TE TUPU NGĀTAHI
SUPPORTING GROWTH

South Auckland

Drury Central and Paerata Stations – COVID-19 Recovery (Fast-Track) Consenting Act 2020 Referral Request

April 2021

Version 1

Prepared for KiwiRail Holdings Limited by Te Tupu Ngātahi, to support an application for referral

Document Status

Responsibility	Name
Author	Isabel Hand, Kathleen Bunting, Kaylie Bramley, James Ellison
Reviewer	Liam Winter, Jennifer Caldwell, Bryce Julyan, Jade Ansted
Approver	Craig Hind

Revision Status

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0.1	9 March 2021	Draft for review
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1	21 April 2021	Final for lodgement

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Appendices

1 Part I: Applicant Details

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)

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 consenting guidance

to help applicants prepare applications for projects to be referred.

Applicant details

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)

8-14 Stanley Street, Parnell, Auckland 1010

Organisation

KiwiRail Holdings Limited (KiwiRail)

2 Part II: Project Location

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.

Coastal Marine Area

N/A

Site Address / Location

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

Figure 2-1 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.

Address

Multiple properties. See answers below.

Line 1 and 2

Multiple properties. See answers below.

Suburb/City

Drury and Paerata, Auckland

Region

Auckland

Postcode

Multiple properties. See answers below.

Country

New Zealand

Entry Type

Multiple properties. See answers below.

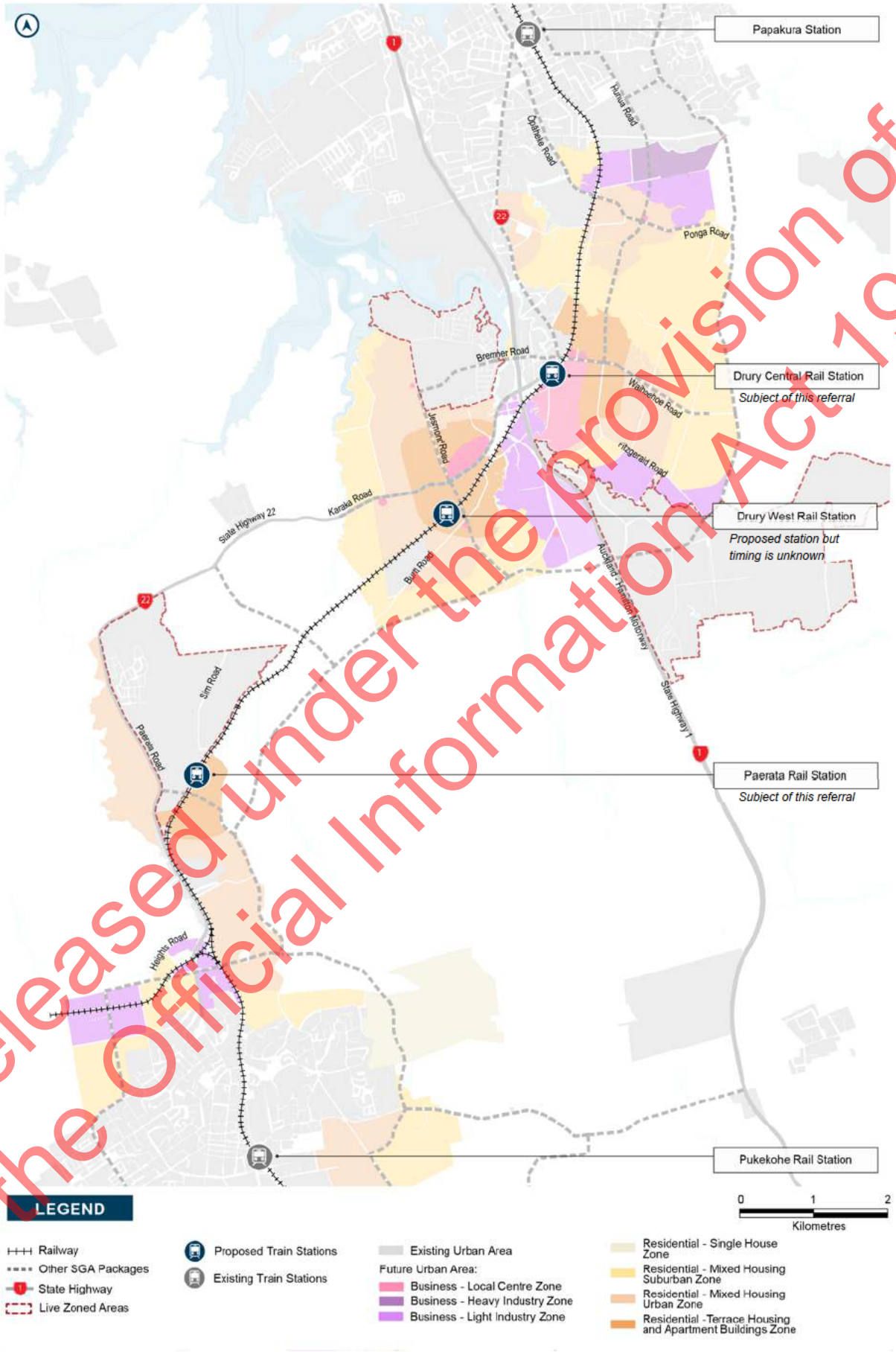
Latitude

Multiple properties. See answers below

Longitude

Multiple properties. See answers below

Figure 2-1: Drury Central and Paerata Station locations



If you have multiple sites or your site is geographically diverse, please enter your Site/Location below.

Site/Location

See Figure 2-1 above.

Drury Central

Table 2-1 lists the properties upon which the Drury Central Station Project will likely be located.

Please redact all names and addresses recorded in this report and associated appendices in order to protect privacy.

Table 2-1: Drury Central Station Property Details

Address / Postcode	Registered Legal Owners	Legal Description	Approximate Latitude and Longitude
s 9(2)(a)	s 9(2)(a)	Lot 1 DP 205378	-37.10398401943692, 174.95208691301832
s 9(2)(a)	s 9(2)(a)	NA111B/351 Allot 394 PSH OF Opaheke	-37.10486661031226, 174.95139546764932
s 9(2)(a)	s 9(2)(a)	NA89A/151 Allot 394 PSH OF Opāheke	-37.1052290185681, 174.95075895476916
s 9(2)(a)	s 9(2)(a)	NA89A/151 Allot 394 PSH OF Opāheke	-37.1055524388525, 174.9504584287007
s 9(2)(a)	s 9(2)(a)	384975 Lot 1 DP 396575	-37.10583164574857, 174.94994218398736
s 9(2)(a)	s 9(2)(a)	Lot 4 DP 14711	-37.104088546376055, 174.95300985476902
s 9(2)(a)	s 9(2)(a)	Lot 5 DP 14711	-37.10426900089204, 174.9529945092476

Address / Postcode	Registered Legal Owners	Legal Description	Approximate Latitude and Longitude
s 9(2)(a)	s 9(2)(a)	Lot 6 DP 14711	-37.104358737307315, 174.95281885534655
s 9(2)(a)	s 9(2)(a)	Lot 7 DP 14711	-37.104504206447736, 174.95293688545763
s 9(2)(a)	s 9(2)(a)	Lot 8 DP 14711	-37.10452364735907, 174.95254422651067
s 9(2)(a)	s 9(2)(a)	Lot 9 DP 14711	-37.10483720970179, 174.95238673907858
s 9(2)(a)	s 9(2)(a)	Lot 10 DP 14711	-37.10506351189502, 174.95241503538446
s 9(2)(a)	s 9(2)(a)	Lot 1 DP 325774	-37.105099437489216, 174.9519616601826
s 9(2)(a)	s 9(2)(a)	Lot 1 DP 334434	-37.105357205765166, 174.951838238233132
s 9(2)(a)	s 9(2)(a)	Lot 1 DP 144988	-37.1064025823947, 174.95091174185433
s 9(2)(a)	s 9(2)(a)	Lot 1 DP 160625	-37.106571177534086, 174.9504814130184
s 9(2)(a)	s 9(2)(a)	NA60D/726 Lot 3 DP 60259	-37.103366701493286, 174.9540998553465
s 9(2)(a)	s 9(2)(a)	Lot 1 DP 14711	-37.103906273807766, 174.95360611046297
s 9(2)(a)	s 9(2)(a)	Lot 2 DP 14711	-37.103906273807766, 174.95360611046297
s 9(2)(a)	s 9(2)(a)	Lot 3 DP 14711	-37.103906273807766, 174.95360611046297
s 9(2)(a)	s 9(2)(a)	Lot 3 DP 334434	-37.1038595641702, 174.95404344335375
s 9(2)(a)	s 9(2)(a)	Lot 2 DP 334434	-37.10509614836792, 174.95392812616197
s 9(2)(a)	s 9(2)(a)	Lot 2 DP 123521	-37.104925117984415, 174.95426819767488
s 9(2)(a)	s 9(2)(a)	NA80A/476 Lot 1 DP 135804	-37.10341677183337, 174.95576281301834
s 9(2)(a)	s 9(2)(a)	Lot 1 DP 88576	-37.10374885901918, 174.95456208418247
s 9(2)(a)	s 9(2)(a)	Lot 1 DP 123521	-37.103825229271564, 174.95505008418243
s 9(2) ( )	s 9(2)(a)	-	-37.105927873499056, 174.95156858487147

Address / Postcode	Registered Legal Owners	Legal Description	Approximate Latitude and Longitude
s 9(2)(a)	s 9(2)(a)	-	-37.103688321709114, 174.95373043736092
s 9(2)(a)	s 9(2)(a)	-	-37.10413254748196, 174.95269706320602
s 9(2)(a)	s 9(2)(a)	-	-37.1050592712326, 174.95076932417223
s 9(2)(a)	s 9(2)(a)	-	-37.10458177186272, 174.95198896003745

Paerata

Table 2-2 lists the properties upon which the Paerata Station Project will likely be located.

