

## Response ID ANON-URZ4-5FG3-A

Submitted to Fast-track approval applications

Submitted on 2024-05-03 15:14:40

### Submitter details

Is this application for section 2a or 2b?

2A

#### 1 Submitter name

Individual or organisation name:

Auckland Transport (AT)

#### 2 Contact person

Contact person name:

Kimberley Li

#### 3 What is your job title

Job title:

Senior Planner, Consent Planning and Acquisitions Team

#### 4 What is your contact email address?

Email:

s 9(2)(a)

#### 5 What is your phone number?

Phone number:

s 9(2)(a)

#### 6 What is your postal address?

Postal address:

Level 4, 20 Viaduct Harbour Avenue, Auckland Central, Auckland 1010

#### 7 Is your address for service different from your postal address?

No

Organisation:

Contact person:

Phone number:

Email address:

Job title:

Please enter your service address:

### Section 1: Project location

Site address or location

Add the address or describe the location:

Various - over, and in proximity to the North Island Main Trunk railway line between Papakura and Pukekohe. The indicative location is shown in the attached file. The preferred Notices of Requirement (NOR) boundaries will be finalised and confirmed prior to the lodgement of the subsequent application under the Fast Track Approvals Bill, should the Project be accepted as a listed project.

KiwiRail is also proposing route protection for four-tracking of the Northern Island Main Trunk (NIMT) between Papakura and Pukekohe at the same time and this project is integrated with this proposal (it is noted that this section of the four-tracking forms part of KiwiRail's wider four-tracking project

between Westfield Junction and Pukekohe).

File upload:

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Do you have a current copy of the relevant Record(s) of Title?

No

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Who are the registered legal land owner(s)?

Please write your answer here:

Auckland Council (roads), KiwiRail Holdings Limited (rail corridor) and directly impacted property owners. Final lists to be confirmed once the preferred route has been identified.

Detail the nature of the applicant's legal interest (if any) in the land on which the project will occur

Please write your answer here:

In addition to the legal roads which are owned by Auckland Council and managed and operated by AT, and KiwiRail's legal interest in the linear extent of the project corridor, the Project will impact private properties. Directly impacted property owners will be engaged and consulted with once the preferred route has been identified. Any further property required privately owned interests in land will be acquired under the Public Works Act 1981.

## Section 2: Project details

What is the project name?

Please write your answer here:

Papakura to Pukekohe Route Protection - Four-tracking and Active Mode Corridor (the Project)

What is the project summary?

Please write your answer here:

The removal of six level crossings and associated crossing interventions as well as an active mode corridor to facilitate and support KiwiRail's four tracking project and the growth in the area. The active mode corridor will start at Pukekohe and terminate at Drury Railway Station. The Notices of requirement (NoR) for the Project and KiwiRail's will be prepared jointly in a single application.

What are the project details?

Please write your answer here:

Project:

The Project centres around the need to provide transport solutions that support and enable expected growth in the South Auckland growth area and improve access to economic and social opportunities for existing and future communities in the south. It also aims to address existing and increasing safety risks on transport corridors as the area urbanises.

The Project comprises:

- the removal of six level crossings between Papakura to Pukekohe;
- a new road-over-rail bridge at Boundary Road;
- the replacement of the Settlement Road bridge;
- upgrades (widening) to four road-over rail bridges;
- an active mode corridor (AMC) between Pukekohe and Drury Station;
- new / replacement / upgraded culverts; and
- new infrastructure over stream crossings.

Some of the above works are required to facilitate KiwiRail's four tracking project from Papakura to Pukekohe.

Given the interrelationship, dependencies and shared geographic corridor between the rail, roading and AMC components of the Project, AT has been working closely with KiwiRail to develop and assess options and complete the necessary technical assessments. It is intended that the NORs for the Project and KiwiRail's will be prepared jointly in a single application (provided both Projects are included as listed projects in the Bill / accepted for fast-track consenting).

Purpose of the Project:

The intent of this Project is to:

- (a) protect the land necessary for the construction, operation, maintenance and upgrade of crossing interventions and an AMC and associated facilities between Papakura and Pukekohe;
- (b) facilitate the widening of the NIMT, which is necessary to accommodate the growing demand for train services post-City Rail Link (CRL) and enable rail and road operational efficiency, productivity, and improve safety.
- (c) provide a safe, direct, attractive and viable AMC which connects the future urban areas of Pukekohe, Paerātā and Drury, as well as integrate with the wider walking and cycling network, providing a strategic regional function for the South. As a regional AMC, it will provide direct centre-to-centre connections linking significant attractors such as public transport stations, residential and employment hubs.

