

## Response ID ANON-URZ4-5FQY-T

Submitted to Fast-track approval applications  
Submitted on 2024-05-03 15:42:11

### Submitter details

Is this application for section 2a or 2b?

2A

#### 1 Submitter name

Individual or organisation name:  
KiwiRail Holdings Limited

#### 2 Contact person

Contact person name:  
Marija Batistich

#### 3 What is your job title

Job title:  
Senior Legal Counsel

#### 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:  
  
Private Bag 92138, Victoria Street West, Auckland 1142

#### 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:

This project is to increase the width of the 38km kilometres of the North Island Main Trunk (NIMT) from Westfield to Pukekohe, and to increase the number of rail tracks from to four.

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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:

No records of title are available as the project is currently at an optioneering stage and considering an expanded corridor. As we progress with a refined corridor and prepare an in-depth corridor property review, Records of title will be compiled and analysed.

NZRC/KiwiRail has a legal interest in the full linear extent of the project corridor. Additional land is required beyond the current legal boundaries of the rail corridor.

As an extended corridor is currently being considered, the identified landowners list contains both properties that will fall in and outside of the required land area (designation).

A complete landowners list will be available as optioneering progresses.

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:

KiwiRail has a legal interest in the full linear extent of the project corridor from Westfield to Pukekohe, some 38 linear kilometres. Widening is required in most cases beyond the existing designation for the full length of the corridor to enable this project.

There will be a mix of additional land requirements from the West, or East or both in order to meet the requirements for additional track and enabling activities.

Any additional interests required will be acquired under the Public Works Act 1981, discussed further below.

## Section 2: Project details

What is the project name?

Please write your answer here:

Four Tracking Westfield to Pukekohe

What is the project summary?

Please write your answer here:

The project involves widening the existing rail corridor and undertaking works to expand the North Island Main Trunk (NIMT) between Westfield Junction and Pukekohe (38km) from the current two tracks railway to a four-track railway including grade-separating Westfield Junction where the NIMT meets the North Auckland Line (NAL) and in future the Crosstown (Avondale-Southdown) Corridor.

What are the project details?

Please write your answer here:

Overview:

Four Tracking Westfield to Pukekohe is the next crucial investment to allow total train services to grow with demand post CRL, to support national and regional infrastructure network requirements. Widening the existing corridor for the project will expand the (current two tracks) of the North Island Main Trunk (NIMT) between Westfield Junction and Pukekohe. The expansion includes grade-separating the busy Westfield Junction which is where the NIMT meets the North Auckland Line (NAL) and in future also the Avondale-Southdown Crosstown Corridor. The scope of works includes major enabling civil works (e.g. bridge widening), level crossing removals (closures and grade separations), station platform configuration changes, new track, signals and electrified lines. Integration with station and mode transfer opportunities (such as the AMC alignment) are also included to the extent that Auckland Transport prioritise these.

Purpose:

- The Four Tracking Westfield to Pukekohe project aims to accommodate the growing demand for train services post-CRL by expanding the railway infrastructure in the Auckland metro area. This corridor has local, regional and national impacts on economic growth and productivity.

- Note: This rail line plays a pivotal role in the long-term functionality of the national transport system. Failure to meet demand within the required timeframe not only impacts Auckland's already-congested road network but also strains national roads connecting Auckland to Waikato and Bay of

Plenty.

#### Objectives:

- The project seeks to support economic growth and productivity by resolving capacity, congestion and reliability issues on the Auckland railway network, from the southern access point (Pukekohe) to Westfield Junction.
- The City Rail Link (CRL) will change public transport in Auckland with more frequent train services lifting transport choice for people. KiwiRail's Auckland Rail Network Rebuild programme is readying the network for CRL. However, the wider network will be at capacity soon after the opening of the CRL.
- The project will accommodate future demand for passenger and freight services by widening the rail corridor to four tracks and segregating all-stops metro services on one pair and non- (or possibly limited) stop services (metro express, freight and regional) on another pair.
- The section of Third main line currently being constructed between Westfield and Wiri Junctions will resolve current day congestion but will not provide for anything like the future demand anticipated on this corridor.
- The project area is used by all-stops metro services, by inter-regional passenger services, and by freight services providing for the busiest freight route in the country– between Auckland and Port of Tauranga, as well as domestic freight distribution including traffic from the Port of Auckland.
- Segregation of all-stops and non-stop services will increase the efficiency of the existing network and create new capacity for metro, inter-regional passengers, and freight services (i.e. triple duty) on one of the busiest parts of the national rail network that will otherwise constrain any future growth.
- The project will also improve service quality for public transport, enabling the introduction of regular express services from Auckland South with a competitive travel time to car (no more than 50 minutes) and provide capacity for regional services and longer freight trains.
- The project will improve the reliability of the Southern Line through creating additional flexibility in the network to maintain the tracks, and resilience of the rail network to outages on a pair of tracks. That reliability has regional and national implications.
- The project will support the introduction of longer freight trains which are more productive and will support a scenario where bigger ships are predicted for Port of Tauranga.
- The project will reduce road congestion and carbon emissions relative to the counterfactual. There is simply not enough capacity to accommodate the forecast level of service requirements for all stop metro services, metro express, regional and freight services until four tracks is enabled. For every year that capacity for rail freight is unavailable on the Auckland metro, it can be expected that the rail accessible demand will spill to roads.
- The project will support a reduction in road maintenance costs or increase in road life.
- Unless the project is accelerated, it is expected that the existing two track railway become unable to meet all demand and some freight demand will spill to roads for at least 10 years. For regional traffic that spillage will also affect roads to and from Hamilton/Tauranga.
- The project will build on past investments (some of which were started by the last National government) in the Southern rail corridor, including the Westfield-Wiri section of Third Main, extension of the Auckland electrified network south from Papakura to Pukekohe, and the construction of three new rail stations within the newly electrified section at Drury and Paerata.
- The project will support urban development, mode transfer and make metro rail a more compelling alternative to State Highway 1 (particularly as it will be able to support more express services) and support the growth expected through Auckland Council's adoption of the Drury-Opaheke and Pukekohe-Paerata Structure Plans and subsequent operative private plan changes.