Please redact all names and addresses recorded in this report and associated appendices in order to protect privacy.

Table 2-2: Paerata Station Property Details

Address / Postcode	Registered Legal Owners	Legal Description	Approximate Latitude and Longitude
s 9(2)(a)	-	-	-37.15708045984522, 174.89264553981386
s 9(2)(a)	s 9(2)(a)	NA75B/132 Part Lot 3 DEEDS 188	-37.157926959645806, 174.89256742447435
s 9(2)(a)	s 9(2)(a)	NA31D/122 Part Lot 7 DEEDS 188	-37.156091733689344, 174.89285909342055
s 9(2)(a)	s 9(2)(a)	615874 Section 3 SO 70783	-37.156091733689344, 174.89285909342055
s 9(2)(a)	s 9(2)(a)	NA770/239 Lot 6 DEEDS 188	-37.156091733689344, 174.89285909342055
s 9(2)(a)	s 9(2)(a)	NA79D/835 Lot 5 DP 135489	-37.157267714625135, 174.89364908418406
s 9(2)(a)	s 9(2)(a)	NA121C/356 Lot 1 DP 193202	-37.16038802155335, 174.9006198688406

Legal description

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

See Table 2-1 and Table 2-2 above. See Appendix 3.

Registered legal landowner(s)

See Table 2-1 and Table 2-2 above.

Applicant's legal interest in site

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.

Drury Central Station

Multiple entities currently have a legal interest in the land within the Drury Central Station footprint. These are set out below:

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 (NZRC). A portion of land along the existing rail corridor proposed as the Drury Central platform location is both designated and owned by KiwiRail (Designation 6302 – refer to Figure 2-2).

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.

KiwiRail designation 6302 for the 'North Island Main Trunk Railway Line from Buckland to Britomart Station, Auckland Central' has the following purpose: 'to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005'. The proposed works are within the scope of this purpose.

Land owned by other requiring authorities:

Auckland Council owns the local roads and watercourse within the designation boundary. Auckland Transport, a project partner with KiwiRail, is responsible for Auckland's transport network, apart from State Highways (under section 45 of the Local Government (Auckland Council) Act 2009). Flanagan Road will likely be realigned to better accommodate the railway station works, including platform entrances, plaza, park and ride and the interchange. Waihoehoe Road provides access to the station from the local road network and will therefore require work to appropriately connect the internal station accessway. Auckland Transport has been involved in the decisions and review of Drury Central Station Project and is in support of what is proposed.

A small area of the proposed designation is owned by Watercare and within Watercare Designation 9566 (refer to Figure 2-2). Watercare's approval under Section 177 of the Resource Management Act 1991 will be required in order to enable KiwiRail to undertake the work required in this area. Watercare may withhold consent only if "…in the case of an earlier designation, the thing to be done would prevent or hinder the public work or project or work to which the designation relates…". A land/property agreement with Watercare will also be required pursuant to the Public Works Act 1981.

KiwiRail is currently engaging with the relevant requiring authorities and does not anticipate any issues with the use of these sites. Refer to Part IV: Consultation and Appendix 1 and 2 for further details on consultation undertaken with these entities.

Land in private ownership: The remainder of land required for the Project is privately owned. This land will therefore need to be designated and land/property agreements pursuant to the Public Works Act 1981 are being sought with the current owners in order to enable KiwiRail to undertake the work.

Please redact the following text from any public version of this document.

s 9(2)(b)(ii)

Figure 2-2: Drury Central Station Indicative Project footprint (orange lines)

Note: the designation boundaries are still being adjusted, the final drawings will be submitted with the AEE

Paerata Station

Multiple entities currently have a legal interest in the land within the Drury Central Station footprint. These are set out below:

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 – refer to Figure 2-3).

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. As is the case at Drury Central, the portion of the proposed works within Designation 6302 is in line with the purpose of this designation, which is '…to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005'.

Land owned by other requiring authorities: Approximately 10,430m^2 of the proposed designation sits within an existing Waka Kotahi New Zealand Transport Agency (Waka Kotahi) designation (Designation 6704 – refer to Figure 2-3). The Project forms part of the planned transport investment in Auckland's future urban zoned areas over the next 10 to 30 years and has been developed in collaboration with Waka Kotahi, who support the Project; therefore, this is not expected to hinder KiwiRail's ability to undertake the proposed work.

KiwiRail is currently engaging with the relevant requiring authorities and does not anticipate any issues. Refer to Part IV: Consultation and Appendix 1 and 2 for further details on consultation undertaken with these entities.

Land in private ownership: The remainder of land required for the project is privately owned. This land will therefore need to be designated and land/property agreements sought with the current landowners in order to undertake the work. In regard to how this affects KiwiRail's ability to undertake the work required, please refer to our response under the Drury Central Station heading above.

Figure 2-3: Paerata Station Indicative Project footprint (orange lines)

Note: the designation boundaries are still being adjusted, the final drawings will be submitted with the AEE

3 Part III: Project Details

Project name

This referral application has been prepared for two railway station projects in Southern Auckland:

- Drury Central Station Project; and
- Paerata Station Project.

(together the "Projects" or individually referred to within the relevant context as a "Project")

These two stations form the most immediate components of a wider long-term rail upgrade plan for Southern Auckland which also includes a station at Drury West, and future widening of the rail corridor. The applicant for these Projects is KiwiRail; however the Projects also comprise part of the broader Te Tupu Ngātahi Supporting Growth Programme of works, 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.

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 Truck 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 Truck 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.

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.

Figures 2-3 and 2-3 above and Table 3-1 below summarise the Projects, their purpose and objectives and the activities involved. The table also sets out the proposed Notices of Requirement sought. Regional resource consents are also sought for works within the designation footprints, as listed in Table 3-5 and Table 3-6.

Table 3-1: Drury Central and Paerata Station Project details

Notice	Project Objectives	Purpose and Description of Activities
Drury Central Station Project		
NoR DC-S: New designation for Drury Central Station platforms and associated infrastructure	1. Provide for a railway station and transport interchange on the North Island Main Trunk railway line in the Drury area to the east of SH1, which will: a) Enable safe access to the rail network in the Drury area which supports planned future growth; and b) Improve mode choice by providing access to a range of attractive and sustainable transport options.	To provide for the construction, operation and maintenance of station platforms, platform buildings and structures at Drury Central, south of Waihoehoe Road and north of the existing Watercare pump station on Lot 1 DP 160625.
NoR DC-I: New designation for Drury Central Station interchange and associated infrastructure		To provide for the construction, operation, and maintenance of the transport interchange facilities serving Drury Central Station, including, but not limited to: • Park and ride and kiss-and-ride • Train and bus interchange and layovers • Access, paths and plazas • Bicycle parking facilities. This will be located adjacent the indicative platform designation, east of the existing rail line, and between Waihoehoe Road and the Hingaia Stream tributary.
Paerata Station Project		
NoR P-S: New designation for Paerata Station platforms and associated infrastructure	2. Provide for a railway station on the North Island Main Trunk railway line in the Paerata area, and associated transport interchange facilities and station access, in a way which: a) supports future growth; b) enables safe access to the railway in the	To provide for the construction, operation and maintenance of station platforms, platform buildings and structures at Paerata.
NoR P-I: New designation for Paerata Station interchange, station accessway and associated infrastructure		To provide for the construction, operation, and maintenance of the transport interchange facilities serving Paerata Station, including, but not limited to: • Park and ride and kiss-and-ride

Notice	Project Objectives	Purpose and Description of Activities
	Paerata area, including from State Highway 22; and c) improves mode choice by providing access to the railway, via a range of attractive and sustainable transport options.	• Train and bus interchange and layovers • Accessways, paths and plazas • Bicycle parking facilities This will be located adjacent the indicative platform designation, south-east of the existing rail line.

Figures 2-2 and 2-3 above show the proposed designations as described in Table 1-1.

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.

The indicative footprint informs the proposed designation boundary to contain Drury Central Station and Paerata Station and all their ancillary activities and components, which are likely to include the following:

Construction:

- vegetation clearance
- structure/building removal/demolition
- contaminated land testing and removal if required
- bulk earthworks
- sediment and erosion control
- temporary stormwater retention ponds and decanting systems
- construction access
- construction traffic and traffic and rail management
- noise mitigation
- construction yards and offices

Operational:

- station platforms
- streamworks (including bridges and culvert extensions)
- stormwater treatment structures (likely constructed wetlands) and discharge
- retaining structures
- noise mitigation
- accessway from SH22, including bridge over rail (Paerata)
- internal access and circulation including footpaths, stairs, bridges, elevators, escalators, cycleways (multi-modal)
- drop-off areas
- vehicular parking spaces

- bicycle parking
- bicycle storage
- e-bike charging facilities
- station plaza
- seating
- bus platforms
- bus stops and shelters
- taxi ranks
- emergency vehicle bays
- maintenance vehicle/ refuse vehicle bays
- ticket gates
- station buildings
- retail space
- office space
- meeting rooms
- staff rooms
- toilets (staff and public)
- locker rooms
- station maintenance rooms
- signage
- landscaping, art and mitigation planting
- water infrastructure
- sewerage infrastructure.