The Project objectives are as follows:

For new and existing crossings:

Objectives: To provide for the area necessary to enable a new grade-separated rail crossing or the replacement, extension, or reconfiguration of a grade-separated rail crossing that:

- (a) provides sufficient clearance for the widening of the North Island Main Trunk;
- (b) integrates with the local and wider strategic transport network; and
- (c) provides a safe transport connection across the railway.

For the Active Mode Corridor:

Objectives: To provide a direct and continuous strategic walking and cycling connection between Drury and Pukekohe stations, in close proximity to the rail corridor that:

- (a) supports the wider strategic transport network;
- (b) is safe for users; and
- (c) improves travel choice and contributes to mode shift.

Project activities:

Auckland Transport is seeking to designate the land necessary, and seek resource consents, for the construction, operation and maintenance and upgrade of the Project (road closures will also be sought if it forms part of the final Act). The Project is likely to involve the following activities:

- Earthworks
- Streamworks
- Removal of vegetation, including street trees, within riparian margins and significant ecological areas
- Stormwater diversion and discharge
- Works within the stormwater management flow areas
- Temporary and permanent groundwater diversion and discharge
- Land acquisitions
- Works within contaminated land or land that was/is associated with horticultural activities.

Describe the staging of the project, including the nature and timing of the staging

Please write your answer here:

In summary, AT is considering how to package and deliver the Project once designations are confirmed. Some elements may proceed to construction at different timeframes, therefore staging of resource consent applications may be beneficial and will be confirmed as design and investigations are advanced.

It is, however, envisaged that the related rail crossings and AMC will be constructed at the same or similar times as KiwiRail's four-tracking given the synergies (please refer to KiwiRail's Third and Fourth Main Line application for further details on four tracking staging).

Given the level of growth being experienced now and planned for south Auckland there is a need to route protect the corridors prior to construction, to save cost in the long run. If development was to occur without the Project being route protected, there is a significant risk these corridors could be built out, preventing or adding significant cost and delay to completing the Project.

Below is a high-level staging and indicative timeframes for KiwiRail's third and fourth main line. As noted, AT intends to align with this timeframe for the crossing interventions and AMC.

- Investigations including business cases – 2 years;
- Pre-implementation – 3 years;
- Implementation -11 years.

Nevertheless, the following elements have been completed for the Project:

- Detailed Business Case for Route Protection of the Southern Growth Area by Te Tupu Ngātahi (the Supporting Growth Alliance).
- The recently completed 30-year (2021-51) strategic rail plan for Auckland identified that four tracks between Westfield and Pukekohe will be needed by the mid-2030s. This is sooner than it is likely to be possible to construct, especially if consenting processes are slow. Following consideration of the planning, consenting, and constructability, the plan recommends a staged delivery of planning and construction, with completion targeted by 2042. The Programme Business Case (PBC) identified that an elongated consenting process was a key risk for extending the already long infrastructure lead time (18 years from Indicative Business Case to operation) and that opportunities, such as Fast Tracking, should be sought to drive efficiencies, which could likely

lead to a refinement of the plan above.

The current strategy is to proceed with a route protection Notice of Requirement (NoR) – without regional consents. Once funding for design and construction is secured, these consents can be applied for. The NoR for this Project is planned to be lodged in late 2024 or early 2025.

What are the details of the regime under which approval is being sought?

Please write your answer here:

It is anticipated that consents and approvals will be sought under the following regimes:

Resource Management Act 1991

- Notice of Requirement
- Resource consents

Resource consents expected to be required under the Resource Management Act 1991 (RMA) include:

- land use consents;
- water permits; and
- discharge permits.

There will be significant changes to the road/rail intersection of level crossings with rail corridors that, when a grade separation is required, will require changes to the road designation boundary.

The Project may require works in/over sensitive environments such as freshwater (streams/wetlands) or protected vegetated areas as well as potentially extending into areas identified as containing highly productive soils. As a result, the activity status and level of information required to support the Assessment of Environmental Effects will be higher.

Additional consents/approvals may be required under:

- Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011;
- National Policy Statement for Indigenous Biodiversity 2023;
- Wildlife Act 1953;
- Heritage New Zealand Pouhere Taonga Act 2014; and
- Reserves Act 1977.
- Public Works Act 1987

If you seeking approval under the Resource Management Act, who are the relevant local authorities?

