(a) An Urban Landscape and Design Management Plan (ULDMP) shall be prepared and submitted with the relevant Outline Plan(s) for:</p> <ul style="list-style-type: none"> (i) The design of the Stage One works; and (ii) The design of subsequent stages where they involve works materially affecting movement in and around the station and/or the interface of the station with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority). <p>Advice Note: <i>For the avoidance of doubt, the Catholic Diocese of Auckland must be consulted on works to optimise safe access and connectivity.</i></p> <p>(b) The objective of the ULDMP is to set out how the Project will manage or mitigate potential adverse visual effects and contribute to a quality well-functioning urban environment¹.</p> <p>(c) To achieve this objective, the ULDMP shall include an overall concept plan that shows the layout of the Project and in particular urban landscape and design elements relating to access, legible and convenient connectivity, and interface with the surrounding existing and planned urban environment (to the extent known by the Requiring Authority), with particular regard to:</p> <ul style="list-style-type: none"> (i) How the Project works will be integrated into the surrounding existing and planned urban environment, in particular provision for safe active mode facilities within the station and transport interchange area, and safe multi-modal access between the station and the surrounding existing and planned urban environment; (ii) How the Project works will be coordinated and integrated with the planned development of Surrounding Land to the extent practicable, with particular regard to: <ul style="list-style-type: none"> (aa) The coordinated provision of new or upgraded infrastructure; (bb) The location and design of connecting roads between the Project and the surrounding existing and planned urban environment, to create safe and pleasant connections for pedestrians and cyclists; (cc) The timing of works on Surrounding Land; and (dd) Any other relevant access, servicing, or engineering matters. (iii) How the Project will enable a safe and inclusive environment through the application of Crime Prevention through Environmental Design (CPTED) and Safety in Design (SID) principles, including how the Project will support active edges around the station infrastructure. This requirement will be satisfied by a

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

Ref	Condition
	<p>CPTED audit which addresses the relevant design matters, including mitigation of safety and personal security effects.</p> <ul style="list-style-type: none"> <li data-bbox="300 315 1433 389">(iv) Architectural treatment of major structures (e.g. buildings, bridges and retaining walls), to create a cohesive and locally relevant identity / sense of place; <li data-bbox="300 434 1398 508">(v) Methods to enhance station legibility and amenity such as arrival treatments, signage/wayfinding, roadside and median treatments; <li data-bbox="300 553 1474 1704">(vi) As relevant to the Stage of Work, details of: <ul style="list-style-type: none"> <li data-bbox="395 620 1449 694">(aa) The reinstatement of construction and site compound areas, treatment of cut-and-fill slopes, and interface of stormwater devices; and <li data-bbox="395 739 1442 813">(bb) How the Project's permanent works (including final ground levels) will be integrated into the built environment and the landscape context; <li data-bbox="300 857 1474 1547">(vii) Landscape treatments (including retaining walls) and planting having regard to the Urban Design and Evaluation Framework and the ecological offset and compensation requirements identified in the resource consent conditions, including: <ul style="list-style-type: none"> <li data-bbox="395 1055 1453 1211">(a) Planting of suitably scaled trees to contribute to the amenity and character of the station and park-and-ride facility, and tree canopy shading to reduce heat island effects, recognising that planting within the park-and-ride areas may require removal if this facility is disestablished or reconfigured; <li data-bbox="395 1223 1422 1296">(b) the intended plant species, planting locations and plant sizes at the time of planting and on maturity; <li data-bbox="395 1308 1002 1339">(c) the planting methodology and programme; <li data-bbox="395 1350 1449 1424">(d) a maintenance and monitoring regime, including provision for replacement of dead or poorly performing plants; and <li data-bbox="395 1435 1474 1547">(e) methods to mitigate adverse visual effects associated with open carpark areas. These may include rapidly establishing vegetation, feature shelters, and/or art elements. <li data-bbox="300 1592 1453 1704">(viii) How the Project will enable an accessible environment for people of all ages and abilities through the application of the Auckland Design Manual Universal Design Checklist². <p data-bbox="204 1749 1481 1951">(d) Mana Whenua shall be invited through the Mana Whenua Engagement Forum (MEF) to participate in the development of the ULDMP to provide input into the relevant cultural landscape and design matters and how desired outcomes may be reflected in the ULDMP. The ULDMP shall summarise comments received from Mana Whenua along with a summary of where comments have:</p>

