



Application for a project to be referred to an expert consenting panel

(Pursuant to Section 20 of the COVID-19 Recovery (Fast-track Consenting) Act 2020)

For office use only:

Project name: Drury Central Station Project and Paerata Station Project
Application number: PJ-0000744
Date received: 27/04/2021

This form must be used by applicants making a request to the responsible Minister(s) for a project to be referred to an expert consenting panel under the COVID-19 Recovery (Fast-track Consenting) Act 2020.

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

The information requirements for making an application are described in Section 20(3) of the Act. Your application must be made in this approved form and contain all of the required information. If these requirements are not met, the Minister(s) may decline your application due to insufficient information.

Section 20(2)(b) of the Act specifies that the application needs only to provide a general level of detail, sufficient to inform the Minister's decision on the application, as opposed to the level of detail provided to an expert consenting panel deciding applications for resource consents or notices of requirement for designations.

We recommend you discuss your application and the information requirements with the Ministry for the Environment (the Ministry) before the request is lodged. Please contact the Ministry via email: fasttrackconsenting@mfe.govt.nz

The Ministry has also prepared [Fast-track guidance](#) to help applicants prepare applications for projects to be referred.

Part I: Applicant

Applicant details

Person or entity making the request: KiwiRail Holdings Limited

Contact person: Andrew Cave

Job title: Senior RMA Advisor

Phone: s 9(2)(a)

Email: s 9(2)(a)

Postal address:

Private Bag 92138, Auckland 1142

Address for service (if different from above)

Organisation:

Contact person:

Job title:

Phone:

Email:

Email address for service:

Postal address:

Part II: Project location

The application: does not relate to the coastal marine area

If the application relates to the coastal marine area wholly or in part, references to the Minister in this form should be read as the Minister for the Environment and Minister of Conservation.

Site address / location:

A cadastral map and/or aerial imagery to clearly show the project location will help.

Figure 2-1 in the attached 'Full Application' shows the general location of the proposed Drury Central Station and Paerata Station. Drury West Station is also indicatively shown, but does not form part of this application.

Legal description(s):

A current copy of the relevant Record(s) of Title will help.

Please refer to the attached 'Full Application', as the list exceeds the permitted characters in this form

Registered legal land owner(s):

Please refer to the attached 'Full Application', as the list exceeds the permitted characters in this form

Detail the nature of the applicant's legal interest (if any) in the land on which the project will occur, including a statement of how that affects the applicant's ability to undertake the work that is required for the project:

Please refer to the attached 'Full Application' which contains this section with further detail and identifies redactions to be made

Drury Central

Land owned by KiwiRail and used for railway purposes: KiwiRail operates New Zealand's rail network, as agents for the underlying owner, New Zealand Railways Corporation. A portion of land along the existing rail corridor proposed as the Drury Central platform location is designated and owned by KiwiRail (Designation 6302).

Land owned by KiwiRail and leased to other entities: A portion of the designated rail corridor in the proposed station location is owned by KiwiRail, but leased out for use by the Carters building supplies retailer.

The remainder of the land is owned by Auckland Council, Watercare and private owners.

Paerata

Land owned by KiwiRail and used for railway purposes: The proposed platforms for Paerata Station are predominantly located within the rail corridor, on land that is both designated and owned by KiwiRail (Designation 6302).

Land owned by KiwiRail and leased to other entities: A narrow sliver of the designated rail corridor in the proposed station location is owned by KiwiRail, but leased out as part of the adjoining farm.

The remainder of the land is owned by Waka Kotahi and private owners.

Part III: Project details

Description

Project name: Drury Central Station Project and Paerata Station Project

Project summary:

Please provide a brief summary (no more than 2-3 lines) of the proposed project.

This referral is for two Projects for which KiwiRail intends to lodge an integrated application: The Drury Central Station Project: for establishment of a railway station on the North Island Main Trunk railway line at Drury Central (including rail platforms, a transport interchange, and access); and The Paerata Station Project: for establishment of a railway station on the North Island Main Trunk railway line at Paerata (including rail platforms, a transport interchange, and access).

Project details:

Please provide details of the proposed project, its purpose, objectives and the activities it involves, noting that Section 20(2)(b) of the Act specifies that the application needs only to provide a general level of detail.

Please refer to the attached 'Full Application' which contains this section with further detail and identifies redactions to be made

The Projects include new rail station platforms and structures, bridges, access, buildings and interchange facilities. The latter includes park-and-ride, kiss-and-ride, a bus interchange and bicycle parking. The Projects also include access to the stations and interchanges from the existing road network (Waihoehoe Road at Drury Central and SH22 at Paerata), plus flexibility to connect to future surrounding development.

The Projects form part of a broader planned transport network to support future urban growth in the southern growth area of Auckland. Te Tupu Ngātahi (the Supporting Growth Alliance) has been tasked with securing the necessary designations and resource consents for the Projects on behalf of Auckland Transport, Waka Kotahi and KiwiRail (with KiwiRail as the requiring authority and applicant). A further new station is proposed at Drury West, but at present the timeframe for its implementation is uncertain.

The Table and text in the 'Full Application' summarises the Projects, their purpose and objectives and the activities involved.

The final design of the stations will be confirmed at the detailed design stage. These will comply with the confirmed designation and approved regional consent conditions, subject to the Outline Plan process (likely at multiple stages) as required by section 176A of the Resource Management Act 1991.

This boundary is still subject to ongoing engagement and assessments of effects.

Where applicable, describe the staging of the project, including the nature and timing of the staging:

Please refer to the attached 'Full Application' which contains this section with further detail and identifies redactions to be made

The stations will be implemented in at least two stages to align with current and future land use scenarios, changes in usage demands over time and the availability of transport funding. The construction of Stage 1 is estimated to take up to 18 months to complete.