Please write your answer here:

Auckland Council is the relevant local authority given the location of the Project.

What applications have you already made for approvals on the same or a similar project?

Please write your answer here:

At the time of submitting this application, there are no existing notices of requirement that have been lodged in relation to any component of this Project.

It is worthwhile noting that this Project, and KiwiRail's four-tracking project, form part of the planned transport network for the south of Auckland and relate to a suite of other projects subject to either notices of requirement or designations including:

- KiwiRail's Drury, Drury West and Paerātā stations and connections (with approvals already obtained either through COVID-19 Fast Track or Direct Referral).
- NZTA's upgrade of SH1, SH22, Pukekohe Arterial and Mill Road (Ramarama) (either have obtained approvals or with information being prepared).
- AT's Pukekohe Arterial routes (with 6 NoRs lodged with Auckland Council, and hearing completed).

The planned network can be found on Supporting Growth's website: [Indicative-Network-2019-Maps-South.pdf](#)

Is approval required for the project by someone other than the applicant?

Yes

Please explain your answer here:

Yes, KiwiRail Holdings Limited.

If the approval(s) are granted, when do you anticipate construction activities will begin, and be completed?

Please write your answer here:

The purpose of the initial application is to obtain designations to route protect the land necessary to enable the provision of level crossing interventions and an AMC in the future. Notices of requirement for the Project are planned to be submitted in late 2024 or early 2025.

While there is no existing funding available for the construction of the facilities, AT intends to align its delivery timeframe (including construction) with KiwiRail's indicative timeframe for the third and fourth main lines. Discussions between KiwiRail and AT are ongoing regarding the approach and funding arrangement to lodging the notices of requirement for grade-separated road and active mode works and any road portions of at-grade level crossings that are intended to immediately vest in or be under the control of AT.

The third and fourth main lines project for widening the southern rail corridor has been identified in the Programme Business Case for recent planning

for the rail network as being required by the mid-2030s, after which demand will spillover to roads. Funding (including funding for initial investigations for level crossing removals on the southern corridor) is being sought by KiwiRail in the 2024 Rail Network Investment Programme (RNIP ) for next stage business cases, which are expected to start in 2024.

### Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

The following persons are likely to be affected by the Project:

- Auckland Council
- Waka Kotahi NZ Transport Agency
- KiwiRail
- Govt agencies, e.g. Kāinga Ora
- Mayor's Office
  
- Councillors:
  - o Manurewa-Papakura Ward
  - o Franklin Ward
  
- Local Boards:
  - o Papakura Local Board
  - o Franklin Local Board
  
- Mana Whenua, including:
  - o Ngāti Tamaoho
  - o Te Ākitai Waiohū
  - o Ngai Tai ki Tāmaki
  - o Ngāti Whanaunga
  - o Ngāti Pāoa Trust Board
  - o Ngāti Maru
  - o Te Ahiwari
  - o Ngāti Te Ata Waiohū
  
- Utility providers, e.g. Vector; Chorus, First Gas, GasNet; Powerco; Counties Power; Transpower
- Council Controlled Organisations, e.g. Watercare, Healthy Waters, Eke Panuku.
- Emergency Services
- Developers, e.g. Kiwi Property
- Advocacy Groups, e.g. Pukekohe Business Association, Bike Auckland.
- Landowners within the designation
- Freight and Public Transport providers.
- The public

Detail all consultation undertaken with the persons referred to above. Include a statement explaining how engagement has informed the project.

Please write your answer here:

Engagement overview:

Engagement is being undertaken in two stages. In stage one, currently underway, we will engage with project partners such as Mana Whenua and Local Boards, key stakeholders, potentially affected landowners, and the wider community. Key to this engagement will be the sharing of information about indicative routes and informing those property owners who could be affected. Feedback will be sought on people's lived experience, such as how they access and use the area, and their experience with issues such as flooding. The resulting feedback report will inform the design and the next stage of engagement.

In stage two, engagement will be centred around landowners and informed by the proposed designation boundaries to be included within the NoR. Landowners will be invited to meet with members of the Project team to understand more about how the Project might affect their property, the NoR process and potentially the property acquisition process, depending on the proposed timing for detailed design and construction. Project partner engagement will also form part of stage two engagement, through regular hui and Local Board workshops.