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

Staging of the project

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

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 One is estimated to take up to 18 months to complete as follows:

- Enabling Works: up to 3 months
- Civil Works: up to 18 months
- Station Construction: up to 9 months.

Enabling works will likely include building demolition, vegetation removal, services relocations, and establishment of site access, site offices/laydown areas, traffic management and environmental controls. These works may continue in parallel with the Public Works Act 1981 process for acquiring properties.

The civil works and the first stage of construction will be undertaken in parallel. If necessary, KiwiRail will begin with works within its existing landholding as Public Works Act processes continue in parallel. The first stage of construction is funded under the New Zealand Upgrade Programme, and is intended to be completed by 2024.

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 One 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. For example:

- The size and number of platforms will increase over time as the usage of the station increases, and third/fourth tracks are added to the rail corridor (as part of a separate track expansion project); and
- Park-and-ride facilities are assumed to be the main means of access in the short term, but may be consolidated over time as other access modes increase.

In light of the above, an effects envelope-based approach to designating the land and consenting the activities is proposed, allowing for the construction and operation of the fully developed facilities. Table 3-2 below shows the lower and upper bound scenarios for station components provided for within that envelope. At least two Outline Plans will be required at different stages to provide the final details of the staged build-out.

The below table sets out the potential staging of the Projects.

Table 3-2: Likely staging of project attributes

Spatial Attribute	Lower Bound (Potential Stage One)	Upper Bound (Maximum extent for potential future stage)
Drury Central Station		
Rail tracks (four tracking not provided for in this referral)	Two	Four
Platform length	150m (to accommodate a 6-car train)	225m (to accommodate a 9-car train)
Platforms	Two	Four
Train and bus Interchange	One double bus stop within footprint	Nine bus stops within footprint
Park and ride spaces	Approx. 350	Approx. 500
Bicycle storage	Approx. 200	Approx. 500
Paerata Station		
Rail tracks (four tracking not provided for in this referral)	Two	Four
Platform length	150m (to accommodate a 6-car train)	225m (to accommodate a 9-car train)
Platforms	Two	Four
Train and bus Interchange	One double bus stop	Nine bus stops
Park and ride spaces	Approx. 350	Approx. 500
Bicycle storage	Approx. 200	Approx. 500

Consents / approvals required

Relevant local authorities

Auckland Council is the relevant local authority for the Projects.

Resource consent(s) / designation required

Two designations will likely be required for each station Project, as described in Table 3-1.

Regional consents will likely be required, as follows:

Consent Type	High Level Description
Auckland Unitary Plan: Operative in Part	
Land use	Earthworks, vegetation clearance, disturbance of contaminated land
Water permit	Dewatering, diverting groundwater, streamworks
Discharge permit	Stormwater discharge
National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health	
Land use	The disturbance of contaminated land
National Environmental Standards for Freshwater Regulations 2020	
Water permit	Reclamation and culverts

Refer below for full list of likely consents required.

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

Table 3-3: Drury Central Station zoning, overlays and other features

Legal description	Zoning – Auckland Unitary Plan: Operative in Part (AUP:OP); Auckland Council Drury-Opāheke Structure Plan 2019 (Structure Plan)	Overlays	Other features
s 9(2)(a)	AUP:OP: Business – Mixed Use	None	Macroinvertebrate Community Index Stormwater Management Area Flow 1
s 9(2)(a)	AUP:OP: Business – Mixed Use	None	Macroinvertebrate Community Index Stormwater Management Area Flow 1

Legal description	Zoning – Auckland Unitary Plan: Operative in Part (AUP:OP); Auckland Council Drury-Opāheke Structure Plan 2019 (Structure Plan)	Overlays	Other features
s 9(2)(a)	AUP:OP: Business – Mixed Use	None	Macroinvertebrate Community Index
s 9(2)(a)	AUP:OP: Future Urban Business Local Centre	None	Macroinvertebrate Community Index
s 9(2)(a) 3	AUP:OP: Future Urban	None	Macroinvertebrate Community Index
s 9(2)(a)	AUP:OP: Future Urban Structure Plan: Business Local Centre	None	Macroinvertebrate Community Index
s 9(2)(a)	AUP:OP: Future Urban	None	Macroinvertebrate Community Index
s 9(2)(a)	AUP:OP: Future Urban Structure Plan: Business Local Centre	None	Macroinvertebrate Community Index
s 9(2)(a)	AUP:OP: Future Urban	None	Macroinvertebrate Community Index
s 9(2)(a)	AUP:OP: Future Urban Structure Plan: Business Local Centre	None	Macroinvertebrate Community Index
s 9(2)(a)	AUP:OP: Future Urban	None	Macroinvertebrate Community Index
s 9(2)(a)	AUP:OP: Future Urban Structure Plan: Business Local Centre	High-Use Aquifer Management Area Quality-Sensitive Aquifer Management Area	Macroinvertebrate Community Index
s 9(2)(a)	AUP:OP: Future Urban	High-Use Aquifer Management Area Quality-Sensitive Aquifer Management Area	Macroinvertebrate Community Index
s 9(2)(a)	AUP:OP: Future Urban Structure Plan: Business Local Centre	None	Macroinvertebrate Community Index Designation 9566
s 9(2)(a)	AUP:OP: Future Urban	None	Macroinvertebrate Community Index
s 9(2)(a)	AUP:OP: Future Urban Structure Plan: Business Local Centre	None	Macroinvertebrate Community Index

Legal description	Zoning – Auckland Unitary Plan: Operative in Part (AUP:OP); Auckland Council Drury-Opāheke Structure Plan 2019 (Structure Plan)	Overlays	Other features
s 9(2)(a)	AUP:OP: Future Urban	None	Macroinvertebrate Community Index
s 9(2)(a)	AUP:OP: Future Urban Structure Plan: Business Local Centre	High-Use Aquifer Management Area Quality-Sensitive Aquifer Management Area	Macroinvertebrate Community Index
s 9(2)(a)	AUP:OP: Future Urban	High-Use Aquifer Management Area Quality-Sensitive Aquifer Management Area	Macroinvertebrate Community Index
s 9(2)(a)	AUP:OP: Future Urban Structure Plan: Business Local Centre	High-Use Aquifer Management Area Quality-Sensitive Aquifer Management Area	Macroinvertebrate Community Index
s 9(2)(a)	AUP:OP: Future Urban	High-Use Aquifer Management Area Quality-Sensitive Aquifer Management Area	Macroinvertebrate Community Index
s 9(2)(a)	AUP:OP: Future Urban Structure Plan: Business Local Centre	High-Use Aquifer Management Area Quality-Sensitive Aquifer Management Area	Macroinvertebrate Community Index
s 9(2)(a)	AUP:OP: Future Urban	High-Use Aquifer Management Area Quality-Sensitive Aquifer Management Area	Macroinvertebrate Community Index
s 9(2)	AUP:OP: Future Urban Structure Plan: Business Local Centre	High-Use Aquifer Management Area Quality-Sensitive Aquifer Management Area	Macroinvertebrate Community Index
s 9(2)(a)	Railway Network, Auckland Region, 2767	High-Use Aquifer Management Area Quality-Sensitive Aquifer Management Area	Macroinvertebrate Community Index
s 9(2)(a)	Railway Network, Auckland Region, 2767	None	Macroinvertebrate Community Index
s 9(2)(a)	Railway Network, Auckland Region, 2767	None	Macroinvertebrate Community Index Stormwater Management Area Flow 1

Legal description	Zoning – Auckland Unitary Plan: Operative in Part (AUP:OP); Auckland Council Drury-Opāheke Structure Plan 2019 (Structure Plan)	Overlays	Other features
s 9(2)(a)	Railway Network, Auckland Region, 2767	None	Macroinvertebrate Community Index Stormwater Management Area Flow 1 Designation 6302

Table 3-4: Paerata Station zoning, overlays and other features

Legal description	Zoning – Auckland Unitary Plan: Operative in Part (AUP:OP); Auckland Council Drury-Opāheke Structure Plan 2019 (Structure Plan)	Overlays	Other features
s 9(2)(a)	Strategic Transport Corridor	High Use Aquifer Management Area	Macroinvertebrate Community Index Designation 5704 and 5705
s 9(2)(a)	Strategic Transport Corridor	High Use Aquifer Management Area	Macroinvertebrate Community Index Floodplain Designation 6302
s 9(2)(a)	AUP:OP: Residential – Mixed Housing Urban	High Use Aquifer Management Area	Macroinvertebrate Community Index Stormwater Management Area Flow 1
s 9(2)(a)	AUP:OP: Residential – Mixed Housing Urban	High Use Aquifer Management Area	Macroinvertebrate Community Index Stormwater Management Area Flow 1
s 9(2)(a)	AUP:OP: Future Urban Structure Plan: Residential – Mixed Housing Urban	High Use Aquifer Management Area	Macroinvertebrate Community Index
s 9(2)(a)	AUP:OP: Residential – Mixed Housing Urban	High Use Aquifer Management Area	Macroinvertebrate Community Index Stormwater Management Area Flow 1
s 9(2)(a)	AUP:OP: Residential – Mixed Housing Urban	High Use Aquifer Management Area	Macroinvertebrate Community Index

Legal description	Zoning – Auckland Unitary Plan: Operative in Part (AUP:OP); Auckland Council Drury-Opāheke Structure Plan 2019 (Structure Plan)	Overlays	Other features
			Stormwater Management Area Flow 1
s 9(2)(a)	AUP:OP: Future Urban Structure Plan: Residential – Mixed Housing Urban	High Use Aquifer Management Area	Macroinvertebrate Community Index Whangapouri Stream Floodplain Flood prone
s 9(2)(a)	AUP:OP: Future Urban Structure Plan: Residential – Mixed Housing Urban	High Use Aquifer Management Area	Macroinvertebrate Community Index 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.