The Project seeks to provide for the long-term development of the station and its precinct. The exact timing of future stages for these stations is uncertain beyond Stage 1 as this will be driven by both funding and the rate of growth and urbanisation of the surrounding area. However, it is expected that station components will evolve over time to meet changing demand levels.

The table in the '**Full Application**' sets out the potential staging of the Projects.

Consents / approvals required

Relevant local authorities: Auckland Council

Resource consent(s) / designation required:

Land-use consent, Water permit, Discharge permit, Designation

Relevant zoning, overlays and other features:

Please provide details of the zoning, overlays and other features identified in the relevant plan(s) that relate to the project location.

Legal description(s)	Relevant plan	Zone	Overlays	Other features
Multiple - refer to the attached 'Full Application' for the full list	Auckland Unitary Plan: Operative in Part (AUP:OP)	Multiple: Business – Mixed Use, Future Urban, Strategic Transport Corridor, Residential – Mixed Housing Urban	Multiple: High Use Aquifer Management Area, Quality-Sensitive Aquifer Management Area	Multiple: Macroinvertebrate Community Index, Stormwater Management Area Flow 1, Whangapouri Stream, Floodplain, Flood prone

Rule(s) consent is required under and activity status:

Please provide details of all rules consent is required under. Please note that Section 18(3)(a) of the Act details that the project **must not include** an activity that is described as a prohibited activity in the Resource Management Act 1991, regulations made under that Act (including a national environmental standard), or a plan or proposed plan.

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity
Refer to the attached 'Full Application' for the full list	AUP:OP, National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NESCS: Soil) and Resource Management (National Environmental Standards for Freshwater) Regulations 2020 (NES:FW)	Refer to the 'Full Application' for the full list	Discretionary (overall)	Refer to the 'Full Application' for the full list

Resource consent applications already made, or notices of requirement already lodged, on the same or a similar project:

Please provide details of the applications and notices, and any decisions made on them. Schedule 6 clause 28(3) of the COVID-19 Recovery (Fast-track Consenting) Act 2020 details that a person who has lodged an application for a resource consent or a notice of requirement under the Resource Management Act 1991, in relation to a listed project or a referred project, must withdraw that application or notice of requirement before lodging a consent application or notice of requirement with an expert consenting panel under this Act for the same, or substantially the same, activity.

Please refer to the attached 'Full Application' which contains this section with further detail and identifies redactions to be made

No consent applications or Notices of Requirement have been lodged for these Projects or similar Projects, however complementary applications have been submitted in proximity to the Projects.

Resource consent(s) / Designation required for the project by someone other than the applicant, including details on whether these have been obtained:

No resource consents or designations are required by others for the Projects.

Other legal authorisations (other than contractual) required to begin the project (eg, authorities under the Heritage New Zealand Pouhere Taonga Act 2014 or concessions under the Conservation Act 1987), including details on whether these have been obtained:

Please refer to the attached 'Full Application' which contains this section with further detail and identifies redactions to be made

The following legal approvals may be required:

- Heritage New Zealand Pouhere Taonga (HNZPT) Act 2014
- Building Act 2004
- Freshwater Fisheries Regulations 1983
- Wildlife Act 1953

Construction readiness

If the resource consent(s) are granted, and/or notice of requirement is confirmed, detail when you anticipate construction activities will begin, and be completed:

Please provide a high-level timeline outlining key milestones, e.g. detailed design, procurement, funding, site works commencement and completion.

Please refer to the attached 'Full Application' which contains this section with further detail and identifies redactions to be made

In order to meet New Zealand Upgrade Programme timeframes for Stage 1 of the Projects, decisions on Notices of Requirement and resource consents are being sought by January/February 2022. This will enable contractor engagement to occur in early 2022, construction from late 2022, and completion by 2024. Construction of the final stage will be dependent on adjacent area development (see staging section above), but based on analysis undertaken by the project team is likely to be required at approximately 2038.

Key milestones are as follows:

- Public consultation - January 2021 - March 2021
- Lodgement of COVID-19 referral application - April 2021
- Procure design consultants - May 2021
- Lodge fast-track application package - June/July 2021
- Detailed design completed - January 2022
- Expert Consenting Panel decision - January/February 2022
- Procure construction contractor - May 2022
- Land purchase / acquisition completed - February 2023

- Paerata Station Stage 1 construction completed - Late 2023
- Drury Central Station Stage 1 construction completed - Early 2024

Part IV: Consultation

Government ministries and departments

Detail all consultation undertaken with relevant government ministries and departments:

Please refer to the attached 'Full Application' which contains this section with further detail

The applicant for these Projects is KiwiRail; however the Projects also comprise part of the broader Te Tupu Ngātahi Supporting Growth Programme of works (Te Tupu Ngātahi), which is a collaboration between Auckland Transport, Waka Kotahi and its project partners (KiwiRail, Auckland Council and Manawhenua) to plan and protect for the strategic transport networks needed to support future urban growth in Auckland's identified growth areas over the next 30 years. Consequently, most consultation to date has been led by Te Tupu Ngātahi. KiwiRail endorses all of the engagement undertaken by Te Tupu Ngātahi.