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

Ref	Condition
	<ul style="list-style-type: none"> (i) Been incorporated; and (ii) Where not incorporated, the reasons why. <p>Advice Note: Refer to Figure 3-10 of the Urban Design Evaluation and Framework (attached as Schedule 3) for a spatial representation of the matters described in Condition 7 and how these relate to further integration opportunities in the surrounding area.</p>
Construction and Environmental Management Plan (CEMP)	
8	<ul style="list-style-type: none"> (a) A CEMP shall be prepared prior to the Start of Construction. (b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve this objective the CEMP shall include: <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) drawings of the proposed site layouts (including construction yards, temporary buildings and construction vehicle parking); (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places, and for avoiding the deposition of debris or material onto public roads will be achieved as far as practicable; (vi) methods for providing for the health and safety of the general public; (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

Ref	Condition
	<p>extent known by the Requiring Authority (including realignment of the First Gas transmission pipeline); and</p> <p>(xiv) any other measures to achieve the objective set out in Condition 8(b).</p>
Construction Traffic Management Plan (CTMP)	
9	<p>(a) A CTMP shall be prepared prior to the Start of Construction.</p> <p>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic and transport effects. To achieve this objective, the CTMP shall include:</p> <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic, with consideration of cumulative construction effects from other projects occurring in the area (as relevant); (ii) measures to manage the safety of all transport users. This may include, but shall not be limited to: <ul style="list-style-type: none"> (aa) identification of detour routes (bb) temporary speed limits; and (cc) other methods to safely manage and maintain traffic flows, pedestrians and cyclists, on existing roads. (iii) methods to maintain functional and operational vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be maintained; (iv) methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services; (v) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (vi) identification of site access routes and access points for heavy vehicles, the size and location of parking areas sufficient for plant, construction vehicles and the vehicles of workers and visitors with a view to ensuring that no construction-related parking occurs on public roads unless for the express purpose of completing works on/adjacent to the road, is supported by a Temporary Traffic Management Plan, and vehicles are parked clear of operating lanes and sealed shoulders; (vii) identification of any appropriate traffic management measures; (viii) methods that will be undertaken to communicate traffic management measures to affected road users, pedestrians and cyclists (e.g. residents/public/stakeholders/emergency services);

Ref	Condition
	<p>(ix) methods to address delays and risks associated with traffic turning right out of the site at the intersection of Karaka Road and Jesmond Road, including worker vehicles leaving the site during the PM peak period; and</p> <p>(x) any other measures to achieve the objective set out in Condition 9(b).</p> <p>Advice Note: <i>The consent holder will be responsible for ensuring all necessary permits, such as Corridor Access Requests (CAR) permits are obtained from Auckland Transport. See Auckland Transport's website www.aucklandtransport.govt.nz for more information.</i></p>
9B	Planned passenger rail services shall not commence from the station prior to the signalisation of the intersection of Jesmond Road, Karaka Road, and the proposed station accessway.

Construction Noise and Vibration

10 Construction Noise standards

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

Table 1: Construction noise standards

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

Ref	Condition																						
		1800h – 0730h	75 dB																				
	(b) Where compliance with the noise standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 12, then the methodology in Condition 13 [Schedule] shall apply																						
11	<p>Construction Vibration Standards</p> <p>(a) Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 '<i>Structural Vibration – Part 3: Effects of Vibration on Structures</i>' for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.</p> <p>Table 2 Construction vibration criteria</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 20%;">Receiver</th> <th style="width: 30%;">Details</th> <th style="width: 20%;">Category A</th> <th style="width: 30%;">Category B</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Occupied Activities sensitive to noise</td> <td>Night-time 2000h - 0630h</td> <td>0.3mm/s ppv</td> <td>2mm/s ppv</td> </tr> <tr> <td>Daytime 0630h - 2000h</td> <td>2mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td>Other occupied buildings</td> <td>Daytime 0630h - 2000h</td> <td>2mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td>All other buildings</td> <td>At all other times</td> <td colspan="2">Tables 1 and 3 of DIN4150-3:1999</td> </tr> </tbody> </table> <p>(b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 12, then the methodology in Condition 13 [Schedule] shall apply.</p>				Receiver	Details	Category A	Category B	Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	
Receiver	Details	Category A	Category B																				
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Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv																				
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999																					
12	<p>Construction Noise and Vibration Management Plan (CNVMP)</p> <p>(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve, or otherwise minimise any exceedances of, the construction noise and vibration standards set out in Conditions 10 and 11 as far as practicable.</p> <p>(c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '<i>Acoustics – Construction Noise</i>' (NZS6803:1999) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> (i) Description of the works and anticipated equipment/processes; (ii) Hours of operation, including times and days when construction activities will occur; 																						