#### Activities:

- Business casing and further design
- Stakeholder consultation and assessment of alignment options
- Master planning in key areas (e.g Middlemore, priority stations)
- Planning, consenting and property acquisition
- Enabling works
- Construction

#### Scope of works:

- Managing interdependencies with any utilities, road, bridge, level crossings in the areas adjacent to rail line from Westfield to Pukekohe that have not otherwise been triggered by other projects\*.
  - Enabling works
  - Bridge widening (where unavoidable and not triggered early by other projects\*).
  - Level crossing removals (closures and grade separation) – if not already closed. Note: the southern corridor level crossings are also included in the AT Level Crossing programme fast track application. The intention behind also including these crossings in the Four Tracking proposal is to ensure that the southern corridor development is not stymied or delayed in the event that timing was misaligned. Hence, the southern corridor level crossings scope is included in this proposal only to the extent necessary to deliver this project, i.e. will be timing dependent.
  - Station platform configuration changes to enable the operation of the four-track railway and provision / connection to the transport network\*.
  - Complete a four-track railway between Westfield Junction and Pukekohe (encompassing a fourth track Westfield-Wiri (alongside existing third) and constructing the third and fourth tracks between Pukekohe and Wiri (in stages).
  - Grade separate Westfield junction to cater to the complexity of services in the area, including additional track requirements if any.
  - Civils installations, signals and electrified lines.
- \*Minimum scope to be confirmed with stakeholders.

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

Please write your answer here:

Staging is based on the quickest pathway to delivery as recommended in the 30 Year Auckland Rail Programme Business Case (PBC), approved by both KiwiRail and AT Boards on 28 November 2023.

- The PBC Final Report forecast 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 programme recommended a staged delivery of planning and construction, with construction starting in 2028 and completion of all stages targeted by 2042.

The corridor's 38km length is recommended to be tackled in sections: Papakura-Pukekohe, Westfield-Papakura, and Westfield Junction.

Route protection is advanced for the Papakura to Pukekohe section, enabling quicker movement to construction, while planning for other sections progresses concurrently. Additionally, the less-developed surrounding areas in Papakura to Pukekohe offer opportunities for reduced complexity and lower cost land acquisition.

Refer: Figure 2 High level staging and indicative timeframes

The 10-year RNIP programme signals next stage DBCs, property acquisition, design and the start of implementation work.

Project Milestones:

Investigations and Business Casing:

- Completion of Detailed Business Case for Route Protection of the Southern Growth Area by Te Tupu Ngātahi (the Supporting Growth Alliance) was complete in June 2021. Source: South Area - Rail Package Detailed Business Case for Route Protection.
  - Completion of the Auckland Strategic Rail Programme, 30 Year Programme Business Case Dec 2023. Source: Final Report.
  - Complete Assessment of Environment Effects and engagement for Papakura to Pukekohe calendar 2024.
  - Completion of Indicative Business Case for the full corridor Westfield to Pukekohe targeting late 2025.
- o As the project aims to widen an existing rail corridor, the alignment optioneering phase is likely to be comparatively short.

Pre-Implementation:

- Lodgement of Notice of Requirement (NoR) for Papakura to Pukekohe ~ early 2025.
- Detailed design, consenting, land acquisition for Pukekohe to Papakura section as soon as funding is available ~ 2025 - 2027.
- Detailed design, consenting, land acquisition for Westfield Junction – Papakura ~ 2026 - 2028.

Further information on the approach to this project is available in the Auckland Rail PBC Final Report, page 242 - 243 and 247 – 248.

Interdependencies:

- Priority projects for Auckland Transport in the area include level crossing removals on the Southern Line and an Active Mode Corridor in Papakura to Pukekohe.
- Notices of Requirement lodged for Takanini level crossings are expected to be heard in May 2024.
- The Level Crossing Removal SSBC is confirming the recommended solution for level crossings on the Auckland electrified rail network including those on the Southern Line, Draft Final July 2024.
- There are separate Fast Track applications for the closure of most Auckland Level Crossings and the Active Mode Corridor between Papakura to Pukekohe.
- The timing of the Southern Level Crossing closures may be driven by Westfield- Pukekohe 4 Tracking which require the removal of the Southern Line level crossings. The interdependencies are strong as the Active Mode Corridor generally runs parallel to the four-track rail alignment between Papakura and Pukekohe and the 4 Tracking requires the closure of the southern level crossings.

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

Please write your answer here:

It is anticipated that a suite of resource consents under the Resource Management Act 1991 (RMA) will be required.

The NoR applies the route alignment design to the Auckland Unitary Plan: Operative in Part and enables management of the plan until such a time detailed design/construction is funded.

The NoR process will need to include an assessment of the likely regional consent requirements in the areas listed below.