At this stage, not all specialist investigations have been completed; consequently, exact consent triggers are not able to be confirmed. Therefore, a prudent approach has been adopted. The following tables display a conservative approach to consent triggers, which will be refined in the final application.

Drury Central Station: Likely Resource Consents

Table 3-5: Reasons for Consent

Relevant rule / regulation	Reason for consent	Activity Status
Auckland Unitary Plan: Operative in Part Regional Resource Consents		
E3.4.1(A26) Works on structures lawfully existing on or before 30 September 2013 and the associated bed disturbance or depositing any substance, diversion of water and incidental temporary damming of water	Extension of the existing 52m long culvert carrying the Hingaia tributary under the rail line. The western side of this culvert is to be extended by approximately 10m to accommodate the platforms.	**Discretionary**

Relevant rule / regulation	Reason for consent	Activity Status
– Resource Management Act 1991, Sections 13 and 14		
E3.4.1(A44) New structures and the associated bed disturbance or depositing any substance, reclamation, diversion of water and incidental temporary damming of water Erosion control structure less than 30m in length when measured parallel to the direction of water flow – Resource Management Act 1991, Sections 13 and 14	Riprap will be installed in streams around the mouths of outfalls.	**Discretionary**
E3.4.1(A44) New structures and the associated bed disturbance or depositing any substance, reclamation, diversion of water and incidental temporary damming of water Any activities not complying with the general permitted activity standards in E3.6.1.1 or the specific activity standards in E3.6.1.14 to E3.6.1.23 – Resource Management Act 1991, Sections 13 and 14	The Flanagan Road diversion and plaza will be built over a Hingaia stream tributary that runs parallel to the existing Flanagan Road. The design includes a new stormwater drainage system that will treat water in the catchment and discharge it to the Tributary to the Hingaia Stream that straddles the southern boundary of the new park and ride area. Stormwater retention and detention will be provided. However, no attenuation is proposed as this will exacerbate the flood effects in the peak region wide catchment flood event. Reclamation of this stream is required as the upstream catchment will be fully diverted from the stream. Taking catchment from this stream will deprive it of water and it will cease to function as a stream. Furthermore, the park and ride / train platform interface is in direct conflict with the stream location. Integrating the stream into the design is not possible.	**Discretionary**
E7.4.1(A20) Take and use of groundwater for dewatering or groundwater level control associated with a groundwater diversion authorised as a restricted discretionary activity under the Unitary Plan, not meeting permitted activity standards or is not otherwise listed	There will likely be some permanent drawdown associated with the cuts for the stations, park-n-rides and accessways. There will also likely be a permanent discharge of groundwater into those cuts and hence it will not meet standard E7.6.1.6 (2) and (3), as groundwater take is greater than 10 days and will extend beyond construction.	**Restricted Discretionary**

Relevant rule / regulation	Reason for consent	Activity Status
– Resource Management Act 1991, Section 14 and 15		
E7.4.1(A28) The diversion of groundwater caused by any excavation, (including trench) or tunnel that does not meet the permitted activity standards or not otherwise listed – Resource Management Act 1991, Section 14 and 15	There will be some permanent drawdown associated with the cuts for the stations, park-and-rides and accessways. Elements of the permanent diversion may not meet the standard E7.6.1.10 specifically, groundwater at the site boundary of stations may be reduced by > 2m, so may not meet E7.6.1.10 (3).	**Restricted Discretionary**
E9.4.1 (A6) Contaminant generating activity – Resource Management Act 1991, Section 9(2)	Carparks constitute over 50% of total impervious area of the site and will be greater than 5,000m^2 A centralised stormwater wetland will likely be the method established to meet the associated standards.	**Controlled**
E10.4.1(A7) Stormwater management Area – Resource Management Act 1991, Section 9(2)	Diversion and discharge of stormwater runoff within SMAF 1 – the SMAF overlay sits over the majority of the accessway and a portion of the platforms. Impervious areas will exceed 5,000m^2. A centralised stormwater wetland will likely be the method established to meet the associated standards.	**Discretionary**
E26.3.3.1 (A77) Land use (vegetation removal) – Resource Management Act 1991, Section 9(2)	This rule will likely be triggered as a restricted discretionary activity as: Over 50m^2 of vegetation is likely to be removed within the riparian area. In particular: ○ Intermittent stream (Flanagan Rd Tributary) - 777.58m^2 Exotic Treeland vegetation ○ Permanent stream (Hingaia Tributary) – 1000m^2 Exotic Treeland (estimate area of weedy vegetation removed and replanted with natives) Trees over 6m in height or 600mm in girth may be removed Tree trimming and alteration may not comply.	**Restricted Discretionary**

Relevant rule / regulation	Reason for consent	Activity Status
E26.5.3.2(A103) Land use (earthworks) outside a Sediment Control Protection Area with a slope less than 10 degrees Greater than 50,000m^2 – Resource Management Act 1991, Section 9(2)	Approximately 44,105m2 of earthworks are anticipated to be undertaken over the site at minimum: • Platform area: 12,920m^2 • Interchange area: 31,185m^2 A conservative approach assumes that further earthworks than estimated could be required and hence a restricted discretionary consent is triggered.	**Restricted Discretionary**
E26.5.3.2(A106) Land use (earthworks) outside a Sediment Control Protection Area with a slope greater than 10 degrees – Resource Management Act 1991, Section 9(2)	Approximately 3,080m^2 of earthworks will occur within land with slopes of greater than 10 degrees, which is greater than the 2,500m^2 threshold.	**Restricted Discretionary**
E26.5.3.2 (A107) Land use (earthworks) within a Sediment Control Protection Area – Resource Management Act 1991, Section 9(2)	The total earthworks area within 50m of a stream is estimated to be 9,000m^3 / 12,000m^2, this will be greater than the 2,500m^2 threshold.	**Restricted Discretionary**
E30.4.1(A7) Discharge of contaminants (contaminated land) – Resource Management Act 1991, Section 15	Soil materials scheduled for land disturbance as part of the Project may have been impacted by contaminants. A conservative approach assumes that these soils are contaminated. A Detailed Site Investigation (DSI) has not yet been undertaken for the Project (to be completed as part of detailed design). It is assumed that Project will not achieve the permitted volumes and duration of works ; however, this is still to be confirmed.	**Discretionary**
National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NESCS: Soil)		
Regulation 11 Disturbing the soil of a piece of land – NES: Clause 5	This National Environmental Standard applies to certain activities taking place on as identified in the Hazardous Activities and Industries List land. The following activities are likely to be triggered for this project: • Disturbing Soil	**Discretionary**

Relevant rule / regulation	Reason for consent	Activity Status
	• Change in Land use • Subdivision (including any joining of properties where a new title is created). A **Discretionary** activity consent under Regulation 11 is assumed to be required since no Detailed Site Investigation has been completed. Subdivision and change in land use: a **Discretionary** activity consent under Regulation 11 is assumed to be required as no Detailed Site Investigation has been completed and the desktop information has not been able to establish that "it is highly unlikely that there will be a risk to human health if the activity is done to the piece of land"	
Resource Management (National Environmental Standards for Freshwater) Regulations 2020 (NES:FW)		
Regulation 57 Reclamation – NES:FW Section 57	The park and ride will be built over a degraded tributary of the Hingaia Stream that runs along and drains the existing Flanagan Road. The water will be diverted into a new drainage system that will treat water in the catchment and discharge it to the Tributary to the Hingaia Stream that straddles the southern boundary of the new park and ride area. This will incur approximately 90m of intermittent stream loss at Flanagan Road. This will support the creation of a new park and ride area and accessway to facilitate access to the railway. The reasons for these works are explained further in Part VIII.	**Discretionary**
Clause 71 Culverts – NES:FW Section 70 / 71	The following culverts will not meet the permitted standards set out in Section 70: • Culvert extension required under new platform and rail to the south of the carpark / station • New culvert required under the entrance road near the State Highway 22 accessway to the station Extended culverts cannot meet condition 70 as the passage of sediment cannot be uninterrupted nor can adequate fish passage be provided	**Discretionary**

Overall, resource consents are sought via the Expert Consenting Panel, for which the most stringent activity status of this consent bundle is **discretionary**. The Project does not include any activity that is prohibited under the RMA, its regulations, a Plan or Proposed Plan.