Consultation with relevant government ministries and departments has included:

- Ministry of Education – Discussed current and future school sites in the South in the context of the station sites and other Te Tupu Ngātahi projects
- Minister of Infrastructure – KiwiRail has provided ministerial briefings / updates
- Ministry of Transport - KiwiRail has provided ministerial briefings / updates
- Ministry of Housing and Urban Development – the Ministry took a strong interest in the station locations and in particular the degree to which each supported/enabled planned land use
- Kāinga Ora – integration with Kāinga Ora sites to the north of Drury Central early on in optioneering
- Heritage New Zealand Pouhere Taonga – Jointly engaged with Waka Kotahi and Auckland Transport no key concerns were raised
- Fire and Emergency New Zealand – potential new fire stations in South Auckland, particularly around the Drury area.

Local authorities

Detail all consultation undertaken with relevant local authorities:

Please refer to the attached 'Full Application' which contains this section with further detail

Auckland Transport

As a Project partner within Te Tupu Ngātahi, Auckland Transport has provided input on each stage of the business case and Notice of Requirement/consenting process. Inputs included providing technical guidance, approvals and updates on an ongoing basis throughout the development of the project.

Auckland Council

A Te Tupu Ngātahi Auckland Council Integration Forum was set up in May 2018, to enable collaboration, openness and transparency in engagement with Council, and to actively manage and identify risks and opportunities that are inherent to the programme. A number of additional Project-specific workshops were also held with Auckland Council as follows:

- 20 August 2019 – Station Optioneering Scope / package disaggregation
- 3 September 2019 – Station shortlist
- 28 January 2020– Park and ride options / philosophy
- 12 August 2020 - included Waka Kotahi, KiwiRail, Auckland Council, Auckland Transport and Te Tupu Ngātahi to discuss COVID-19, ecology, transport modelling approaches, plan changes, sequencing of development, National Policy Statement – Urban Development, Manawhenua consultation etc.

Auckland Council was also involved with integrated workshops convened through mid-2020 to confirm station platform locations (see below), and the central government briefing (see above) in September 2020.

Local Boards

The Project Team has provided regular presentations to the Franklin, Papakura and Manurewa Local Boards and to Councillors in the Project areas. In addition, the following workshops were held:

- Franklin Local Board – 10 September 2019, 28 January 2020, 3 March 2020, 7 July 2020, 9 February 2021
- Papakura Local Board – 11 September 2019, 29 January 2020, 4 March 2020, 15 July 2020
- Manurewa Local Board – 13 February 2020, 9 July 2020, 11 February 2021.

Integrated Workshops

There have been five integrated workshops to date involving KiwiRail, Waka Kotahi, Auckland Transport and Te Tupu Ngātahi to update and make collaborative decisions on the direction of the rail station Projects. It is important to note that these workshops took place after Te Tupu Ngātahi's technical option assessment process, and accordingly the discussion involved both validation and challenge of technical work.

Other persons/parties

Detail all other persons or parties you consider are likely to be affected by the project:

Please refer to the attached 'Full Application' which contains this section with further detail and identifies redactions to be made

A list of directly impacted and neighbouring properties is provided in the attached 'Full Application' along with relevant maps.

In addition:

Watercare

Engagement with Watercare has been regular and ongoing throughout the Project development regarding impacts on Watercare assets, such as:

- The existing Waikato watermain pipeline that runs along Great South Road and under the proposed new platforms. The watermain is currently sleeved and under the existing extent of the rail line; however, this will need to be extended to accommodate the new platform widths.
- The pump station located adjacent to the proposed Drury Central Station designation boundary. A portion of this land will be within the proposed designation and there are ongoing conversations with Watercare over how this may impact their assets.

Counties Power

Te Tupu Ngātahi have been in discussion with Counties Power since September 2019 to confirm interfaces, identify specific assets, and discuss issues/opportunities to align with planned new 110Kv feed from Drury to Paerata / Pukekohe (adjacent to the existing rail line) with a new substation in the next five years.

Key areas of interest for Counties Power included:

- Existing Medium Voltage overhead lines along sections of State Highway 22
- Counties Power's expansion plan at its existing substation off Ōpāheke Road.

Developers

The Project Team has directly engaged with multiple developers including:

- Kiwi Property
- MADE Group
- Lomai Properties
- Catholic Diocese of Auckland
- Grafton Downs
- Kainga Ora

Discussions with Fulton Hogan and Oyster Capital have also been had in relation to the broader Te Tupu Ngātahi Programme in Drury. Engagement with developers in the wider Drury and South Auckland area is ongoing and focused on how their land is potentially impacted by the indicative footprint and opportunities for integration.

Detail all consultation undertaken with the above persons or parties:

Please refer to the attached 'Full Application' which contains this section with further detail and identifies redactions to be made. In particular, Appendix 1 and 2 for the Consultation Summary and Consultation Correspondence

Part V: Iwi authorities and Treaty settlements

For help with identifying relevant iwi authorities, you may wish to refer to Te Kāhui Māngai – Directory of Iwi and Māori Organisations.

Iwi authorities and Treaty settlement entities

Detail all consultation undertaken with Iwi authorities whose area of interest includes the area in which the project will occur:

Iwi authority	Consultation undertaken
Ngāti Tamaoho - refer to full application for details	Regular hui and correspondence
Te Ākitai Waiohua - refer to Full application for details	Regular hui and correspondence
Ngāi Tai ki Tāmaki - refer to full application for details	Regular hui and correspondence
Ngāti Whanaunga - refer the the full application	Regular hui and correspondence
Ngāti Pāoa Trust Board - refer to the full application	Regular hui and correspondence
Ngāti Maru - refer to the full application	Regular hui and correspondence
Te Ahiwaru - refer to the full application	Regular hui and correspondence
Ngāti Te Ata Waiohua - refer to the full application	Regular hui and correspondence
Ngāti Tama Te Rā - refer to the full application	Ngāti Tama Te Rā came to a hui in 2017 but have not subsequently participated
Ngāti Wai - refer to the full application	Ngāti Wai attended one or two meetings in 2018