- water permits - take, use, dam, and divert;
- discharge permits - to land, air, and water; and
- land use consent - build, excavation, and damage to habitat (if not covered under a NoR).

Additional consents 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; and
- Heritage New Zealand Pouhere Taonga Act 2014.

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 more significant.

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

Please write your answer here:

Auckland Council

Local boards of: Franklin, Papakura, Manurewa, Otara – Papatoetoe, Mangere – Otahuhu, Maungakiekie-Tāmaki

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

Please write your answer here:

No applications have been made at present by KiwiRail. As noted above KiwiRail is underway developing an NoR for route protection for Third and Fourth tracks between Papakura and Pukekohe (P2P).

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

No

Please explain your answer here:

The Minister of Transport is required to approve the project stages. At this stage construction approval is not sought. Approvals would initially be sought for planning and investigation stages of this strategically important corridor.

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

Please write your answer here:

Funding is being sought in the 2024 RNIP for next stage investigations.

Next stage design for the first stage of works is targeted for 2026/2027.

Funding for the first stage of construction will be sought in the next RNIP (2028).

Funding permitting, site works commencement / enabling works on KiwiRail designated land could start by 2028 and track laying start by 2032. Early works will be possible in areas where the existing designation footprint is sufficient or consenting complete.

The total project cost from FY25 – FY44 is estimated at \$6.3 (P50) billion - \$8.0 (P95) billion (including new tracks and grade separation of Westfield Junction). The Papakura to Pukekohe section is estimated at \$1.5 (P50) billion – 1.9 (P95) billion.

### Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

Affected parties are likely to include:

- Central Government;
- Ministry of Transport;
- NZTA;
- Regulators;
- Worksafe;
- Te Puni Kokiri;

Mana Whenua:

- Ngāti Whātua Ōrākei
- Te Kawerau ā Maki
- Ngāti Tamaoho
- Te Ākitai Waiohū
- Ngāi Tai ki Tāmaki
- Ngāti Te Ata Waiohū
- Te Ahiwaru Waiohū
- Waikato-Tainui
- Ngāti Paoa
- Ngāti Whanaunga
- Ngāti Maru
- Ngāti Tamatera
- Te Patukirikiri.

- Regional (Auckland Council, Waikato Regional Council) or Local Authorities (listed earlier);
- Auckland Transport;
- Middlemore Hospital;
- Metroport;
- Landowners and/or leaseholders;
- Ruakura Inland Port; and
- Business associations along the corridor

It is expected that projects within the programme will be delivered in partnership or with the active engagement of mana whenua, including the

appropriate development of cultural impact assessments. Collaboration with mana whenua at the early stages of a project is important to ensure a partnership approach is taken to honour Te Tiriti o Waitangi - The Treaty of Waitangi. An assessment of effects on heritage and archaeology will also be prepared.

This group of projects is located within a constrained urban environment, with existing buildings and other activities operating near the rail corridor. Each is required to consider the extent to which additional capacity over and above four tracks are required. This would require extensions to the existing rail designation and likely substantial impacts on privately owned property. Each project will need to communicate this need and socialise this with key stakeholders and affected parties.

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:

KiwiRail and Auckland Transport worked together for two years to jointly develop a 30-year strategic rail programme for the Auckland Region, documented in the Auckland Rail Programme Business Case (PBC). This programme of work will create a reliable and resilient train transport system, which enables growth, integration with other transport planning strategies and policies, and provides capacity and appropriate service levels for all users. Auckland Council and NZTA have been partners and engaged throughout this process.

KiwiRail has an established monthly Mana Whenua forum and has regular and ongoing hui. The PBC was shared with this group and a commitment was made to ongoing engagement as projects progressed. This project has been added to the agenda of our monthly forum as a stand-alone. Site visits with Mana Whenua are planned in the near future.

In addition, consultation has been undertaken through Auckland Transport's regional hui and with 17 Auckland Local Boards, with 16 providing written support and one in opposition (but not to the four-tracking project). A high-level summary of written feedback in the Local Board PBC Resolutions attached is:

- Local Boards in favour (16):

- o support for Third and Fourth Main lines (Four Tracking Westfield to Pukekohe) on southern rail corridor, level crossing removal and developing the Southdown-Avondale corridor;

- o start community and continue Local Board involvement in future planning and delivery stages;

- o advocate that funders meet their obligations across the 30-year programme;

- o support a well-maintained and reliable network;

- o support rail connections for passengers in the north (across Waitematā and north of Swanson); and

- o support adding utilities to rail corridors, as work is completed.

- Local Boards opposing elements (1 - Maungakiekie-Tāmaki):

- o supports improving safety and service frequency through Level Crossing removal;

- o supports improvements to stations; and

- o opposes Avondale to Southdown (and use of existing designations)

In addition, the Waikato Regional Council was consulted and engaged throughout the PBC process and has included its support for the programme in their draft 2024 Regional Land Transport Plan (RLTP)). Increasing capacity of the southern rail corridor is the element of by far greatest significance to Waikato (which is also linked to level crossing removal in this corridor, and across the longer term the development of the Crosstown Corridor/ Avondale Southdown Corridor).

Key themes raised through the Local Board resolutions that will be taken into project planning are the importance of:

- prioritising rail transport for these areas of the south that have a high need for increased capacity, speed and reliability of public transport services;

- ensuring high levels of community involvement in the future planning and delivery of the programme (including residents, mana whenua and businesses);

- engaging with the local boards and communities to ensure any changes to land use are well signalled and consider local plans (started in Papakura to Pukekohe and a focus of the fast track);

- consideration in project planning of how projects integrate and enhance transportation infrastructure including pathways to train and bus stations to encourage public transport usage.