Engagement record:

- Franklin Local Board workshop – 13 February 2024.
- Papakura Local Board workshop – 14 February 2024.
- Mana Whenua hui – Project engaged 28 February 2024 and subsequently.
- Memo sent to Local Boards, Councillors, Mayor's Office – 22 March 2024.
- Developers – ongoing meetings and other engagement undertaken by the project leads.

- Landowners – letters sent to properties adjacent to the rail corridor.
- The wider public – engaged via drop-in sessions held on 4 and 6 April 2024 and online web page and survey form.

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Describe any processes already undertaken under the Public Works Act 1981 in relation to the land or any part of the land on which the project will occur:

Please write your answer here:

Initial discussions with several developers/ landowners in the area commenced in early April and are ongoing. Engagement with the directly affected landowners under the Public Works Act 1981 will form part of stage two of the engagement, as noted in the question above once the preferred route has been identified.

#### Section 4: Iwi authorities and Treaty settlements

What treaty settlements apply to the geographical location of the project?

Please write your answer here:

Treaty settlement potentially affects part of the area in Pukekohe. Settlement land at 25 Stadium Drive, Pukekohe may fall within the Stadium Road Bridge North upgrade (this section is subject to further refinement under alternative assessment). The Deed of Settlement is between the Crown and Waikato-Tainui.

In summary, a Treaty settlement enabled the land to be returned to Waikato-Tainui as a form of commercial compensation, and that settlement property is currently leased back to a Crown Agency (Justice Court) under the agreed terms specified under attachment 2 of the Deed of Settlement.

AT and KiwiRail are currently working through the NoR Boundaries and will determine if the property will be affected by the NoR. Discussion with the Treaty Settlement entity will commence once optioneering is completed and any agreement will be sought prior to refinement of the route.

A Statutory Acknowledgment held by Ngāti Tamaoho under the Ngāti Tamaoho Claims Settlement Act 2018 also applies to the Project area. Four statutory areas are associated with Oira Creek and its tributaries, Hingaia Stream and its tributaries, Ngakoroa Stream and its tributaries and Whangapouri Creek and its tributaries. Consultation with the Ngāti Tamaoho has been ongoing through KiwiRail's hui for the Project and will continue throughout the Project.

As a public entity, AT is committed to partnering with Māori to meet its statutory obligations under Te Tiriti o Waitangi. AT recognises the importance of understanding the needs of Māori across Tāmaki Makaurau and is committed to establishing and improving opportunities for Mataawaka Māori to contribute to the decision-making processes.

Are there any Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 principles or provisions that are relevant to the project?

No

If yes, what are they?:

Are there any identified parcels of Māori land within the project area, marae, and identified wāhi tapu?

No

If yes, what are they?:

Is the project proposed on any land returned under a Treaty settlement or any identified Māori land described in the ineligibility criteria?

No

Has the applicant has secured the relevant landowners' consent?

No

Is the project proposed in any customary marine title area, protected customary rights area, or aquaculture settlement area declared under s 12 of the Māori Commercial Aquaculture Claims Settlement Act 2004 or identified within an individual iwi settlement?

No

If yes, what are they?:

Has there been an assessment of any effects of the activity on the exercise of a protected customary right?

No

If yes, please explain:

Upload your assessment if necessary:

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## Section 5: Adverse effects

What are the anticipated and known adverse effects of the project on the environment?

Please describe:

The current strategy is to proceed with notices of requirement for the components of the Project, without regional consents. Once funding for design and construction is secured, applications for these consents can then be made.

The Project will require works in/over sensitive environments such as freshwater (streams/wetlands) or protected vegetated areas as well as potentially extending into areas identified as containing highly productive soils. As a result, the activity status and level of information required to support the Assessment of Environmental Effects will be higher. Whilst a full assessment has not yet been undertaken, constraints and planning matters and potential adverse effects may include the following:

- Property impacts including business disruptions;
- Noise and vibration (largely during construction and some operational effects as a result of increased people movements along the AMC) ;
- Amenity – visual impacts (notably Paerātā stabling site which is zoned Future Urban zone), light spill (if sites operate 24/7);
- Impacts to historic heritage;
- Impacts on notable trees;
- Impacts to significant ecological areas;
- Vegetation removal (riparian margins and potential significant ecological areas for bridge crossings);
- Stormwater management (works within stormwater management areas), including flood hazards and overland flow paths;
- Impacts to freshwater (wetlands);
- Land contamination;
- Effects on other network utilities such as the National Grid;
- Effects on other existing designations (such as NZTA, KiwiRail, Watercare etc);
- Effects on highly productive land; and
- Permanent severance of community (if a level crossing route was to be closed – therefore important to retain pedestrian movement).