Detail all consultation undertaken with Treaty settlement entities whose area of interest includes the area in which the project will occur:

Treaty settlement entity	Consultation undertaken
Ngāti Tamaoho	Correspondence Regular hui
Te Ākitai Waiohua	Correspondence Regular hui
Ngāti Maru (Hauraki)	Correspondence Regular hui
Ngāi Tai ki Tāmaki	Correspondence Regular hui
Ngāti Tamaterā	Correspondence
Ngāti Te Ata	Correspondence
Waikato Tainui	Correspondence

Treaty settlements

Treaty settlements that apply to the geographical location of the project, and a summary of the relevant principles and provisions in those settlements, including any statutory acknowledgement areas:

Section 18(3)(b) of the Act details that the project **must not include** an activity that will occur on land returned under a Treaty settlement where that activity has not been agreed to in writing by the relevant land owner.

Please refer to the attached 'Full Application' which contains this section with further detail

Within the Project areas:

- There are no identified properties or land currently being negotiated under Treaty settlements.

- No land has been returned under a Treaty settlement.
- **There are no marae, Maori freehold lands, Tupuna Maunga Affected Areas or Tangata Whenua Management Areas.**

Part VI: Marine and Coastal Area (Takutai Moana) Act 2011

Customary marine title areas

Customary marine title areas under the Marine and Coastal Area (Takutai Moana) Act 2011 that apply to the location of the project:

Section 18(3)(c) of the Act details that the project **must not include** an activity that will occur in a customary marine title area where that activity has not been agreed to in writing by the holder of the relevant customary marine title order.

Not applicable

Protected customary rights areas

Protected customary rights areas under the Marine and Coastal Area (Takutai Moana) Act 2011 that apply to the location of the project:

Section 18(3)(d) of the Act details that the project **must not include** an activity that will occur in a protected customary rights area and have a more than minor adverse effect on the exercise of the protected customary right, where that activity has not been agreed to in writing by the holder of the relevant protected customary rights recognition order.

Not applicable

Part VII: Adverse effects

Description of the anticipated and known adverse effects of the project on the environment, including greenhouse gas emissions:

In considering whether a project will help to achieve the purpose of the Act, the Minister may have regard to, under Section 19(e) of the Act, whether there is potential for the project to have significant adverse environmental effects. Please provide details on both the nature and scale of the anticipated and known adverse effects, noting that Section 20(2)(b) of the Act specifies that the application need only provide a general level of detail.

Please refer to the attached 'Full Application' which contains this section with further detail

Relevant to both stations

- **Social impacts during construction/operation** - Disruption
- **Cultural values** - Stream, ecology and water quality/hydrology effects
- **Air quality** - Dust nuisance
- **Utilities**
- **Landscape and visual effects**
- **Water quality during construction/operation** - Discharges during construction and ongoing stormwater management
- **Instability and erosion/sediment control**
- **Contaminated land** - Potential for contaminated soil disturbance
- **Historic heritage/archaeology** - Unidentified sub-surface archaeological remains
- **Construction noise/vibration** - Excess of permitted standards
- **Construction traffic/transport** - Construction vehicle movements

Drury Central

- **Utilities** - Waikato watermain pipeline runs parallel under rail line in protective sleeved section which will be maintained and expanded
- **Flooding and hydrology** - Some historic flooding issues. Options to mitigate effects are constrained
- **Historic heritage/archaeology** - Potential historic heritage effects on recorded railyard site NZAA R12/742/CHI 11388
- **Operational traffic/transport** - Increase delay and reduce convenience for residents. Local Annual Average Daily Traffic volume increases (from the stations only) on Waihoehoe Road and Great South Road in response to the additional demand created by stations
- **Ecology** - Impacts on Hingaia Stream tributary. Removal of some riparian vegetation. Reduced fish passage. Introduction of warmer water into stream from stormwater treatment pond. Vegetation removal and habitat disturbance, including removal of potential native bat, bird and lizard habitat
- **Operational effects** - Disruption to any bats present, caused by lighting, noise and vibration generated

Paerata

- **Instability and erosion/sediment control** - Evidence of instability in existing cutting
- **Historic heritage** - Potential historic heritage effects on recorded railyard site NZAA R12/742/CHI 11388
- **Operational noise** - Potentially in excess of noise limits at adjacent future residential zones during peak hour operation of the interchange/ park and ride.
- **Ecology** - Some stream and riparian loss. Impact on low value wetland. Vegetation removal and habitat disturbance. Potential removal of small area of habitat for native lizards
- **Operational traffic** - Local traffic volume increases on Sim Road and Paerata Road

Part VIII: National policy statements and national environmental standards

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 refer to the attached 'Full Application' which contains this section with further detail

National Policy Statement on Urban Development 2020

The NPS:UD directs that Councils enable greater development capacity within walking distance of rapid transit stations, by specifically providing for/not precluding development of six storeys or more in such areas. The station Projects seek to give direct effect to this policy by:

- Providing certainty that rapid transit stations will be delivered as lead infrastructure, enabling complementary land use planning by Council and developers to proceed
- Not precluding any future higher density/high rise development on the station interchange sites
- Locating stations to maximise their surrounding net developable area – i.e. where practicable, avoiding station locations which would not be conducive to six-storey development in their immediate surrounding areas (e.g. extensive stream systems, motorways)
- Balancing the land and facilities required to enable access to stations from longer distances (e.g. car access / park-and-ride facilities) with the need to enable surrounding development such that accessibility by walking, cycling, and public transport can be maximised.