- inclusion of utilities in the rail corridor as works are undertaken;

- removal of level crossings and enhancing safety;

- considering measure to minimize risks and mitigating the adverse impacts such as noise and graffiti on the community, properties and residents.

Full summary feedback is attached for the Programme Business Case. Project specific feedback is under the title "additional tracks / faster services".

The project team has considered this feedback and is building its understanding of the key integration points between the four tracking and existing local infrastructure across the full corridor.

The project proposes widening of an existing rail corridor, which has been publicly discussed for many years and been included in a range of planning documents. It will therefore not be unanticipated, albeit the timing and extent of corridor widening is not known in detail.

Consultation with affected landowners for the overall project has not yet been formally undertaken as confirmation of funding of planning for the full corridor is still required. The exception to this is potentially affected landowners on the Papakura to Pukekohe section of the route, for whom public engagement started in April 2024. Further consultation with affected landowners will follow once alignment options have undergone analysis through a Multi Criteria Assessment (MCA) selection process, and land requirement plans have been developed.

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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:

Any land designated as part of the project scope would be acquired via the Public Works Act 1981. NZRC/KiwiRail has an advanced purchase policy to deal with Section 185 Resource Management Act requests.

Once an active acquisition programme is funded, NZRC/KiwiRail would seek agreement via Section 17 PWA (by agreement) but will consider the use of compulsory acquisition powers to protect project timeframes if required. (S.18, S.23 PWA).

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

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

Please write your answer here:

A 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.

KiwiRail and AT are currently working through the NoR Boundaries and will determine if the property will be affected by the NoR. Discussion and engagement 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 delivery of the Project.

As a State Owned Enterprise, KiwiRail is committed to partnering with Māori to meet its statutory obligations under Te Tiriti o Waitangi and its commitment to ongoing engagement.

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?:

There are no known Māori Land, Marae or identified Wāhi Tapu within the Project Area.

In relation to the question below regarding whether the project is on any land returned under a Treaty settlement or identified Māori land described in the ineligibility criteria, part of the four tracking from KiwiRail and Stadium Drive Bridge upgrade (north) may fall within a parcel of land returned under the Treaty settlement between the Crown and Waikato-Tainui at 25 Stadium Drive, Pukekohe. Discussion with the Treaty settlement entity will commence soon regarding this issue and written approval will be obtained in the event land is required from the Treaty settlement entity. It is worthwhile noting that Ngāti Tamaoho from Waikato- Tainui iwi is a Treaty partner of the Project, and that Project discussions with local mana whenua groups are ongoing with KiwiRail's hui.

KiwiRail and AT are currently working through the NoR Boundaries and will determine if the identified property (25 Stadium Drive, Pukekohe) 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.

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

Yes

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:

An assessment of the adverse effects will be undertaken as part of any application process. A summary of likely matters for consideration is provided below.

Whilst a detailed assessment has not yet been undertaken, constraints and planning matters and potential adverse effects may include the following:

- property impacts;
- noise and vibration (during construction and operation as a result of significant increase in train movements);
- amenity – visual impacts (notably Paerata stabling site which is zoned Future Urban zone), light spill (if sites operate 24/7);
- potential impacts to historic heritage;
- potential impacts on notable trees;
- potential impacts to significant ecological areas (Paerata stabling site in close proximity);
- vegetation removal (riparian margins and significant ecological areas);
- stormwater Management (works within stormwater management areas), including flood hazards and overland flow paths;
- potential impacts to freshwater (wetlands);
- land contamination;
- other network utilities such as the National Grid;
- other existing Designations (such as NZTA, Watercare etc);
- land identified as highly productive land;
- potential business disruption;
- potential impacts on community connectivity; and
- addressing level crossings, especially for grade separation will be a complexity/constraint in the planning process.

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 more significant.

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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:

The National Policy Statements of relevance to the project are discussed below. A comprehensive assessment of these would be provided as part of a full application process.

National Policy Statement for Urban Development 2020

This project directly supports how the Auckland rail network operates. The rail network is backbone of Auckland's rapid transit system and directly supports the provision of public transport and the enablement of urban intensification around station areas – key government priorities for urban development.

The National Policy Statement for Urban Development (NPS-UD) 2020 sets out the objectives and policies for planning well-functioning urban environments. Policy 3 of the National Policy Statement: Urban Development requires that Regional Policy Statements (RPS) and District Plans enable intensification, including a minimum of six storeys within walkable catchments of existing and planned rapid transit stops. The Medium Density



Residential Standards if retained by the Council will provide for three dwellings up to three storeys in height per site in areas beyond a walkable catchment of a rapid transit stop.

The Urban Growth Agenda has mandated a role for central government to partner with local government and iwi to facilitate pace and scale in urban development and to ensure government investment in infrastructure is aligned to help deliver connected, thriving and sustainable communities. The Urban Growth Agenda, coupled with the Urban Development Act 2020, establishes urban growth partnerships in five growth areas - i.e., infrastructure funding, financing and delivery, urban planning, integrated transport, and system coherence.

The Hamilton-Auckland corridor is an example of a government partnership under the Urban Growth Agenda, identifying this corridor as a priority area due to its role as New Zealand's most significant transport corridor, connecting two of the country's fastest growing cities. The shared spatial intent for this corridor is to change the distributed land use patterns using transport infrastructure such as rail as it guides future urban growth towards more sustainable, resilient and affordable settlement patterns. The Interim Business Case prepared for the Ministry of Transport identified the important role that this corridor has to enhance access to jobs, education, amenities and other services along this "Inter-city connectivity" corridor.