An assessment of adverse effects of any additional consents required will take place when required in the next phase.

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## Section 6: National policy statements and national environmental standards

What is the general assessment of the project in relation to any relevant national policy statement (including the New Zealand Coastal Policy Statement) and national environmental standard?

Please write your answer here:

While detailed assessment has not yet been undertaken for the Project, the following National Policy Statements (NPS) and National Environmental Standards (NES) are considered relevant to the Project:

- National Policy Statement on urban development (NPS UD) 2020:

The NPS UD seeks to ensure urban environments are well-functioning and enable all people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety. The Project will enable a well-functioning urban environment by giving effect to Auckland's Future Development Strategy to provide transport mode choices, and provide accessibility for all people, support reductions in greenhouse gas emissions, as well as resilience to climate change. Route protection for the AMC and necessary rail crossing interventions will support the overall integration of the transport network needed to enable sequenced development of urban areas in this part of the region.

- National Policy Statement for freshwater management (NPS FM) 2020:

The NPS FM objective and policies seek to ensure that natural and physical resources are managed in a way that prioritises first, the health and well-being of water bodies and freshwater ecosystems followed by the health needs of people and then the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future. In particular, the NPS FM seeks to protect natural wetlands, rivers, outstanding waterbodies and habitats of indigenous freshwater species. The application seeks to route protect (using notices of requirement) the land necessary to enable the construction, operation, maintenance and upgrading of rail crossing interventions and an active mode corridor in conjunction with KiwiRail's four-tracking between Papakura and Pukekohe. While no regional consents will be sought as part of the initial application, the future design of the structure and facilities will give effect to the objectives and policies for freshwater management.

- National Policy Statement for indigenous biodiversity (NPSIB) 2023:

While no detailed assessment or identification have been undertaken in relation to Significant Natural Areas (SNA) and Taonga, in the event where there may be impact on indigenous biodiversity, the Project will ensure appropriate controls are in place to manage potential impact on native ecosystems. The Project team will also work collaboratively and in partnership with Mana Whenua, recognising their role as Kaitiaki.

- National Policy Statement for Highly Productive Land (NPS HPL):

The NPS HPL seeks to provide direction to improve the way highly productive land is managed through appropriate zoning and management of subdivision and land use. Whilst parts of the AMC are likely to transverse over highly productive land (Classes 2 and 3) the NPS HPL enables development for the maintenance, operation, upgrade, or expansion of specified infrastructure such as the AMC and rail crossing interventions.

- National Environment Standards for Freshwater 2020:

The application seeks to route protect (using a notice of requirement) the land necessary to enable the construction, operation, maintenance and upgrade of rail crossing interventions and an AMC in conjunction with KiwiRail's four-tracking project. Consideration will be given during the notice of requirement stage to any potential impacts in relation to subsequent regional resource consent. The design of the structures and facilities will aim to safeguard the freshwater system, including any inland wetland.

• National Environment Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011:

A detailed assessment in relation to soil contamination will be prepared as part of the subsequent resource consent application, and any required remediation or mitigation measures will form part of that application at that stage.

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## Section 7: Eligibility

Will access to the fast-track process enable the project to be processed in a more timely and cost-efficient way than under normal processes?

Yes

Please explain your answer here:

Given the potential effects and scale of public interest in the Project, use of the fast-track decision-making process set out in the Bill will substantially reduce the time and cost required to consent and deliver this regionally and nationally significant Project. The fast-track process will enable the Project to be processed in a more timely and cost effective manner for the following reasons:

Streamlining of consenting process and time saving:

The fast-track process sets up a structure for a "one stop shop" that can process permissions from different agencies simultaneously under one application. As noted previously, the Project is likely to require permissions under different legislative frameworks and agencies. A fast-track process will enable these applications to be submitted under one application then reviewed and assessed by the Panel. The Project would really benefit from this process and reduce the time required to seek permissions/approvals from different agencies.

Example where past projects have benefited from the COVID 19 Fast Track process – The Paerātā and Drury Railway station application was fast tracked under COVID legislation. We understand KiwiRail had received the decision from the Environmental Protection Agency five months after the application was lodged and processed. This is a significant time saving compared to the usual two-step process, which could take up to 2-3 years for a decision.