Ref	Condition
	<ul style="list-style-type: none"> (iii) The construction noise and vibration standards for the Project; (iv) Identification of receivers where noise and vibration standards apply; (v) A hierarchy of management and mitigation options, and identification of the Best Practicable Option; (vi) Methods and frequency for monitoring and reporting on construction noise and vibration; (vii) Procedure for responding to monitored exceedances; (viii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints; (ix) Contact details of the Project Liaison Person or site supervisor; (x) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (xi) Procedures for monitoring construction noise and vibration and reporting to the Council. (xii) Identification of areas where compliance with the noise [Condition 10] and/or vibration standards [Condition 11 Category A or Category B] will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites. (xiii) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 10] and/or vibration standards [Condition 11 Category B] will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls; (xiv) Procedures for review and update of the CNVMP; and (xv) Any other measures to achieve Condition 12(b).
13	<p>Schedule to a CNVMP</p> <ul style="list-style-type: none"> (a) A Site-Specific Construction Noise and/or Vibration Management Schedule (Schedule) shall be prepared in consultation with the owners and occupiers of sites subject to the Schedule, when: <ul style="list-style-type: none"> (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 8, except where the exceedance of the L_{Aeq} criteria is no greater than 5 decibels and does not exceed:

Ref	Condition
	<ul style="list-style-type: none"> (aa) 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months, or (bb) 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days. (ii) Construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 11. <p>(b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:</p> <ul style="list-style-type: none"> (i) activity location, start and finish dates; (ii) The nearest neighbours to the activity; (iii) a location plan; (iv) predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Clause (a); (v) The proposed Best Practicable Option mitigation for the activity/location; (vi) The proposed communications with neighbours; and (vii) Location, times and types of monitoring.
14	<p>Building Damage Pre Condition Survey</p> <p>(a) The Requiring Authority shall write to identified owners of buildings predicted to receive vibration levels exceeding Category A (Condition 11), to offer a pre-construction condition survey of such buildings. The objective of the survey is to document the building's current condition and any existing damage. The pre-condition survey shall include the following:</p> <ul style="list-style-type: none"> (i) building classification (i.e. commercial, industrial, historic or other sensitive structure); (ii) building specific vibration damage risk thresholds; (iii) recordings (including photographs) of major building features, including location, type, construction type (including foundation type), age and present condition; and (iv) any damage, either aesthetic or structural. <p>(b) For each Building identified as likely to receive vibration levels exceeding Category A, the Requiring Authority is deemed to have complied with clause (a) if:</p> <ul style="list-style-type: none"> (i) The Requiring Authority's specialist has visited the building and assessed the pre-construction condition of the building; or (ii) Written evidence is provided to Council that the building owner does not require a survey; or

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

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

Ref	Condition
	<p>(xi) any other measures to achieve Condition 16(b).</p> <p>(b) Any SCMP prepared for a Stage of Work shall be submitted to the Manager for information ten (10) working days prior to the Start of Construction.</p>
Cultural Monitoring Plan	
17	<p>(a) Prior to the start of Construction Works, a Cultural Monitoring Plan (CMP) shall be prepared in collaboration with Mana Whenua through the MEF.</p> <p>(b) The objective of the Cultural Monitoring Plan is to provide Mana Whenua the opportunity to reconnect with the whenua as kaitiaki and express tikanga and kawa responsibilities.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> (i) requirements for formal dedication and / or cultural oversight to be undertaken prior to start of Construction; (ii) requirements and protocols for cultural inductions for contractors and subcontractors working on the site; (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) identification of personnel to undertake cultural monitoring; and (v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition 19. <p>(d) If the Requiring Authority and Mana Whenua agree, other matters can be included in the CMP.</p> <p>(e) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p>Advice Note: <i>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.</i></p>
Network Utility Management Plan	
18	<p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the NUMP is to set out a framework for protecting, relocating, and working in proximity to existing network utilities. The NUMP shall include methods to:</p> <ul style="list-style-type: none"> (i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;

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

Ref	Condition
	(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include an up-to-date flood model of the development. The updated model shall be submitted to Auckland Council Healthy Waters for review and comment.