Later in the application, we set out some of the major urban regeneration and large-scale housing projects underway across Auckland that are planned to be located along the southern rail corridor.

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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:

Access to the fast-track process offers significant advantages for expediting the consent process of the critical four-tracking project and will support more timely delivery and cost efficiency.

Inclusion in the fast-track process is important for the following reasons:

- This project is significant to the local and national transport system –with far reaching effects through Auckland, the Golden Triangle, and Wellington – Christchurch: The four-tracking project plays a pivotal role in the long-term functionality of the national transport system. Failure to meet demand within the required timeframe not only impacts Auckland's already-congested road network but also strains national roads connecting Auckland to Waikato and Bay of Plenty.
- Time and cost efficiencies through a unified process: KiwiRail anticipates that the fast-track process will yield efficiency through comprehensive assessment consolidated under one framework. This unified approach minimises administrative overhead associated with managing multiple processes, enabling focused attention on critical aspects of expansion to the east, west, or a combination of both.
- There is an urgency for a streamlined consent process: A major bottleneck in the project's timeline lies in the consenting process, which poses a significant risk of delays and associated delay to the realisation of economic benefits associated with the project. Projections indicate a potential lag of around 10 years in delivery versus demand. Fast tracking becomes imperative to bridge this gap efficiently. The conventional approach will involve securing consents for each stage of the corridor across multiple forums, extending project timelines. Fast tracking consolidates these consent elements and stages under a unified process, reducing timeframes and consequently cost.
- Complex infrastructure scope: The widening of a 38km rail corridor entails substantial infrastructure complexities, making the standard Resource Management Act (RMA) process inherently very resource intensive. Fast tracking offers a streamlined alternative, ensuring robust assessment and management of the project's scale and scope within a single process.
- Managing public interest and environmental considerations: Given the corridor's lengthy geographical reach (38km) public interest and environmental concerns are inevitable. Fast tracking ensures efficient management of these issues while containing discussions within the scope of consents sought. By addressing potential adverse effects and environmental considerations comprehensively, the fast-track process minimizes delays and facilitates stakeholder engagement.
- Risk mitigation and long-term certainty: Fast tracking mitigates the risk of further prolonging decision-making on this strategic corridor. The corridor is a vital component of the wider Auckland transport network and the national supply chain. It has been in multiple long-term plans. By expediting the consenting phase, local and central governments, communities, business and other stakeholders will be provided with a clarity on the corridor. Significant areas in the Southern Corridor are and are expected to continue to grow. Fast-tracking this consent provides an opportunity to clearly signal the continued priority that will be given to transport connectivity and integration with future development zones.
- That infrastructure development remains synchronised with intensification in South Auckland.
- That it is recognised that rail is an important part of the transport system and infrastructure is planned so it can complement the national road and shipping networks and accommodate growth across all markets for all addressable markets:
  - o more express services offering a competitive alternative to single car drivers on the state highways from outer Auckland and beyond the Bombays to employment hubs.

- o continued growth in local train trips within Auckland
- o growth in container traffic to and from Auckland and Golden Triangle
- o growth in regional travel to and from Waikato and the opportunity to accommodate growth beyond this should that be prioritised.

• In conclusion, access to the fast-track process recognises the national significance of this important project. In doing so it makes more likely the timely and cost-efficient consent of the four-tracking project by streamlining processes, managing complexities, and ensuring alignment with strategic objectives. This approach optimises resources and expedites decision-making, paving the way for sustainable and impactful transportation and urban infrastructure development.

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 well suited to the fast-track process, meets the eligibility criteria and is within a clearly defined scope and impact for the purpose of not unduly slowing down the efficiency of the fast-track process.

The potential adverse effects of the project are known and can be appropriately addressed through conditions of consent.

KiwiRail is an established infrastructure provider with a high level of experience of obtaining consents and approvals for such projects.

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

Central government plan or strategy

Please explain your answer here:

The project has been identified as a priority project as follows:

Central government plan request: The project is an inclusion for funding in the 2024 RNIP (KiwiRail) and RLTP (Auckland Transport).

The government's New Zealand Rail Plan (2021) sets out two strategic investment priorities for a resilient and reliable rail network, namely:

- Investing in the national rail network to restore rail freight and provide a platform for future investments for growth
- Investing in the metropolitan rail network to support growth and productivity in our largest cities.

The NZ Rail plan further sets out future investments, most of which mirror those investments comprising the Auckland strategic rail programme. These include:

- Further level crossing grade separation and closure
- Completion of Fourth Main Line – Westfield to Pukekohe
- Grade separation Westfield Junction
- Enhancements North/South North Island Main Trunk; North Auckland Line/Western Line and Southdown to Avondale
- Hamilton to Auckland service enhancements

See pages 35-39 of New Zealand Rail Plan 2021

Local government plans / strategies:

- The Southern rail corridor has been identified as a priority in the Auckland Rapid Transit Pathway.
- The third and fourth main lines are referenced in the Draft Waikato Regional Land Transport Plan 2024–2054 | Waikato Regional Council as a project supporting inter-regionally significant rail activities that will help to address constraints in the rail network and that will bring benefits to the Waikato region.
- Local body support for the project is appended and discussed in more detail later in the application.