National Policy Statement for Freshwater Management 2020

The National Policy Statement for Freshwater Management 2020 (NPS:FW) directs how Te mana o te Wai is used to guide all freshwater management and provides a hierarchy of need. KiwiRail and Te Tupu Ngātahi have engaged with tangata whenua as Project partners, including involving them in decision-making (refer Part V) and have sought to avoid adverse impacts on freshwater systems and values during the optioneering process. As a result, the Projects have limited impacts on freshwater systems and no Significant Ecological Areas will be impacted.

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health Regulations 2011

A preliminary site investigation is underway. Accordingly, the need for contaminated land permits is not yet confirmed. The works do take place both within the existing rail corridor and in a rural area, near horticulture activities, therefore there is potential for contaminated soil to be present. This will be confirmed through the specialist investigations. Any necessary resource consents will be sought.

National Environmental Standards for Freshwater Regulations 2020

Refer to the Full Application for a table of relevant policies.

The goal of the National Environment Standards for Freshwater Regulations 2020 (NES:FW) is to regulate activities that pose risks to the health of freshwater and freshwater ecosystems.

Ecological assessments are underway and the presence of a small natural wetland at Paerata has been identified. There are no identified wetlands at Drury Central.

As an entity that provides a rail network or service, the proposed railway station at Paerata is considered 'specified infrastructure'. Vegetation clearance, earthworks, land disturbance and the taking, use, damming, diversion, or discharge of water for the purpose of construction of Paerata Station therefore falls under Regulation 45 as a discretionary activity.

The NES:FW will be triggered at Paerata Station as the proposed new culvert and culvert extension will be unable to meet the permitted standards in Section 70 of the NES:FW (refer Part III: Consents/approvals required). Consent will likely be required for a Discretionary activity under Clause 71.

At Drury Central, the Hingaia Stream tributary along the existing Flanagan Road will likely be redirected into the new stormwater network to create the road diversion, platform entrance and park and ride. A headwall may be required to support the bridging of the Hingaia tributary to retain the Flanagan Road spill through slope.

Part IX: Purpose of the Act

Your application must be supported by an explanation how the project will help achieve the purpose of the Act, that is to "urgently promote employment to support New Zealand's recovery from the economic and social impacts of COVID-19 and to support the certainty of ongoing investment across New Zealand, while continuing to promote the sustainable management of natural and physical resources".

In considering whether the project will help to achieve the purpose of the Act, the Minister may have regard to the specific matters referred to below, and any other matter that the Minister considers relevant.

Project's economic benefits and costs for people or industries affected by COVID-19:

Please refer to the attached 'Full Application' which contains this section with further detail

The Projects will have short-term costs and benefits during construction, some long-term operational and maintenance costs, and significant long-term economic benefits. As per the Act's purpose, the Projects are expected to 'urgently promote employment' considering they are already supporting a multi-disciplinary professional services team of >30 including planners, engineers, urban designers, architects and environmental specialists. The certainty provided by fast-tracking the consenting of the Project will allow this employment to continue, as well as procurement of a design consultant by May 2021. KiwiRail will also look to commence enabling works for the Projects in 2022, with full construction commencing and close to 280 construction jobs created by late 2022.

Economic Benefits

Refer to the Full Application for the calculations.

Construction of the Projects between late 2022 and 2024 will provide an immediate injection of approximately \$247M into the economy. Close to 280 construction jobs will be created for the first stage of construction (refer 'Direct employment/job creation' section below), many of which are likely to be sourced locally. Spend and investment in local businesses such as retail/hospitality are also expected to increase accordingly.

Designation/consenting and construction of the stations will also support the certainty of investment in the planned urbanisation of the future urban and live urban zones surrounding the stations (including high density housing and town centre developments).

These benefits demonstrate the economic benefits that will be derived from the stations and the initial and lasting nature of these benefits. In summary the stations will deliver \$671 million of benefits on the investment by 2038.

Travel Time Savings and Benefits

Refer to the Full Application for the calculations.

The travel time savings are a simple metric that demonstrate the benefit of the project. These are benefits to road users from the reduction in traffic that using the higher occupancy vehicle in public transport offers. It should be noted that there is also a national benefit to this congestion reduction, as it is in a critical location for the strategic national road network. State Highway 1 through Drury is the only major road connecting Auckland to the rest of New Zealand and as such it is important for freight that congestion on this road is minimised as alternative routes are not as efficient.

Public Transport Travel Benefits

Refer to the Full Application for the calculations.

The Projects will enable higher public transport services in terms of frequency and capacity, hence the overall positive benefits shown. The new stations provide better public transport accessibility for critical journeys that would otherwise take place through congested parts of the road network which in part explains the large benefits observed in the assessment.

Enabling and supporting broader growth and development in South Auckland

Various major private plan changes have also been lodged for the Future Urban Zone in the Drury-Opāheke area, which rely on Drury Central Station development for access. The lodged plan changes include three major notified plan changes in Drury East around Drury Central Station – collectively these add up to 328ha of urbanisation. A major residential development is also underway at Paerata Rise (300ha of live zoned Mixed Housing Urban land), which could connect to the Paerata Station by active modes and the road network.

More specific information on employment/housing are covered separately below under the heading 'Public Benefit'.

Project Costs

Expected capital and property costs of the station projects are detailed below. These capital costs will be funded by central Government.

Please redact the breakdown in costs from the table below in any public version of the document. The total cost of \$247M can remain as this number is already public.

s 9(2)(b)(ii)

As part of the economic assessment, station maintenance and operational costs have been included. These are based on the typical cost of a large rail station. A cost of s 9(2)(b)(ii) per annum is applied, which is multiplied by 4% per annum to account for inflation and cost escalation when projecting to the forecast years.