Schedule 1: General Accordance Plans and Information

Project Description

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

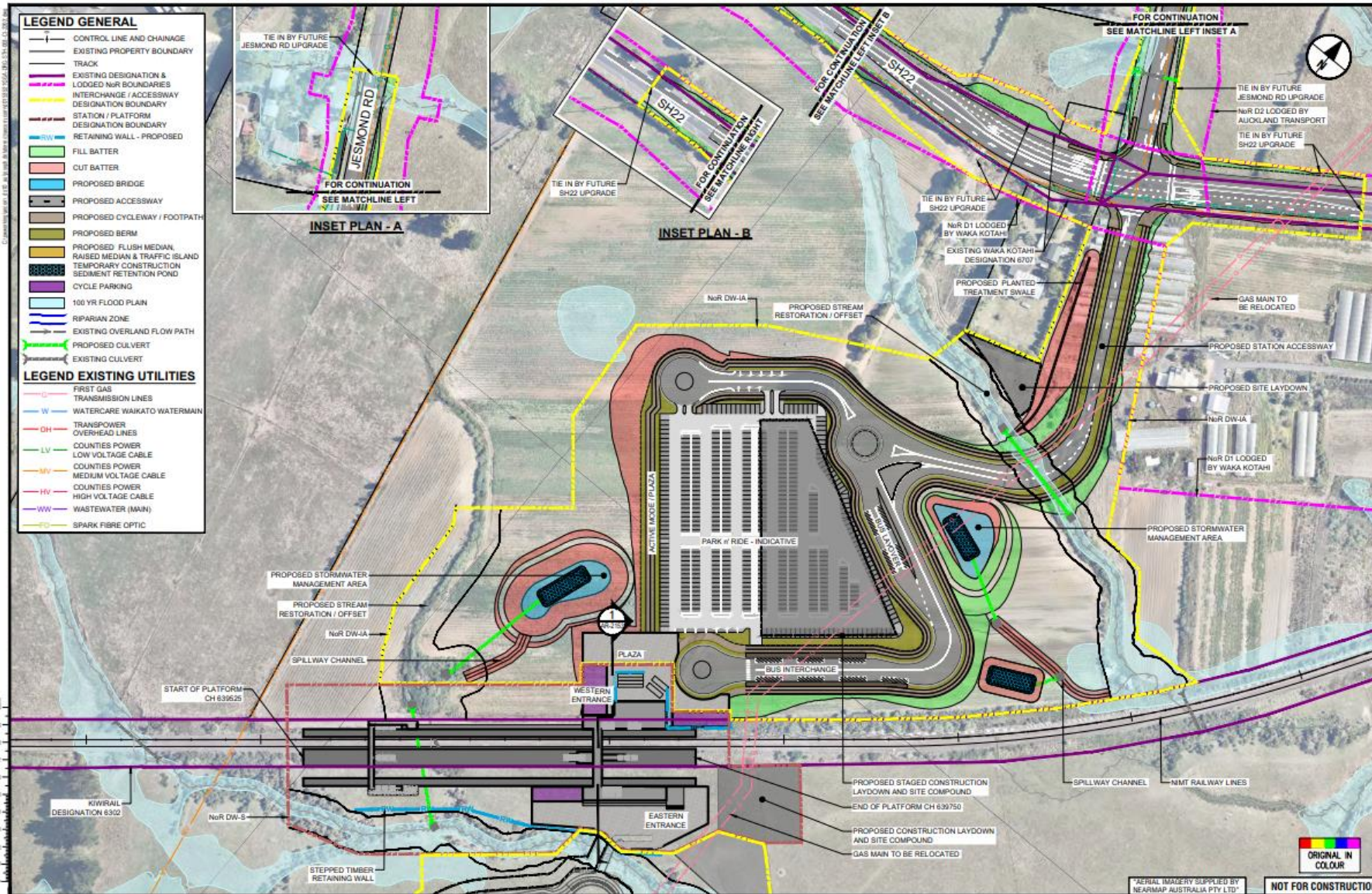
- Railway station generally between chainages 639525 and 639750 on the NIMT, associated buildings and facilities, and bridge accesses between station platforms and buildings;
- Transport interchange facilities, including:
 - Bus stops and layover facilities;
 - Bicycle parking facilities;
 - Park-and-ride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