Government Policy Statements on Land Transport

The Investment Objectives and Outcomes identified in the development of the strategic rail programme for the Auckland rail network (of which this project is a key component) will directly deliver on Government's strategic direction as set out in the Government Policy Statement for Land Transport 2021\* and Draft Government Policy Statement for Land Transport 2024\*\*. This project is aligned with the investment priorities as follows:

- Economic growth and productivity\*\*: High rating for these goals, with the project having local, regional and national benefits.
  - o Freight – the project is consistent with the national freight and supply chain strategy providing well-designed transport corridors with efficient, reliable, and resilient connections that will support productive economic activity. Rail improvements will boost productivity of freight movement in or across Auckland, Tauranga, and Waikato rail networks. Project supports greater mode shift of freight from Auckland / Tauranga / Waikato to rail. This project would avoid the current practice of freight trains being held south of Papakura and supports ability to extend freight train length increasing productivity.
  - o Public transport – the project further enables access to employment and other economic opportunities and improves the level of service for public transport services (targeting a maximum journey time of 55 minutes from Pukekohe to the CBD, an improvement of up to 35 minutes).
- Increased maintenance and resilience\*\*: Medium rating on this goal - significantly improves ability to maintain and provide resilience on a key rail transport corridor to and from Auckland.
- Safety\*\*: supporting the provision of a transport system where no-one is killed or seriously injured
- Value for money\*\*: Neutral alignment with this priority. Cost benefit for rail will be highest when all customers see benefit from the investment and that

investment has local, regional and national impacts, as is anticipated for this investment. The project will support better use of existing rail capacity (10%), better system outcomes for three customer groups (freight, metro and regional passengers) and avoid the additional demand and cost that would otherwise spill to the road system. Design is focussed on essential core scope.

- Emissions reduction\*: transport related greenhouse gas emissions will fall significantly, while providing a more sustainable, inclusive, safe, and accessible transport system for all New Zealanders. This project directly supports movement of people and goods over long distances by providing a reliable and fast access point to and from Auckland via rail.

- Sustainable urban development\*: people living in our towns and cities can readily access places to work, study, shop, and access other amenities nearby and through a variety of transport options. The transport system enables more people to live and travel in urban areas by prioritising space-efficient modes such as public transport, walking and cycling. This project directly supports urban development in South Auckland.

Note: \*\*Guided by the Draft Investment Prioritisation Method (2024)

Will the project deliver regionally or nationally significant infrastructure?

National significant infrastructure

Please explain your answer here:

Widening the southern rail corridor to four mains will deliver regionally and nationally significant infrastructure. It is required to enable the continued growth of local and regional passenger rail services, whilst also enabling the continued growth of national rail freight.

Auckland's rail network and the important Southern Line section of the North Island Main Trunk line accommodates:

- Metro passenger services, primarily focused on the city centre, form the backbone of Auckland's Rapid Transit Network (RTN).
- Inter-regional commuter and tourism services to and from Hamilton and Wellington.
- Freight services forming a key component of the national freight and logistics supply chains including both imports and exports.

These services connect ports, industry, employment and population centres. The service level and capacity of Auckland's rail network is of national importance.

- There were 20.8m passenger rail trips in 2018 out of 100.3m total PT trips (21% of PT trips were by rail).
- Passenger rail's mode share is 11% from the addressable market (rail is not a viable option for large parts of Auckland). Rail is a critical connector of the workforce to the Auckland CBD.
- Rail freight's mode share is around 13% (net tonne-km).
- Estimated rail freight into/out of Auckland is 5.7m tonnes or 1.18b net tonne-km (2023). The Auckland – Golden Triangle route is critical regionally and nationally. Four tracks will support resilience of this network to port scenarios involving continued growth to and from Waikato / Tauranga.

Figure 3 puts in focus the fact that Pukekohe to Westfield is the "gateway" to and from Auckland for passenger and freight flows and investment in 4 tracking will have local, regional and national benefits.

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 in providing improved accessibility for people and communities by way of public transport. The project will:

- improve the reliability of public transport to and from South Auckland via train;
- allow metro services for both all stops traffic (supporting local community to community journeys);
- support increased intensification near transport nodes;
- integrate with other transport networks; and
- allow express metro services to be introduced to and from South Auckland, providing a time competitive alternative to the motorway for commuters, freeing up otherwise scarce motorway capacity for more highly productive uses than one car occupants.

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

The project is expected to provide significant economic benefits and make a substantial contribution to the growth, diversity, and resilience of regional economies, particularly in Auckland, Waikato and Bay of Plenty.

This project is a key element of the Auckland Rail investment programme. Due to multiple project initiatives within the programme, it is challenging to isolate the benefits specifically for the project. Nevertheless using a simple cost benefit analysis, the benefits outweigh the costs. The programme (which includes this project) has a Benefit Cost Ratio (BCR) of 1 or 1.2 (including wider economic benefits).