Paerata Station: Likely Resource Consents

Table 3-6: Reasons for Consent

Relevant rule / regulation	Reason for consent	Activity Status
Auckland Unitary Plan: Operative in Part Regional Resource Consents		
E3.4.1 (A1) Any activities in, on, under or over the bed of lakes, rivers, streams and wetlands not otherwise provided for	The ecological assessment is underway and has identified the potential presence of a small natural wetland where the stormwater pond is proposed to be installed.	**Discretionary**
E3.4.1(A26) Works on structures lawfully existing on or before 30 September 2013 and the associated bed disturbance or depositing any substance, diversion of water and incidental temporary damming of water – Resource Management Act 1991, Sections 13 and 14	Replacement and extension of two culverts for the interchange. New platforms are proposed over an existing 600mm diameter culvert that passes under the rail line. It is not possible to extend this culvert as the platform will lower the structural depth to the pipe and compromise it. This culvert is undersized; therefore, a 1050mm diameter, 35m long culvert replacement will be required to meet rail track flood immunity.	**Discretionary**
E3.4.1(A33) New structures and the associated bed disturbance or depositing any substance, reclamation, diversion of water and incidental temporary damming of water Culverts or fords more than 30m in length when measured parallel to the direction of water flow – Resource Management Act 1991, Sections 13 and 14	New 1050mm circular culvert at 35m long is required under the accessway to the train and bus interchange / carpark. The permitted standards are unlikely to be met as this will involve lifting the accessway significantly. Additional 1050mm circular culvert at 35m long is required under the accessway.	**Discretionary**
E3.4.1(A44) New structures and the associated bed disturbance or depositing any substance, reclamation, diversion of water and incidental temporary damming of water	Riprap will be installed in streams around the mouths of outfalls. A new stormwater wetland is proposed to encompass a small exotic wetland on the site.	**Discretionary**

Relevant rule / regulation	Reason for consent	Activity Status
Erosion control structure less than 30m in length when measured parallel to the direction of water flow – Resource Management Act 1991, Sections 13 and 14		
E7.4.1(A20) Take and use of groundwater for dewatering or groundwater level control associated with a groundwater diversion authorised as a restricted discretionary activity under the Unitary Plan, not meeting permitted activity standards or is not otherwise listed – Resource Management Act 1991, Section 14 and 15	There will likely be some permanent drawdown associated with the cuts for the stations, park-n-rides and accessways There will likely be a permanent discharge of groundwater into those cuts and hence it will not meet standard E7.6.1.6 (2) and (3), as groundwater take is greater than 10 days	**Restricted Discretionary**
E7.4.1(A28) The diversion of groundwater caused by any excavation, (including trench) or tunnel that does not meet the permitted activity standards or not otherwise listed – Resource Management Act 1991, Section 14 and 15	There will be some permanent drawdown associated with the cuts for the stations, park-n-rides and accessways. Elements of the permanent diversion may not meet the standard E7.6.1.10 specifically: • The cut at Paerata is deeper than 6 m and greater than 1 Ha so won't meet E7.6.1.10 (2) • The natural groundwater at the site boundary of stations may be reduced by > 2 m so may not meet E7.6.1.10 (3).	**Restricted Discretionary**
E9.4.1 (A6) Contaminant generating activity – Resource Management Act 1991, Section 9(2)	Carparks constitute over 50% of total impervious area of the site and will be greater than 5,000m^2. A centralised stormwater wetland will likely be created to meet the associated standards.	**Controlled**
E10.4.1(A7) Stormwater management Area – Resource Management Act 1991, Section 9(2)	Diversion and discharge of stormwater runoff within SMAF 1 – the SMAF overlay sits over the majority of the accessway and a portion of the platforms. Impervious areas will exceed 5,000m^2. A centralised stormwater wetland will be the likely method used to meet the associated standards.	**Discretionary**

Relevant rule / regulation	Reason for consent	Activity Status
E26.3.3.1 (A77) Land use (vegetation removal) – Resource Management Act 1991, Section 9(2)	This rule will likely be triggered as a restricted discretionary activity as: • Over 50m^2 of vegetation is likely to be removed within the riparian area. 828m^2 of exotic scrub and 5000m^2 of exotic pasture grass in the riparian area of Whangapouri Stream within the proposed Paerata Station designation • Trees over 6m in height or 600mm in girth may be removed • Tree trimming and alteration may not comply.	**Restricted Discretionary**
E26.5.3.2(A103) Land use (earthworks) outside a Sediment Control Protection Area with a slope less than 10 degrees Greater than 50,000m^2 – Resource Management Act 1991, Section 9(2)	Approximately 93,085m^2 of earthworks are anticipated to be undertaken over the site at minimum: • Platform area: 13,075m^2 • Interchange area: 47,485m^2 • Accessway area: 32,525m^2 It is likely further earthworks than estimated will be required.	**Restricted Discretionary**
E26.5.3.2(A106) Land use (earthworks) outside a Sediment Control Protection Area with a slope greater than 10 degrees – Resource Management Act 1991, Section 9(2)	Approximately 7,750m^2 of earthworks will occur within land with slopes of greater than 10 degrees in the interchange area and 8,590m^2 within the accessway. This will be greater than the 2,500m^2 threshold.	**Restricted Discretionary**
E26.5.3.2 (A107) Land use (earthworks) within a Sediment Control Protection Area – Resource Management Act 1991, Section 9(2)	The total earthworks area within 50m of a stream is estimated to be 21,065m^3 / 39,474m^3, which is greater than the 2,500m^2 threshold.	**Restricted Discretionary**
E30.4.1(A7) Discharge of contaminants (contaminated land) – Resource Management Act 1991, Section 15	Soil materials scheduled for land disturbance as part of the Project may have been impacted by contaminants. A conservative approach assumes that these soils are contaminated. A Detailed Site Investigation (DSI) has not yet been undertaken for the Project (to be completed as part of detailed design).	**Discretionary**

Relevant rule / regulation	Reason for consent	Activity Status
	It is assumed that Project will not achieve the permitted volumes and duration of works ; however, this is still to be confirmed.	
National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES: Soil)		
Regulation 11 Disturbing the soil of a piece of land – NES: Soil Section 5(4)	This National Environmental Standard applies to certain activities taking place on HAIL land. The following activities are likely to be triggered for this project: • Disturbing Soil • Change in Land use • Subdivision (including any joining of properties where a new title is created). As no DSI has been completed a Discretionary activity consent is required. Subdivision and change in land use: a Discretionary activity consent is required as no DSI has been completed and the desktop information has not been able to establish that "it is highly unlikely that there will be a risk to human health if the activity is done to the piece of land"	**Discretionary**
Resource Management (National Environmental Standards for Freshwater) Regulations 2020 (NES:FW)		
Clause 45 Construction of specified infrastructure – NES:FW Section 45	The ecological assessment is underway and has identified the potential presence of a small natural wetland. This proposal is for 'specified infrastructure', therefore, consent may be required for: • Vegetation clearance within 10m of a natural wetland • Earthworks within 10m of a natural wetland • Earthworks or land disturbance outside a 10m, but within a 100m, setback from a natural wetland that may result in the partial or complete drainage of the wetland • Discharge and/or diversion of water within 100m of a natural wetland • Potential loss of exotic wetland.	**Discretionary**
Clause 71 Culverts	The following culverts will not meet the permitted standards set out in Section 70:	**Discretionary**

Relevant rule / regulation	Reason for consent	Activity Status
– NES:FW Section 70 / 71	• Culvert extension required under new platform and rail to the south of the carpark / station • New culvert required under the entrance road near the State Highway 22 accessway to the station • Extended culverts cannot meet condition 70 as the passage of sediment cannot be uninterrupted nor can adequate fish passage be provided	

Overall, resource consents are sought via the Expert Consenting Panel, for which the most stringent activity status of this consent bundle is **discretionary**. The Project does not include any activity that is prohibited under the RMA, its regulations, a Plan or Proposed Plan

The list of Notices of Requirement sought are provided in Table 1-1.

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 Act 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.

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

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.

KiwiRail has submitted a consent application for stage one of the Papakura to Pukekohe Electrification Project under the COVID-19 Recovery (Fast-track Consenting) Act 2020. KiwiRail intends to submit an application for stage two of the Papakura to Pukekohe Electrification Project which may also involve an application to alter KiwiRail's existing designation.

In proximity to the Project site at Drury Central, Auckland Transport has lodged Notices of Requirement for strategic road connections that intersect with the proposed new KiwiRail designations. These include:

- Notices of Requirement for strategic road corridors in Drury (termed the Drury Local Package: Drury Arterial Network), which have been lodged under the Resource Management Act 1991 by Auckland Transport. This includes:
  - Bremner Road Future Transit Network Upgrade section - a four-lane Future Transit Network urban arterial with separated walking and cycling facilities from Jesmond Road to Norrie Road. It includes upgrading existing and constructing new transport corridors.

- Waihoehoe Road East and West Future Transit Network Upgrade section - widening of Waihoehoe Road from the Norrie Road/Great South Road intersection to Fitzgerald Road to a four-lane Future Transit Network urban arterial with separated walking and cycling facilities. Widening of Waihoehoe Road east of Fitzgerald Road to Drury Hills Road to a two-lane urban arterial with separated walking and cycling facilities.
- Ōpāheke Road Future Transit Network Arterial section – a new north to south arterial transport corridor between Drury and Papakura.
- Jesmond Road Future Transit Network Upgrade section - involves widening of the existing Jesmond Road from SH22 to near 256 Jesmond Road to a four-lane Future Transit Network urban arterial with separated walking and cycling Facilities.

The following authorities also hold designations within and adjacent to the Project sites:

- Watercare – pump station at Drury Central Station only (Designation 9566)
- Waka Kotahi - State Highway 22 (Designation 6704 and 6705) at Paerata Station only
- KiwiRail – North Island Main Trunk railway line (Designation 6302) at both station sites.