Cost effectiveness and efficiency :

Infrastructure projects are funded by both central government and local government through different funding streams. Having a streamlined consenting timeframe means that the Project can be delivered in a more timely manner to avoid potential inflation, construction delays, and increases in construction and property acquisition costs. As such, we are able to reduce the costs for central and local government, providing wider benefits for ratepayers and taxpayers.

Council's processes are often complex and involve multiple parties to review and provide inputs into applications and there are often duplications and disagreements throughout the process. Central government has signaled the need for better value for money. As a Council Controlled Organisation, we are reviewing the way we operate to achieve the strategic direction sought by both central government and Auckland Council. We understand that the existing fast-track process has enabled KiwiRail to achieve significant savings during the consenting process, and we consider this Project will benefit from the revised process too.

What is the impact referring this project will have on the efficient operation of the fast-track process?

Please write your answer here:

This Project is not considered to impact on the efficient operation of the fast-track process. The Project will be of high quality and consistency to ensure assessment efficiency and it will be well developed at the time of subsequential lodgement. Engagement and consultation with key stakeholders has commenced and will be ongoing to meet the requirements and purpose of the Bill.

Has the project been identified as a priority project in a:

Other

Please explain your answer here:

The Project has been identified in both Central and Local government plans and strategies as a priority for the reasons that it will provide for economic growth, productivity, increase transport resilience, and road safety. These documents include:

Ministry of Transport:

New Zealand Rail Plan for rail network upgrades between Papakura and Pukekohe

Auckland Transport Alignment Project (2021 – 2031)



Government Policy Statement on Land Transport 2021-2031 – the Project will give effect to the four strategic priorities in relation to safety, better travel options, improving freight connections and climate change adaptation.

Draft Government Policy Statement (GPS) on land transport 2024-2034 – while the draft GPS is yet to be finalised, in its current form, the Project will give effect to the outcomes expected in GPS regarding economic growth and productivity, safety and value for money. The Project forms part of the rail project identified under the GPS “Papakura to Pukekohe”.

Auckland Council:

Auckland Plan 2050

Auckland Future Development Strategy – in relation to the growth anticipated for South Auckland and need for infrastructure including providing people with better transport options to access social and economic opportunities in the area.

Operative Drury – Opaheke structure plan and Pukekohe – Paerata structure plan

Auckland Transport:

Statement of Intent (2023 – 2026)

Regional Land Transport Plan (2021 – 2031)

Regional Public Transport Plan (2023 – 2031)

Integrated Transport Plan

Vision Zero for Tāmāki Makaurau

Will the project deliver regionally or nationally significant infrastructure?

National significant infrastructure

Please explain your answer here:

Enabling four tracking while ensuring a well-connected community with multiple travel modes through the construction and operation of a strategic regional AMC will deliver both regionally and nationally significant infrastructure:

- The infrastructure will contribute to the continued growth of local and regional multi-modal transport whilst also enabling the continued growth in the area.

- The Project will complement and contribute to the investments that are already made for the South Auckland area through New Zealand Upgrade Programme (NZUP) South Auckland Package (listed as a key priority project for Auckland under the draft Government Policy Statement, and with a funding capacity up to \$8.7 billion overall ), which includes three new railway stations that are currently being constructed; SH1 Papakura to Drury upgrade and its associated shared path; as well as rail electrification; and the third main line (between Wiri Junction and Middlemore) that is already under construction.

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- The infrastructure will contribute to the continued growth of local and regional multi-modal transport whilst also enabling the continued growth in the area.

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- The regional walking and cycling path will connect with the shared path as part of the SH1 project. It will also enable connections with the key transport interchanges and existing and new centres, to provide an alternative travel mode for local communities to reduce congestion on the already congested road networks. This will increase the social and economic wellbeing for the community as well as increase productivity as a whole.

- The AMC has the potential to expand to Te Araroa, the National Cycle Trail, with potential for attendant benefits for regional and national tourism.

- The removal of level crossings is critical to the efficient operation of CRL. CRL is a \$5.493 billion project, and the largest transport infrastructure project New Zealand has ever built. The level crossing removals and associated interventions are required to support the increased rail frequency resulting from CRL, increased freight services and long-distance passenger services.

• The removal of level crossings will also deliver nationally significant infrastructure as it will allow general rail efficiency across the country including freight. While considering the best intervention at each of the crossing points, the preferred design accounts for the third and fourth main rail. This has the advantage of delivering on the economic benefits and significantly contribute to the growth, diversity and resilience of regional economies.