Source: Auckland Rail PBC Final Report 2023, Table 3, page 27: Economic Benefit Summary, in 2022 dollars

Recognising the limitations of standard BCR analysis a Computable General Equilibrium (CGE) analysis model has been developed to further test

economic and emissions value of the Auckland rail investment programme. The key findings are that the PBC investment programme delivers solid and ongoing improvements in New Zealand's real GDP over time and that the benefits extend beyond the formal modelling. Key findings:

- Real GDP rises by 0.35% above baseline by 2042 during the construction phase, before easing back to 0.31% above baseline by 2075 and 0.27% by 2100.
- In dollar terms, this equates to an additional \$1.9 billion, \$4.0 billion and \$6.6 billion respectively.
- These GDP impacts consider the cost of the programme, so can be thought of as its additional economic impacts over and above its costs (i.e., the benefit cost ratio is greater than 1).
- The empirical analysis focuses on what might be considered the 'conventional' macroeconomic and emissions impacts of the proposed rail expansion programme.
- The report recognises that the proposed rail investment would generate several other social and economic benefits that are challenging to include in a CGE model but should be seen as additional to the quantified estimates. These are:
  - Safety benefits and time savings associated with the greater use of rail.
  - Time savings from reduced road congestion.
  - Improved urban design and liveability, which will also present the possibility of opportunities for value capture.
  - Reduced road and vehicle maintenance for a given amount of economic activity.
  - These benefits will be experienced by a wide range of businesses and households.
  - Importantly, while Auckland gains the most during the construction phase, all other regions benefit too from the programme investment (including Four Tracking Westfield – Pukekohe).

Refer to Figure 4 which demonstrates positive real GDP increases from the baseline in Auckland but also across the country from investment in this regionally and nationally significant infrastructure in the Auckland rail network.

Figure 4: Impact of PBC programme on real regional GDP from baseline

The report estimates that the economic benefits are around 25% lower in the long term if investment is delayed. This is relevant to the Fast Track process in so far as consenting processes can be a material driver of project delivery lead times.

Source: The economic and emissions impacts of rail infrastructure improvements, An MDG-NZ dynamic Computable General Equilibrium analysis, Sense Partners, Final report, April 2024.

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:

Yes, the project will reduce greenhouse gas emissions, by facilitating increased public transport from the further extents of Auckland and the growth of rail freight across long distance on national roads. The rail programme set out in the PBC (of which the Southern rail corridor is a critical component) identifies over the 30-year programme horizon, a total of 2.1 million tonnes of CO<sub>2</sub> will be avoided (even when allowing for road fleet decarbonisation assumptions). Rail freight contributes about 95% of this reduction, with this Southern Line the main ingress and egress for the goods included in the calculation.

In addition, KiwiRail commissioned a Computable General Equilibrium analysis of the economic and emissions impacts of potential rail infrastructure improvements, primarily in Auckland (including the Crosstown Corridor). This work finds that for the programme of investment:

- Total transport emissions, which includes road, rail, domestic air and sea transport are 0.32% lower than baseline by 2100. This equates to a transport emission 'saving' of 32.3Kt CO<sub>2</sub>-e by 2100.
- The transport emissions benefits are over and above the increase in emissions that occur during the construction phase of the programme, and the increase in road transport emissions that rise as household incomes grow.<sup>3</sup>
- The composition of emissions changes across the economy. Emissions from the primary and manufacturing sectors fall below the baseline, despite their output growing faster. This is because both sectors are heavy users of rail freight. This demonstrates that these sectors become more emissions-efficient due to investment in the rail programme.

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

Yes

Please explain your answer here:

The project will support the ability of people and communities to response to potential natural hazards by ensuring the necessary resilience in the rail network, as part of the overall transport network. The design will contemplate the necessary changes in standards to support adaption.

Will the project address significant environmental issues?

Yes

Please explain your answer here:

The project adds capacity and resilience to the railway network. This will help accommodate Auckland's urban growth and provide greater mode choice, helping meet the public transport uptake and greenhouse gas emission goals set by Council and Government. By contributing to a reducing traffic congestion and enabling reliable freight and passenger travel there will be positive environmental effects in terms of

- air quality through reductions in emissions
- reduced pressure on the need to add capacity to existing roads and major arterials
- economic and social benefits from more reliable and efficient rail services within and through the region

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

Yes

Please explain your answer here:

This project has high level alignment with a broad set of local and regional planning documents and spatial strategies (and the national policy statement that guides these).

The rail network is the backbone of Auckland's rapid transit system and directly supports the provision of public transport and the enablement of urban intensification around station areas. It facilitates efficient transportation and influences urban development, connectivity, community well-being, and sustainability. This project not only changes the level of service to passengers on the Southern Line it also supports a better functioning network overall.

Those relevant planning documents and spatial strategies are:

For Waikato

- The third and fourth main lines are referenced in the Draft Waikato Regional Land Transport Plan 2024–2054 | Waikato Regional Council as a project supporting inter-regionally significant rail activities that will help to address constraints in the rail network and that will bring benefits to the Waikato region.