Project's effects on the social and cultural wellbeing of current and future generations:

Please refer to the attached 'Full Application' which contains this section with further detail

The Projects are expected to have a range of positive effects on the social and cultural wellbeing of current and future generations. These are reflected in the sustainability outcomes targeted by the Projects (and the wider Te Tupu Ngātahi rail package), as summarised in the following subsections.

Access to economic, social and cultural opportunities

The stations will provide improved access to rail services for the short-midterm (2024) and future southern communities. This will include improved access to economic, social and cultural opportunities, including improved accessibility for more vulnerable members of the community. Improved access is expected to have a considerable benefit for social and cultural wellbeing of both current and future generations.

The stations improve access to jobs via public transport, which is a socially equitable form of travel. Additional jobs become accessible due to the implementation of the stations.

The catchment numbers demonstrate the improved access to jobs via public transport within 45 minutes and 60 minutes. This shows the potential for the stations to facilitate access to employment by lower carbon transport options as well as reducing the reliance on cars. Travel time savings are discussed above under 'Economic benefits' – but also have social wellbeing benefits in relation to time available to spend with families and reduced stress. In

summary, there are \$53 million of travel time savings and \$24 million of congestion reduction benefits from the stations. This is a critical improvement for the current and future residents of Drury and Paerata.

The new stations are also expected to have positive effects in regard to community severance – as they include grade-separated crossings of the rail corridor.

Safety and health benefits

Road safety benefits of the stations also link to social wellbeing. The proposed interchange facilities will prioritise access arrangements that enable separation of conflicting modes. Mode shift reduces road safety risk and grade-separated pedestrian crossings at the stations will improve pedestrian safety. The stations give access to the rail network which offers a safer form of travel for users, particularly when alternatives may rely on the use of rural roads. The Projects are also expected to improve safety due to a reduction in vehicle kilometres on roads travelled, as evidenced under 'economic benefits' section above.

Crash reduction benefits can be estimated using average crash costs per vehicle kilometre travelled for different road categories, as used in the South Indicative Business Case. This captures both changes in the total vehicle kilometre travelled (e.g. from mode shift) and from shifting traffic between different road categories. The crash rates used were calculated based on the total recorded crashes in the Auckland Region over the last 5 years and the vehicle kilometre travelled by road type and speed from the 2016 Macro Simulation Model regional model. The stations help to deliver crash savings.

In regard to other health benefits, the Projects will encourage the use of public transport (rail) and more healthy forms of transport to connect to the stations such as active modes. This section of line is proposed to be electrified as part of a separate project, so trains will also change from diesel to electric. Reductions in vehicle air emissions (NO₂ and PM₁₀) are also predicted as a consequence of the shift away from low occupancy vehicles. This reduction would allow a potential reduction in exposure to these harmful pollutants.

Social and cultural wellbeing

In relation to social and cultural wellbeing, detailed engagement with Manawhenua, stakeholders and the community has been undertaken and is ongoing, including input to option selection and refinement (refer Parts IV and V of this referral request). A social impact assessment is being prepared as part of the Assessment of Effects on the Environment and Manawhenua will be provided the opportunity to prepare a Cultural Impact Assessment (CIA) - although initial indications from Manawhenua have not indicated a strong desire to prepare a CIA, perhaps due to their ongoing partnership in developing the Projects.

Whether the project would be likely to progress faster by using the processes provided by the Act than would otherwise be the case:

Please refer to the attached 'Full Application' which contains this section with further detail

As per the purpose of the COVID-19 Recovery (fast-track Consenting) Act 2020, the fast-track consenting process is intended to enable construction to begin sooner than would otherwise be the case. The Projects are expected to progress at least 4-5 months faster under the Act than they would under the Resource Management Act 1991 process, as summarised Figure 9-1 below. The key reason for this is the prescribed nature of timeframes for decision making under the Act, and limitations in scope for appeals.

It is noted that the ability to realise the time advantages of this process rely in part on the ability to secure the required land in time to begin physical works in the planned timeframes. In this regard we note the following:

- NoRs and consents are proposed to be lodged in mid-2021 with a decision on designations/consents sought by January/ February 2022.
- Property negotiations are commencing imminently, and indicative footprints are currently the subject of public engagement.
- Paerata Station has a relatively small number of private parties, who are understood to be supportive of the proposal.
- Drury Central has several private parties (approximately 35 owners), negotiations will commence imminently.

Whether the project may result in a 'public benefit':

Examples of a public benefit as included in Section 19(d) of the Act are included below as prompts only.

Employment/job creation:

Please refer to the attached 'Full Application' which contains this section with further detail

Direct employment/job creation

The Projects are supporting a multi-disciplinary professional services team of >30 including planners, engineers, urban designers, architects and environmental specialists. This work is expected to continue for the next year or so. Alta Consulting have estimated that procurement and construction delivery of the Stage 1 will create approximately 280 jobs in the construction industry.

Indirect employment/job creation and access to jobs

This direct investment in the stations is expected to flow onto the local and regional economy, in the form of more jobs and demand for construction materials and machinery, hospitality, accommodation, entertainment etc. Furthermore, the investment is expected to have macroeconomic benefits associated with supporting growth and development of the Drury town centre, and future urban areas around both stations.

The economics assessment for the South Rail Detailed Business Case identified in relation to Key Performance Indicator 1 (Housing/jobs yield delivery) that 50% of jobs in the South area of Auckland will benefit from the rail station infrastructure (note this includes a separate project - Drury West).

Housing supply:

Please refer to the attached 'Full Application' which contains this section with further detail

While the Projects will not directly catalyse dwellings, dwellings will be premised in part on their access to the rail stations. Moreover, all of the transport assessment done to support the land use planning indicates rail mode-shift is essential to support successful urbanisation of the areas.