Will the project:

contribute to a well-functioning urban environment

Please explain your answer here:

The Project will contribute to a well-functioning urban environment, because:

- (1) A planned land proactive approach (using a notice of requirement) to growth and investment will ensure land use is integrated with the transport network to enhance liveability, sustainability, and improve transport choices for customers.
- (2) Separated active mode facilities will significantly improve mode choice for existing and future residents of South Auckland as well as being critical for completing the strategic active transport network in the South.
- (3) It will mitigate congestion and improve transport options and choice, access to critical social and economic opportunities and economic performance locally and nationally.
- (4) Transport investment will support intensification and integrate with the anticipated growth and helps to shape quality urban form.

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

The Project will give effect to the overarching direction provided under the draft Government Policy Statement in relation to the growth in South Auckland and Auckland overall. The Project will increase travel efficiency, productivity for all users while reducing congestion on the already congested roads.

The Project will deliver significant economic benefits:

- Auckland is New Zealand's economic powerhouse, contributing to almost 40% of the nation's Gross Domestic Product. South Auckland (between Papakura and Pukekohe) is experiencing significant level of growth in all sectors and has been identified a significant growth area. This is evident from Auckland Council's finalised Future Development Strategy, live zoning of future urban land, and the construction activities that are currently being undertaken by prominent developers such as Kiwi Properties (which owns Sylvia Park in Auckland), Oyster Capital (key developer for Whenuapai in Auckland) and Fulton Hogan. With the projected population and economic growth for the next 20 years in this area, it is crucial that transport infrastructure is planned for and in place to support this growth and to enhance productivity as anticipated by central government. The use of fast-track process set out in the Bill will substantially reduce the time and cost associated with the delivery of the Project and meet the economic growth. outcomes sought by central government;
- The Project will substantially reduce travel times for inter-regional and local travel in Auckland for road users that presently are required to stop while waiting at level crossings for trains to pass.
- It will offer significant capacity uplift for metro and inter-regional passengers and for freight services on the busiest part of the national rail network that will otherwise constrain any future growth.
- The Project will enable segregation of traffic types which as well as providing new capacity – will increase the capacity of existing infrastructure, improve system reliability, and enhance resilience.
- It will improve the efficiency of national freight supply chains, reducing road congestion, enhancing road user safety, and reducing greenhouse gas emissions in Auckland and Nationally.
- The Project will increase travel mode choices for local communities so that the need for short distance travel does not clog up the existing road networks.
- Provision for the AMC now presents significant benefits before more urbanization and development lead to increase property price.
- The Project also complements the investments already made in South Auckland in relation rail electrification, the shared path constructed as part of the SH1 Papakura to Bombay upgrade, and the construction of three train stations.

Will the project support primary industries, including aquaculture?

No

Please explain your answer here:

Will the project support development of natural resources, including minerals and petroleum?

No

Please explain your answer here:

Will the project support climate change mitigation, including the reduction or removal of greenhouse gas emissions?

Yes

Please explain your answer here:

Reduction in reliance on car-based travel and road freight (due to no viable alternatives) is critical to reducing harm from emissions.

Investment in the upgrade of the rail and AMC with the intention of delivering better accessibility and mode choice (thus avoiding the present reliance on low occupancy vehicles (LOVs)) provides an important component to realising the regional emissions benefits of an integrated network. This shows alignment with, and a positive contribution towards, changes in environmental policy. Together, these changes have positively impacted the overall intent with support for a greater focus on projects that:

- Will provide greater real travel options that can encourage mode shift away from low occupancy vehicle use (due to the GHG savings); and
- Are designed with climate change resilience and/or intergenerational wellbeing as key outcomes.

Overall, the Project seeks to improve environmental outcomes through mode shift towards more sustainable forms of transport (public transport and active modes). More specifically, the Project will assess climate mitigation opportunities through decarbonisation providing a high-level Project Emissions Estimation Tool (PEET) assessment of route emissions, carbon management strategies for the project to adopt and decarbonisation context and opportunities for future phases.

Will the project support adaptation, resilience, and recovery from natural hazards?