To the extent that the Project works are located within the area of the existing KiwiRail designation, land use consent will not be required for the activity (for example, the station platforms will largely be within the existing rail corridor) although an outline plan of work process may need to be followed.

Where the works intersect the Auckland Transport, Watercare of Waka Kotahi Notices of Requirement or designations, section 177 approvals under the Resource Management Act 1991 may be required from these Requiring Authorities to enable the proposed Notices of Requirement. KiwiRail is currently engaging with the relevant requiring authorities and does not anticipate any issues. Refer to Part IV: Consultation and Appendix 1 and 2 for further details on consultation undertaken with these entities.

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

Resource consent(s) / Designation required for the projects 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)

Provide details of other legal authorisations (other than contractual) required to begin the project (e.g. 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.

The following legal approvals may be required:

Heritage New Zealand Pouhere Taonga (HNZPT) Act 2014: An authority to destroy, damage or modify any previously unrecorded archaeological sites, that may be encountered within the extent of the Drury Central and Paerata Station Projects may be applied for from Heritage New Zealand Pouhere Taonga (HNZPT) under Section 44 of the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPT Act). Under s50 of the HNZPT Act, time periods for determination of applications accepted by HNZPT range from 20 working days to 40 working days.

KiwiRail is familiar with the HNZPT process and will lodge any necessary applications in a timely manner.

Building Act 2004: Building consents will be sought under the Building Act 2004. Most building consent applications are processed within 20 working days by Council, as per section 48 of the Building Act 2004.

Freshwater Fisheries Regulations 1983: These regulations describe the legal requirement for the protection of indigenous fish species (Part 10, Clause 70) and additional provisions regarding fish passage (Part 6). The Project is expected to be compliant with the regulations. The regulations describe the legal requirements for the protection of indigenous fish species (Part 10, Clause 70) and additional provisions required regarding fish passage (Part 6). Applications under these regulations generally take four weeks to process.

A permit will be required for in stream works and is administered by the Ministry of Primary Industries. This will apply where stream diversion / stream reclamation / stream realignment / significant in-stream works are required for fish translocation, and is applicable to all streams and all native fish present. The Projects currently hold a Permit for electrofishing and associated fish handling and research.

Wildlife Act 1953: The Wildlife Act 1953 provides statutory protection for all indigenous lizard, frog, bat and bird species, and for the control of those species listed in Schedules 1 to 6. This includes a number of invertebrates (terrestrial and freshwater) and marine animals. This will apply where there is potential for native wildlife (e.g. birds, bats, lizards) to be killed or injured. Vegetation clearance will require a Wildlife Authorisation Permit for lizard salvage (applicable to all dense vegetation clearance e.g. riparian areas and scrub along rail embankments). A licence may be required to remove an active bird nest.

The Project is expected to be compliant with the Wildlife Act 1953; however, if identified as necessary, the appropriate approvals will be sought. Applications generally take at least 20 working days from receipt, according to the Department of Conservation website, although this process may extend due to consultation with Treaty partners. The Council, HNZPT and the Department of Conservation will be contacted regarding any applications and the necessary requirements moving forward. If an application is necessary, appropriate consultation will take place to ensure all the relevant information is provided. This will reduce further information requests and reduce the risk of extended timeframes.

Construction readiness

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

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

As explained above, the Projects are proposed to be staged. 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. KiwiRail will also look to commence enabling works for the Projects in 2022 ahead of the main construction.

For Stage 1, the programmed construction start date is from late 2022, with a completion date of late 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:

Table 3-7: Approximate dates of key milestones (if referral request is accepted)

Milestone	Approximate completion date
Public consultation on applications/design	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

The construction of Stage 1 is estimated to take up to 18 months to complete as follows:

- Enabling Works: up to 3 months
- Civil Works: up to 18 months
- Station Construction: up to 9 months.

The civil works and the first stage of construction will be undertaken in parallel. The final stage is expected to take a further 18 months in a future decade – the timing of this is uncertain but for assessment purposes is assumed to be in approximately 2038.

KiwiRail is well aware that construction needs to be in alignment with the acquisition strategy as discussed above.

4 Part IV: Consultation

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.

All engagement and consultation on all Te Tupu Ngātahi Southern Rail projects is described in the appended Detailed Business Case Engagement Summary document in Appendix 1 of this application. Consultation correspondence gathered from landowners and potentially affected persons and parties is presented in Appendix 2. This covers engagement during the Programme Business Case phase (2015-2016), the Indicative Business Case Phase for the Southern growth area (2018-2019) and the Detailed Business Case / Notice of Requirement Phase (2019-2020) for the Rail Station Projects.

In February 2021, KiwiRail in partnership with Te Tupu Ngātahi, ran two online engagement sessions (necessitated by COVID-19 lockdowns). A subsequent open day in person was held in March 2021 at the Drury Hall (attendance of approximately 60). All affected landowners were also invited to information meetings as a first step towards property negotiations (refer to Attachment 2). To date, there have been 17 meetings with individual property owners both directly and indirectly affected by the Projects. This stage of engagement will be completed prior to lodgement.

Below is a summary of the involvement of the following entities:

Government ministries and departments

Detail all consultation undertaken with relevant government ministries and departments

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.

A Central Government briefing occurred on 25 September 2020 between the relevant agencies. This included Auckland Transport, Te Tupu Ngātahi, KiwiRail, Auckland Council, Ministry of Housing and Urban Development, Ministry of Education, Kāinga Ora and Ministry of Transport. It is important to note that this workshop took place after Te Tupu Ngātahi's technical option assessment process, and accordingly the discussion involved both validation and challenge of technical work.

Within this meeting, the following matters were discussed:

- Decision on platform locations/general agreement with Te Tupu Ngātahi technical assessment
- Confirmed the need for a review of finer grained land use planning to align with the station locations (to enable 'best practice' transit-orientated development while acknowledging the function of the three stations in the Drury growth area)
- Notice of Requirement lodgement/engagement – can proceed as planned on basis that all agree with technical analysis.

Waka Kotahi

As a Project partner within Te Tupu Ngātahi, Waka Kotahi has been involved at each stage of the business case and Notice of Requirement / consenting process. Inputs included providing technical guidance, requirements approvals and updates on an ongoing basis throughout the development of the project.

In particular, the Paerata Station Project interfaces with Waka Kotahi's State Highway network, specifically access off SH22. This access was discussed with Waka Kotahi as an alliance partner and the designers have worked with them to determine the intersection treatment provided to reduce any effects on the State Highway network.

KiwiRail and Te Tupu Ngātahi are undertaking a safety audit for the connection and will continue to work with Waka Kotahi on this interface through detailed design.

Local authorities

Detail all consultation undertaken with relevant local authorities

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.

These Projects have been developed in conjunction with Auckland Transport.

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. The purpose of the regular meetings is to inform Auckland Council on progress and collaborate on key deliverables. Matters discussed include:

- Updates on the wider programme and Projects
- Keeping each other informed about upcoming meetings with individual landowners and developers in the South, to ensure consistent messaging
- Reviewing collateral/poster material for community engagement
- Confirming attendees at engagement events
- Updates on structure plans and private plan changes.

A number of additional Project-specific workshops have been 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 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.
- More recently, Auckland Council's policy and regulatory planning teams have been briefed by KiwiRail and Te Tupu Ngātahi regarding the proposed lodgement programme and consenting pathways for the Projects. This has included discussion of the potential referral of the Drury Central and Paerata Stations to the Covid Fast-Track process. No concerns were raised in these briefings. These initial briefings took place on:
  - 10 December 2020; and
  - 17 March 2021.

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.

The purpose of these meetings was to update the Local Board members on the work undertaken in relation to the Te Tupu Ngātahi Detailed Business Case for the rail package of Projects and the Notice of Requirement phase, to share plans for the proposed landowner engagement for 2020 / 2021 and to share feedback received following the engagement undertaken. The meetings provided an opportunity to share an integrated story on infrastructure planning (transport, water, wastewater) for the Project area, respond to any Local Board queries and seek feedback from the Local Board on how to reach a fair representation of the community through engagement methods. The three Local Boards were updated via email throughout 2020 / 2021 as the Projects advanced and were provided with an information pack prior to the first stage of engagement.

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. A summary of matters discussed is included below:

- 30 June 2020 – A workshop was held to initiate a process of confirming preferred station locations for Drury Central, Drury West and Paerata, what is acceptable to the organisations involved and

what property opportunities there could be with developers. There was also discussion around the New Zealand Upgrade Program, plan changes, and where the responsibility of 'place-making' falls.

- 23 July 2020 – The workshop discussions focused on funding, scope, changes in planning context, sequencing of the projects, planning outcomes, land use and transportation integration, the desire for intensity around stations under the National Policy Statement on Urban Development, lodgement dates and consultation with developers. There was agreement that the station location at Paerata was Te Tupu Ngātahi's technically preferred options.
- 7 August 2020 – Auckland Council was also involved in this workshop. An update on the Projects was provided along with a discussion around the implications of the New Zealand Upgrade Program. The acceleration of the Program was also considered, to align with the lodgement of the Drury plan changes.
- 21 August 2020 – Auckland Council was also involved in this workshop. The key points of discussion were Watercare's position regarding the impact of Drury Central Station on its assets (refer to Appendix 2), confirmation of the Drury Central location and whether Kiwi Property's input changes the previous decision on location, park and ride, the approach to communication and stakeholder management, the feedback process, and hearings.