Refer to the Full Application for the breakdown of households within various transport catchments.

Contributing to well-functioning urban environments:

Please refer to the attached 'Full Application' which contains this section with further detail

Land use integration was a key determinant of preferred station/interchange options – as station location, configuration and spatial arrangement is key to maximise the opportunity for higher density development and walkable catchments from the existing and future communities. As such, locating railway stations within walking distance of higher density development and future town centres is fundamental to facilitate modal shift, support commercial and mixed-use centres, and contribute to vibrant, active urban environments.

Co-locating stations within centres improves the catchment for rail, with 137,000 (38%) people in the south within 2km of a station (also assumes Drury West). Consequently, there is a high proportion of people accessing the stations via active modes.

The stations will lead to reduced reliance on low occupancy vehicles and improved connectivity/accessibility for current communities and future urban areas.

Providing infrastructure to improve economic, employment, and environmental outcomes, and increase productivity:

Please refer to the attached 'Full Application' which contains this section with further detail

The rail stations are planned as lead infrastructure for new growth areas to drive passenger/commuter mode shift away from private vehicles and onto the rail network. As noted above, the station infrastructure is located and designed to support growth in the Southern growth area of Auckland, and therefore to improve economic and employment outcomes and increase productivity.

These stations seek to improve access to employment, and will also reduce congestion on other regional transport corridors such as SH1, Great South Road and Mill Road – which will in turn increase productivity.

New stations will provide additional access to key centres in the South via public transport (PT) that are only currently available via private vehicles. The South Rail Detailed Business Case estimates that 50% of jobs located in the Southern Growth area will directly benefit from PT access provided by new rail stations (% includes Drury West).

The stations will improve access to markets, business areas and support tourism by reducing reliance on low occupancy vehicles using strategic corridors such as SH1, Great South Road, Mill Road, enabling more capacity for strategic and freight trips. The stations are future proofed for 4-tracking, which will allow for introduction of limited stop services, and will enable shorter travel times to key employment destinations such as the Airport, Manukau and the CBD. The South Rail Detailed Business Case estimated a 15 minute improvement in journey time from Drury to the CBD compared to the Do minimum.

As outlined above, the Projects also seek to improve environmental outcomes through mode shift towards more sustainable forms of transport (PT and active modes). More detail on expected greenhouse gas savings is provided below.

Improving environmental outcomes for coastal or freshwater quality, air quality, or indigenous biodiversity:

Please refer to the attached 'Full Application' which contains this section with further detail

Avoidance of streams and significant ecological areas was a key determinant in preferred option identification, and where possible, these areas are proposed to be enhanced through design. The Assessment of Effects on the Environment and design will consider the potential for freshwater quality and indigenous biodiversity improvements associated with stormwater treatment and riparian planting/mitigation.

All rail services that use the stations will be electric. Attractive rail services encourage mode shift and reduce reliance on low occupancy vehicles and therefore reduce vehicle emissions - see above for PM10 and NO2. Greenhouse gas emissions are discussed below.

Minimising waste:

Please refer to the attached 'Full Application' which contains this section with further detail

Waste will be minimised during the construction phase through a construction environmental management plan. The functional layouts of the stations and interchanges have also sought to minimise waste by providing a close and connected alignment to the existing landform, generally balancing earthworks while minimising unnecessary disturbance and materials.

Contributing to New Zealand's efforts to mitigate climate change and transition more quickly to a low-emissions economy (in terms of reducing New Zealand's net emissions of greenhouse gases):

Please refer to the attached 'Full Application' which contains this section with further detail

The Projects will contribute to New Zealand's effort to mitigate climate change and transition to a low emissions economy by encouraging mode shift away from low occupancy vehicles and onto electric trains. The stations will encourage use of public transport, as well as multi-modal access to the stations including active modes. The estimated annual benefit to greenhouse gas emissions is summarised in the table in the Full Application.

Promoting the protection of historic heritage:

Please refer to the attached 'Full Application' which contains this section with further detail

A historic heritage expert has been involved in the Multi Criteria Analysis process for the stations, including scoring of the options. Screenings through the Detailed Business Case process and Multi Criteria Analysis have identified one archaeological site (Drury Railyards – R12/0742; CHI 11388), and a relocated villa at the Drury Central site. A detailed Historic Heritage Assessment is underway and will be lodged with the applications. Based on analysis to date, not significant adverse effects on historic heritage are anticipated (also refer to Part VII).

Strengthening environmental, economic, and social resilience, in terms of managing the risks from natural hazards and the effects of climate change:

Please refer to the attached 'Full Application' which contains this section with further detail

The Multi Criteria Analysis optioneering process considered criteria relating to natural hazard and climate change risks, which were scored by specialists and considered in decisions on the station options.

The design development also considered **resilience to natural hazards** as follows:

- At Drury Central Station, the natural hazard effects of Hingaia Stream mainstream flooding have been limited by retaining the existing barrel culvert under the rail line which acts to reduce backflow up into the tributary and deal to the flooding in the tributary by ensuring sufficient detention storage and the use of attenuation for annual recurrence interval (ARI) 10 and ARI 50 floods in an off line stormwater wetland with the ARI 100 flood bunded from the stream floods.
- The Stations are distanced from earthquake fault zones running up adjacent to the foothills of the Hunua Ranges. Standard design for seismic resistance as also been applied according to NZ Building Code NZS/AS 1170.5 (which is applicable with appropriate factors for the importance of public transport interchange applied).