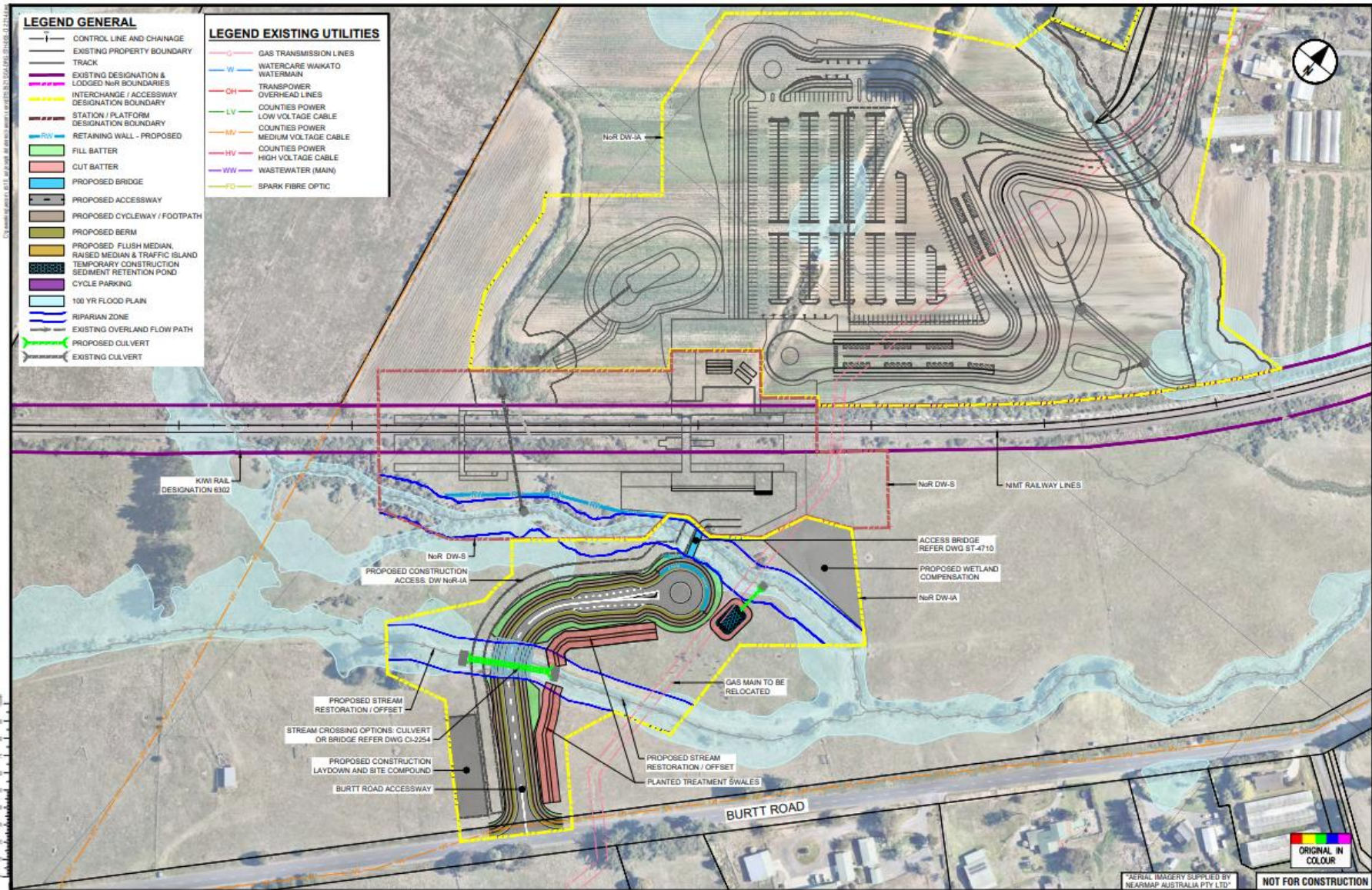
The designations and resource consents are based on a ‘full build-out’ configuration which establishes the maximum proposed extent of the works and of the on-site operations and maintenance. Within this maximum extent, a staged approach to implementation is anticipated. The works are anticipated to be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

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

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

Concept Plans





Schedule 2 – Surrounding Land

Surrounding Land means the properties listed and mapped below.

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

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