For Auckland

- The Auckland Rapid Transit Pathway recognises the Southern rail corridor as a priority in <https://at.govt.nz/about-us/transport-plans-strategies/auckland-rapid-transit-pathway>.
- The Auckland Plan 2050 has several relevant focus areas, including:
  - Making walking, cycling and public transport preferred choices for many more Aucklanders, noting that reducing congestion and emissions will only be possible if more Aucklanders walk, cycle and use public transport and that to make these modes of transport preferred choices they must be accessible, affordable, safe and reliable. This requires an integrated system which serves a wide range of different trip lengths and needs that consists of a rapid transit network, a public transport system, and safe and connected walking and cycling networks that connect to public transport options.
  - Developing a quality compact urban form to accommodate Auckland's growth and support a low carbon future, including enabling more housing to be built in places with good access to jobs, services and amenities, reducing the distance that people need to travel, enabling Aucklanders to make sustainable travel choices such as walking, cycling and public transport, and lowering travel costs for people and businesses and increasing economic agglomeration benefits.
- Auckland 2023- 2053 Future Development Strategy (2023): Auckland Council finalised and adopted its Future Development Strategy (FDS) in December 2023. It has been developing urban growth scenarios to guide the development of Auckland for the next 30 years. KiwiRail is part of the Central Government Technical Advisory Group. The FDS builds on such focus areas through a quality compact city approach that involves development in areas that are easily reached by public transport, walking and cycling and within reasonable distance of services and facilities including employment opportunities and centres.
- The strategy addresses the Council's approach to natural hazard constrained areas and removes/reduces development potential in 'red flagged' areas. Notable areas where development (and investment in other infrastructure) will be moderated include Kumeu-Huapai, Takaanini and northern parts of Drury.
- The FDS took a fresh look at infrastructure delivery, timeframes and growth areas and re-prioritised some growth areas. The location of Four Tracking Westfield to Pukekohe on the Southern rail corridor in relation to priority investment areas is primarily in and around Drury. Refer: Figure 5. Auckland Future Development Strategy Investment Priorities
- Local body support for the project is appended and discussed in more detail later in the application.
- Tataki Auckland Unlimited's Southern Auckland Economic Masterplan April 2023 is also of relevance. A 30-year plan for Drury-Opaheke and the surrounding areas to guide iwi, local and central government, and the private sector planning and investment for how this sub-region's development will contribute to local and regional jobs and prosperity. It identifies several economic/employment sectors suitable for this location, including capitalising on existing and planned infrastructure such as rail improvements.
- Auckland Council and Eke Panuku, Auckland Council's Urban Development Agency, also have a number of spatial plans and Priority Development Locations along the rail corridor, including Papatoetoe, Manukau, and Pukekohe, supported by adopted spatial plans with identified aspirations and actions plans such as Transform Manukau, Unlock Papatoetoe, Ōtara-Papatoetoe Local Board – Area Plan, Middlemore Addendum, Local Paths (Greenways) Plan and the Ōtara-Papatoetoe Urban Ngahere action plan.
- Te Tupu Ngātahi (Supporting Growth) is a collaboration between Auckland Transport and NZTA to investigate, plan and undertake route protection for the strategic transport networks needed to support Auckland's growth. This programme identified the preferred transport network to support Auckland's future urban areas along the southern corridor. That process noted the need to respond to the existing and anticipated future network issues through the provision of additional capacity by extending the rail corridor to four tracks and closure and grade-separation of relevant level crossings along the southern rail corridor.

o It was this process that completed the business case for the route protection of the Papakura to Pukekohe section of the NIMT needed for this project.

- Auckland's Regional Public Transport Plan 2023- 2031, a statutory document under the Land Transport Management Act (LTMA) is a key document that addresses the future of public transport planning and investment in the Auckland region, sitting within a broader system and investment planning for the transport network as a whole. It identifies Aucklanders' call to be more ambitious to align with the aspirations in both Auckland Council's Transport Emissions Reduction Pathway (TERP) and the Government's Emissions Reduction Plan (ERP). Both documents say that a massive increase in public transport use is necessary to meet emissions reduction targets, and to support Auckland as it grows and intensifies. It identifies that a full set of interventions are required, including an increase in train service frequencies with level crossings being removed and other infrastructure enabling the full capacity of the City Rail Link to be used. It also identifies accelerating housing growth around rapid transit network stations and other areas of high transport access together with more mixed use and higher density development. Investment in the rail network to meet growth and urban development demands will require additional tracks and the removal of level crossings to enable more trains to operate.
- Major urban regeneration & large-scale housing projects underway across Auckland are planned to be located along the southern rail corridor where rail will provide important connectivity are:
- Middlemore as a multi-agency urban regeneration area - significant investment in Middlemore Hospital, Kainga Ora housing development, west Auckland's Whānau Waipareira and local iwi Ngai Tai Ki Tāmaki Whenua housing developments, and new education facilities to support this significant growth.
- The Drury greenfield growth area - supported by Auckland Council's adopted Drury-Opaheke Structure Plan and significant operative private plan changes with a new Metro centre at Drury, new town centre, housing and employment opportunities.

Anything else?

Please write your answer here:

The project is well aligned and will further support 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. 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.
- 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:

While we have ticked no, out of caution, KiwiRail acknowledge that:

Part of the four tracking from KiwiRail and Stadium Drive Bridge upgrade (north) may fall within a parcel of land returned under the Treaty settlement between the Crown and Waikato-Tainui at 25 Stadium Drive, Pukekohe. Discussion with the Treaty settlement entity will commence soon regarding this issue and written approval will be obtained in the event land is required from the Treaty settlement entity. It is worthwhile nothing that Ngāti Tamaoho from Waikato- Tainui iwi is a Treaty partner of the Project, and that Project discussions with local mana whenua groups are ongoing with KiwiRail's huis.

Landowner consent has not yet been obtained as KiwiRail and AT are currently working through the NoR Boundaries and will determine if the identified 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.

## Section 8: Climate change and natural hazards

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

Yes

If yes, please explain:

While all projects and infrastructure will potentially be affected to some extent by climate change and natural hazards, this project will assist with improving the resilience of the regional transport network to respond to climate change and natural hazards by improving the viability and capacity of the rail network.

## 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:

There is no outstanding compliance or enforcement actions (if any) taken against KiwiRail by a local authority or the EPA under the Resource Management Act 1991 or any other legislation referred to in the Bill.

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## Declaration

Do you acknowledge your submission will be published on [environment.govt.nz](https://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:

Joshua Leckie

Important notes