The design development also considered **resilience to the effects of climate change** as follows:

- The proposed road network and park and ride arrangements provide for street tree planting zones that, when delivered, will contribute to reducing urban heat island effects in the urbanised interchange area where 'islands' of higher temperatures can be caused by high concentrations of structures such as buildings, roads and infrastructure in one area.
- At Drury Central, specific flood modelling has been carried out using the Auckland Council flood model adapted for Future Urban Zone (FUZ) urbanisation for the ARI 100yr flood with climate change scenario in the catchments upstream of the Hingaia Tributary and in the overall Hingaia mainstream. The train and bus interchange and road network interface closely with the stream floodplain and have been located out of the riparian zone (20m from stream centreline) and sufficient to achieve ARI 100 year plus climate change freeboard and manage the effects of climate change. The train and bus interchange, access road network, and plazas will be approximately 70mm above the ARI 100 with climate change flood level by fill for a building platform. This complies with the AUP:OP building regulations (requiring 50mm freeboard) to achieve the required resilience. Station building access entrances have been located to meet the minimum building code of 150mm as required by Building Code.
- At Paerata, this station is sited in the headwaters of the Whangapouri catchment. Constructed wetlands for stormwater control are sized to be resilient for ARI 100 floods and provide sufficient attenuation coupled with upsized outlet culverts to streams and under the rail tracks such that downstream effects are managed. Any structures have been located outside the riparian zone.

Other public benefit:

Please refer to the attached 'Full Application' which contains this section with further detail

The implementation of Stage One of the stations is proposed by 2024, as funded by the New Zealand Upgrade Program, which provides certainty of ongoing investment in the Southern growth area.

Whether there is potential for the project to have significant adverse environmental effects:

Please refer to the attached 'Full Application' which contains this section with further detail

As summarised in Part VII, the Projects are not anticipated to have significant adverse effects on the environment. As outlined in the section above, adverse effects will be avoided, remedied or mitigated.

Part X: Climate change and natural hazards

Description of whether and how the project would be affected by climate change and natural hazards:

As explained in Part IX, the Projects have been located and designed to be resilient to the effects of climate change and natural hazards.

In relation to GHG emissions, construction of the Projects will generate some emissions from activities such as burning of fossil fuels for vehicles/plant, and embodied emissions in construction materials. However, this is expected to be significantly outweighed by emissions savings from operation of the Projects as a consequence of the use of electric trains and mode shift away from low occupancy vehicles.

Predicted CO2 emission savings once the Projects are operational are detailed above in Part IX.

The Projects are likely to have (both individually and together) a net positive emissions impact (i.e. net decrease in emissions) in the long-term.

Part XI: Track record

A summary of all compliance and/or enforcement actions taken against the applicant by a local authority under the Resource Management Act 1991, and the outcome of those actions:

Local authority	Compliance/Enforcement Action and Outcome
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Gisborne District Council	Abatement Notice: Contaminant Release Culvert blockage caused by forestry slash; later cleared
Kapiti Coast District Council	Abatement Notice: Operations affecting adjacent residential activities Material storage created issues for lineside neighbour, which were corrected
Greater Wellington Regional Council	Infringement Notice: Excavation and disturbance of Stream Based on compliance history and impact, no further action was taken
Auckland Council	Abatement Notice: Unconsented Activity on leased site Withdrawn, as resource consent was applied for by tenant

Part XII: Declaration

I acknowledge that a summary of this application will be made publicly available on the Ministry for the Environment website and that the full application will be released if requested.

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.

David Gordon

20/04/2021

Signature of person or entity making the request

Date

Important notes:

- Please note that this application form, including your name and contact details and all supporting documents, submitted to the Minister for the Environment and/or Minister of Conservation and the Ministry for the Environment, will be publicly released. Please clearly highlight any content on this application form and in supporting documents that is commercially or otherwise sensitive in nature, and to which you specifically object to the release.
- Please ensure all sections, where relevant, of the application form are completed as failure to provide the required details may result in your application being declined.
- Further information may be requested at any time before a decision is made on the application.
- Please note that if the Minister for the Environment and/or Minister of Conservation accepts your application for referral to an expert consenting panel, you will then need to lodge a consent application and/or notice of requirement for a designation (or to alter a designation) in the approved form with the Environmental Protection Authority. The application will need to contain the information set out in Schedule 6, clauses 9-13 of the Act.
- Information presented to the Minister for the Environment and/or Minister of Conservation and shared with other Ministers, local authorities and the Environmental Protection Authority under the Act (including officials at government departments and agencies) is subject to disclosure under the Official Information Act 1982 (OIA) or the Local Government Official Information and Meetings Act 1987 (LGOIMA). Certain information may be withheld in accordance with the grounds for withholding information under the OIA and LGOIMA although the grounds for withholding must always be balanced against considerations of public interest that may justify release. Although the Ministry for the Environment does not give any guarantees as to whether information can be withheld under the OIA, it may be helpful to discuss OIA issues with the Ministry for the Environment in advance if information provided with an application is commercially sensitive or release would, for instance, disclose a trade secret or other confidential information. Further information on the OIA and LGOIMA is available at www.ombudsman.parliament.nz.

Checklist

Where relevant to your application, please provide a copy of the following information.

Yes	Correspondence from the registered legal land owner(s)
Yes	Correspondence from persons or parties you consider are likely to be affected by the project
No	Written agreement from the relevant landowner where the project includes an activity that will occur on land returned under a Treaty settlement.
No	Written agreement from the holder of the relevant customary marine title order where the project includes an activity that will occur in a customary marine title area.
No	Written agreement from the holder of the relevant protected customary marine rights recognition order where the project includes an activity that will occur in a protected customary rights area.