Other persons/parties

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

Please redact all names and addresses recorded in this report and associated appendices in order to protect privacy.

The following two images outline the properties that are likely to have direct impacts as a result of the Projects (shown in orange) and adjoining properties (shown in blue) at Drury Central and Paerata Station. Note that at this stage, the designation boundaries are not yet confirmed and are subject to change prior to lodgement; therefore, these lists may be adjusted in future.

Figure 4-1: Engagement properties identified at Drury Central Station

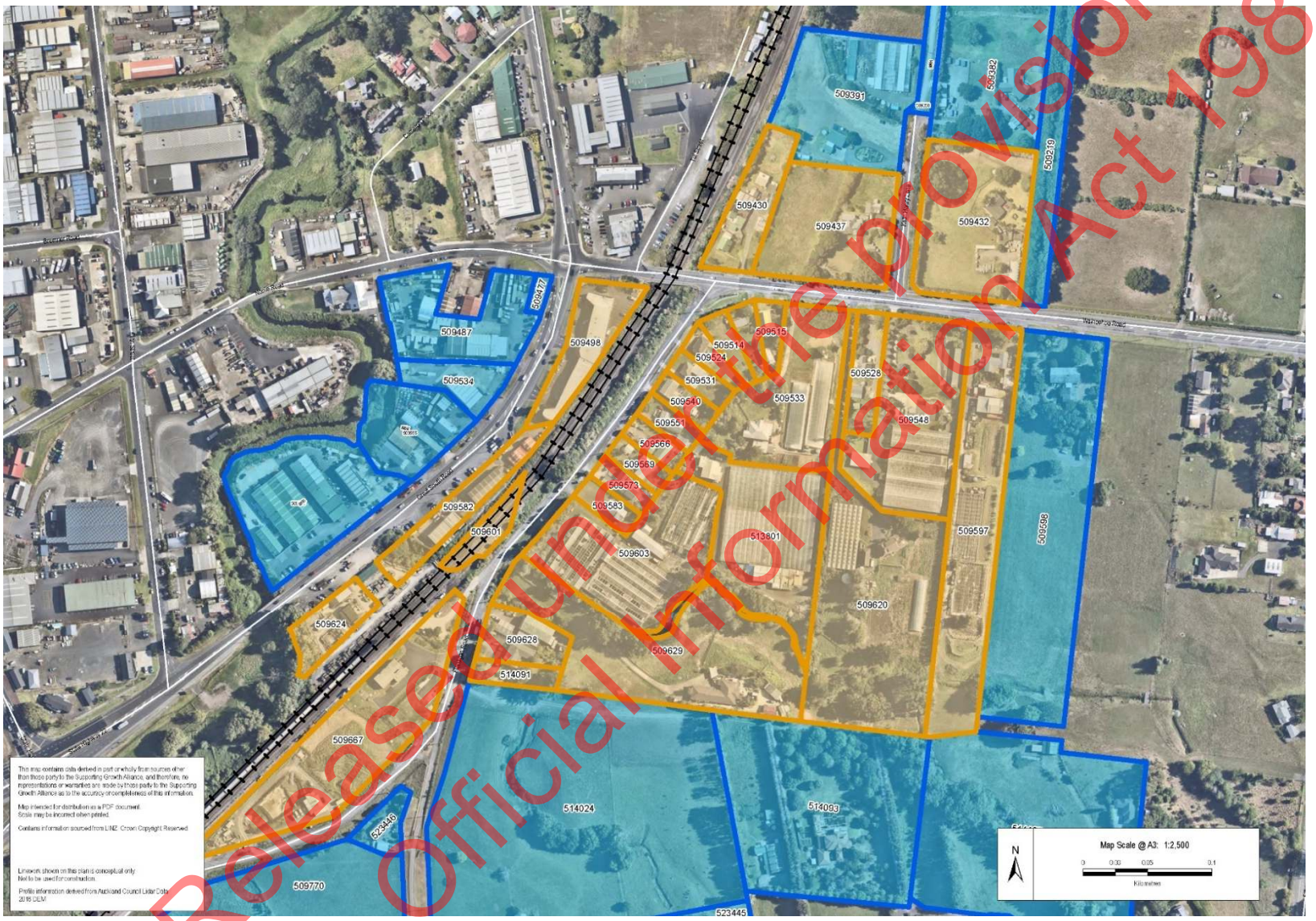
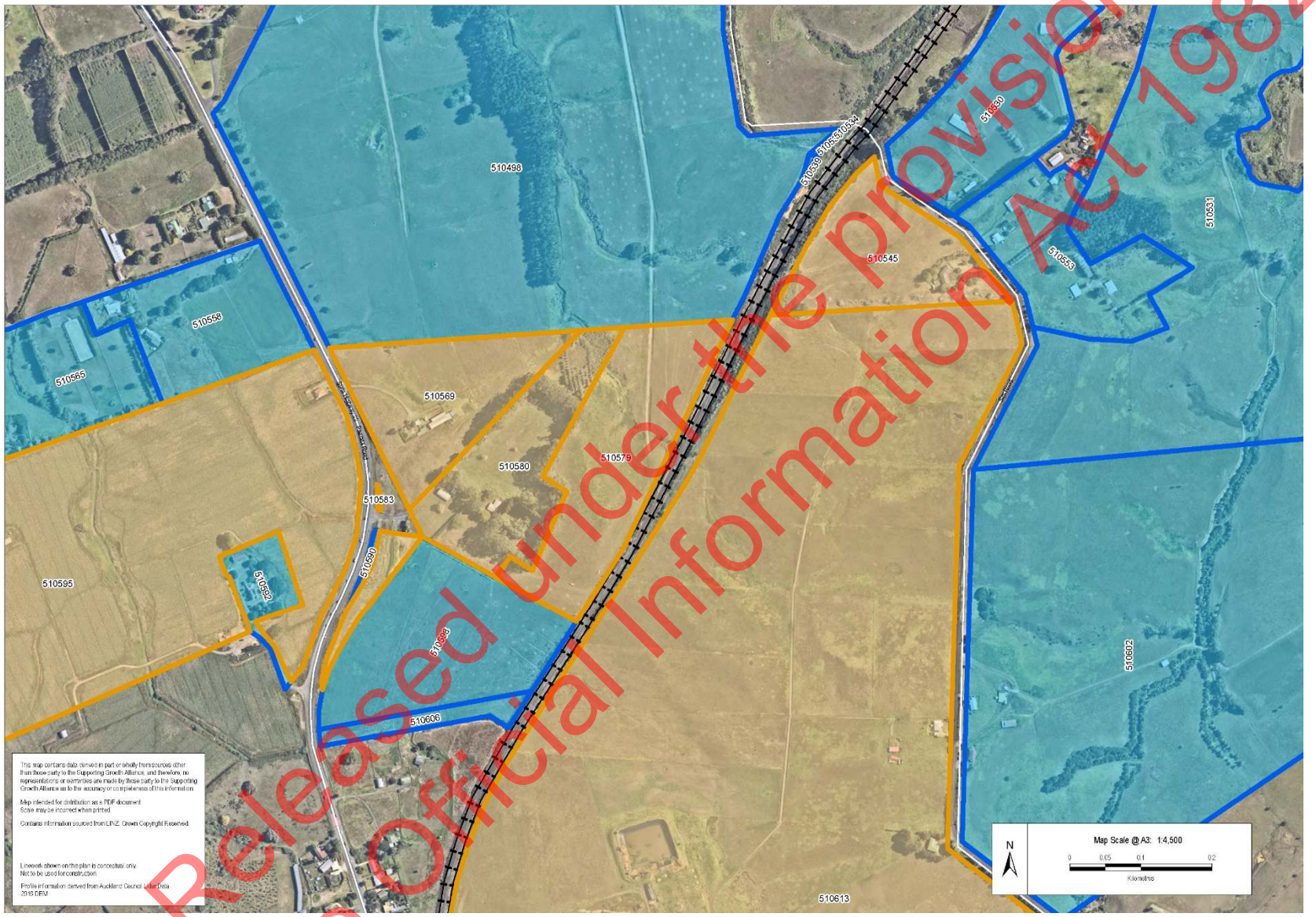


Figure 4-2: Engagement properties identified at Paerata Station



Property Required

Refer to Table 2-1 and 2-2 for properties likely to be directly impacted and required in part or in full by the proposed designation. These properties will be subject to property agreements pursuant to the Public Works Act land/1981 with the current landowners and may be wholly or partially purchased to undertake works. Effects on those owners that remain, with partially required properties, may include noise and increased traffic both during construction and operation. However, technical specialists have not yet completed their investigations and therefore this list is subject to change.

Directly Adjacent Land

The owners of directly adjacent land that may be adversely impacted due to proximity to the site, are listed in Table 4-1 and Table 4-2 below. Effects may include noise and increased traffic both during construction and operation. Technical specialists have not yet completed their investigations and so a conservative approach has been adopted. Therefore, this list is subject to refinement.