Yes

Please explain your answer here:

The Project will provide a climate adaptation overview of opportunities following the Auckland Transport Climate Change Adaptation Policy and high-level considerations utilising the Protect, Accommodate, Retreat and Avoid (PARA) framework. These assessments will inform opportunities for adaptation and resilience from climate change and impacts of natural hazards. Areas throughout the project are identified in 1% annual exceedance probability flood plains and stormwater modelling has been undertaken to project the extent of this hazard using a 3.8° of climate change scenario to enable consideration of mitigation where necessary.

Will the project address significant environmental issues?

Yes

Please explain your answer here:

The Project will provide positive impacts on both natural and physical environments, because:

- Elevated bridges will minimise disruption to natural habitats.
- It provides opportunities for land use integration to promote sustainable living and social connections.
- It will reduce air pollution and emissions through the provision of alternative travel modes and reduction of private vehicle on roads as more commuters will shift their travel modes.
- It will enhance safety by eliminating at grade railway crossings.

Is the project consistent with local or regional planning documents, including spatial strategies?

Yes

Please explain your answer here:

The Project is consistent with the following local and regional planning documents, including spatial strategies:

- Auckland Plan 2050 and Auckland Future Development Strategy

The Future Development Strategy sets out the blueprints for Auckland's growth over the next 30 years and identifies the key growth nodes around public transport routes and interchanges. The Project will give effect to this Strategy to support the projected population growth in South Auckland and across the region.

- Drury – Opaheke Structure plan and Pukekohe-Paerātā Structure Plan

The structure plans set out a pattern of land use and infrastructure for the future urban growth of the identified areas. The plans identify the areas of future urban zoned land that could be used for residential, business and industrial purposes. With many future urban lands that are already lived zoned between Drury and Pukekohe and the construction of the three stations (Paerātā station, Drury West Station and Drury Central Station under New Zealand Upgrade Programme), this Project will contribute to the wider economic and social wellbeing of the community and to provide the much-needed transport choices for the area.

Anything else?

Please write your answer here:

The project is well aligned with investments made to date:

- Electrification of the network – under NZUP the electrification of the Auckland Metro Network from Papakura to Pukekohe is currently nearing completion. The benefits include, but are not limited to, reduced carbon emissions and seamless integration of the rail network from Pukekohe to the CBD. The removal of crossing and crossing intervention will support and complement this expansion of the network supports and provides a faster

means of travel, which in turn provided a more market attractive environment for housing and urban development in Papakura, Drury and Pukekohe.

- Drury Stations -Three new stations are currently under construction and when completed will attract housing and employment development opportunities to become growth nodes. Proposed crossing interventions and active mode corridor will complement and support the operation and function of the stations, and reduce congestion on the road networks.
- State Highway 1 (SH1) Papakura to Drury upgrade and associated shared path- the d cttive mode corridor will connect with the SH1 shared path that is currently under construction.
- CRL – The project addresses the next system capacity constraint and thereby increases the ability of CRL to operate to higher capacity levels.

Does the project includes an activity which would make it ineligible?

No

If yes, please explain:

The Project is still at the optioneering stage and there will be ongoing and continuous discussions with Mana Whenua groups and Treaty Settlement Entities regarding the Project to address their comments and concerns. Written approvals will be sought from the relevant entity prior to the lodgement of any subsequent application.

## Section 8: Climate change and natural hazards

Will the project be affected by climate change and natural hazards?

Yes

If yes, please explain:

Yes. Addressing climate change and natural hazards requires adaptive designs, robust materials, and proactive maintenance to ensure these facilities/ structures withstand future challenges. Climate change and natural hazards pose challenges to the Project. These include:

- increased costs in relation to consenting, design and the need to implement adaptation measures (e.g. elevated foundations, bridges, material selections), and increased frequency of maintenance; and
- construction challenges, and delayed delivery due to extreme weather events and limitation on accredited materials that can withstand extreme weather conditions; and
- more stringent requirements in relation to consenting and other statutory permits.

## Section 9: Track record

Please add a summary of all compliance and/or enforcement actions taken against the applicant by any entity with enforcement powers under the Acts referred to in the Bill, and the outcome of those actions.

Please write your answer here:

AT is an experienced operator, responsible for the delivery of large-scale regionally significant infrastructure projects including the Downtown Infrastructure Development Programme and Eastern Busway.

AT is not aware of any enforcement proceedings or orders under the Resource Management Act by AC against AT.

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## Declaration

Do you acknowledge your submission will be published on environment.govt.nz if required

Yes

By typing your name in the field below you are electronically signing this application form and certifying the information given in this application is true and correct.

Please write your name here:

Kimberley Li

Important notes