Drury Central Station

Table 4-1: Drury Central Station Adjacent Property Details

Address / Postcode	Registered Legal Owners	Legal Description
s 9(2)(a)		NA88C/269
s 9(2)(a)		518013
s 9(2)(a)		518014
s 9(2)(a)		NA88B/843
s 9(2)(a)		NA88B/844
s 9(2)(a)		NA129D/319
s 9(2)(a)		NA129D /317; NA129D /315;NA129D /316;NA129D /318
s 9(2)(a)		NA88C/269
s 9(2)(a)		NA37B /102;NA40C /357;NA99D /320
s 9(2)(a)		NA99D/317
s 9(2)(a)		NA99D/315
s 9(2)(a)		NA99D/313
s 9(2)(a)		NA1085/196
s 9(2)(a)		NA80A/484

Address / Postcode	Registered Legal Owners	Legal Description
s 9(2)(a)		NA91D/603
s 9(2)(a)		NA80A/483
s 9(2)(a)		NA80A/478
s 9(2)(a)		NA80A/479
s 9(2)(a)		NA80A/482
s 9(2)(a)		NA80A/481
s 9(2)(a)		NA80A/480
s 9(2)(a)		NA65D/733
s 9(2)(a)		NA93B/570

Paerata Station

Table 4-2: Paerata Station Adjacent Property Details

Address / Postcode	Registered Legal Owners	Legal Description
s 9(2)(a)		822136 Lot 402 DP 518449
s 9(2)(a)		NA75A/940 Lot 1 DP 129047
s 9(2)(a)		NA77B/437 Lot 2 DP 132003
s 9(2)(a)		NA77B/436 Lot 1 DP 132003
s 9(2)(a)		NA85B/435 Lot 3 DP 143670
s 9(2)(a)		NA129D/104 Lot 1 DP 201006
s 9(2)(a)		NA129D/105 Lot 2 DP 201006
s 9(2)(a)		NA762/277 Part Lot 77 DEEDS Whau 24
s 9(2)(a)		NA51D/1015 Part Lot 9 DEEDS 188

Address / Postcode	Registered Legal Owners	Legal Description
s 9(2)(a)		NA51D/1015 Part Lot 8 DEEDS 188

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.

5 Part V: Consultation

Iwi authorities and Treaty settlements

For help with identifying relevant iwi authorities, you may wish to refer to Te Kahui Mangai Directory of Iwi and Maori Organisations

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

Iwi authorities

KiwiRail recognises the responsibilities and commitments of engagement with Manawhenua. Prior to the New Zealand Upgrade Programme (NZUP) announcement and KiwiRail taking on board the Projects, the Auckland Transport Maori Engagement Policy has provided the Projects a framework for working with Māori. This framework sets out a vision to build a strong relationship with Māori, moving towards a second generation of partnership focusing on co-management and co-governance. Prior to NZUP, engagement was led by Te Tupu Ngātahi Supporting Growth Alliance, a collaboration between Auckland Transport and Waka Kotahi in partnership with KiwiRail, Auckland Council and Manawhenua. KiwiRail endorses the previous engagement and will continue the Manawhenua engagement relationship going forward, in partnership with Auckland Transport.

Across the Programme, there are fourteen Manawhenua[1] that have been involved in the development of the indicative strategic transport networks for Te Tupu Ngātahi, including the South Rail Station Projects. The following seven Manawhenua have been actively involved in the development of the South Rail Package, including the South Rail Station Projects:

- Ngāti Tamaoho
- Te Ākitai Waiohua
- Ngai Tai ki Tāmaki
- Ngāti Whanaunga
- Ngāti Pāoa Trust Board
- Ngāti Maru
- Te Ahiwaru
- Ngāti Te Ata Waiohua.

Ngāti Tama Te Rā came to a hui in 2017 but have not subsequently participated. Ngāti Wai attended one or two meetings in 2018.

Consultation undertaken

An Engagement Summary Report undertaken for the wider South Rail Detailed Business Case, including these Projects, is provided in Appendix 1 of this application.

Manawhenua input into the alternatives assessment for the Projects was carried out alongside other specialist inputs in the multi-criteria assessment process during the Programme, Indicative and Detailed Business Case phases. Feedback received from Manawhenua fed into the identification of preferred alignments and development of the Detailed Business Case and assessment of alternatives

[1] Ngāti Tamaoho, Te Ahiwaru, Ngāi Tai ki Tāmaki, Ngāti Manuhiri, Ngāti Maru, Ngāti Te Ata Waiohua, Ngāti Whanaunga, Te Runanga o Ngāti Whātua, Ngāti Whātua o Kaipara, Te Ākitai Waiohua, Te Patukirikiri, Ngāti Pāoa Trust Board, Ngāti Whātua o Ōrākei and Te Kawerau ā Maki.

for the Notices of Requirement. Key concerns and opportunities highlighted by Manawhenua included water quality – particularly stormwater treatment, ecology and cultural heritage.

The Project Team and Manawhenua have also attended site visits, and met at hui to discuss other aspects of the Projects such as approach to the Notices of Requirement/consents, assessment of effects on the environment, updates from project environmental specialists and to discuss the approach to cultural impact assessments.

Te Tupu Ngātahi maintains a Manawhenua Forum (for operational and kaitiaki level interaction). Hui have been held with Manawhenua on a monthly basis (allowing for some variance) on stations specifically between 3 October 2019 and present. Specific topics of discussion for the stations has included:

- Train station locations
- Station design refinements in particular those in response to Manawhenua feedback
- Preferred alignments for rail corridor widening, active mode corridor and interface of these projects with the stations
- Regular Detailed Business Case updates
- Functional requirements such as park and ride facilities and the interchanges
- Selection of assessment of effects specialists and investigations
- Consenting pathway and use of the fast-track process
- Paerata Station platform shifts relating to streams and landform
- New Zealand Upgrade Programme station delivery programme
- Public engagement.

A formal request for a CIA, or confirmation that a CIA is not required, is currently being sought from Manawhenua.

Any CIAs provided will be included in the project application. Where Manawhenua have chosen not to provide a CIA, this will be set out. Any CIA provided is supplementary to ongoing engagement by the project team.

If a CIA is required, this will be provided relatively quickly as there has been, and continues to be, ongoing consultation with Manawhenua. Manawhenua have provided input throughout all stages of design and are currently up to date with the general details of the Projects. Any issues have been highlighted and resolved or will aim to be resolved at the time of lodgement of the AEE.

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

Treaty settlement entities areas of interest

The relevant iwi with interest across the sites include:

- **Ngāti Tamaoho** - Both stations are within Ngāti Tamaoho Statutory Acknowledgement Areas. The Hingaia, Ngakoroa and Whangapouri streams and their tributaries have been specifically identified as statutory areas.

  Ngāti Tamaoho is a Waikato-Tainui hapū. Their rohe map is based on the Area of Interest agreed between Ngāti Tamaoho and the Crown in the Deed of Settlement signed on 30 April 2017.

- **Te Ākitai Waiohua** - The rohe map is based on the Area of Interest agreed between Te Ākitai Waiohua and the Crown in the Agreement in Principle signed on 16 December 2016.
- **Ngāti Maru (Hauraki)** - Recognised iwi in the Māori Fisheries Act 2004. The Crown and Ngāti Maru initialled a Deed of Settlement on 8 September 2017. The Deed will now go out to the claimant group for ratification.
- **Ngāi Tai ki Tāmaki** - Recognised iwi in the Māori Fisheries Act 2004. This rohe map represents the area over which Ngāi Tai ki Tāmaki exercises Kaitiakitanga for the purposes of the Resource Management Act 1991 and is based on the Area of Interest agreed between Ngāi Tai ki Tāmaki and the Crown in the Deed of Settlement signed on 07 November 2015.
- **Ngāti Tamaterā** - Recognised iwi in the Māori Fisheries Act 2004. The Crown and Ngāti Tamaterā initialled a Deed of Settlement on 20 September 2017. The Deed will now go out to the claimant group for ratification.
- **Ngāti Te Ata** - Rohe description taken from Ngāti Te Ata September 2010 Deed of Mandate submitted to the Crown. Claim not settled at this time. No settlement documents available.
- **Waikato Tainui** - Recognised iwi in the Māori Fisheries Act 2004. On 14 December 2020, the Crown and the Waikato - Tainui Negotiator, Rahui Papa, signed Terms of Negotiation. This marked the start of negotiations with the Crown for the settlement of the remaining historical Treaty of Waitangi claims on behalf of Waikato-Tainui.

Consultation undertaken

Correspondence was sent to all affected Manawhenua. Consultation for all iwi listed above, with the exception of Ngāti Tamaterā and Waikato Tainui, is listed in the section above. Ngāti Tamaterā attended two Te Tupu Ngātahi hui in 2017 / 2018, but have not participated since that time. Communications were initially sent to the Waikato Tainui representative at the same time, but no response was received.

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 landowner.

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.

6 Part VI: Marine and Coastal

The Project is not within the coastal marine environment; therefore, this section is not applicable.

7 Part VII: Adverse effects

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.

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

Adverse effects on the environment

The adverse effects on the environment have not yet been fully investigated. However, detailed assessments of effects have commenced to support the Notices of Requirement and consent applications. A list of these assessments is provided in Appendix 4. A set of draft conditions will also be lodged. This will include an outline of all management plans to be prepared at Outline Plan stage to manage construction and operational effects.

Manawhenua and specialists in the areas of ecology, planning, traffic/transport, heritage, urban design, landscape and visual assessment, arboriculture, stormwater and hydrology, sustainability and social impact were also involved in the detailed optioneering undertaken during the Business Case process, including multi-criteria analyses. This process considered the various benefits and effects of the options, and importantly sought to avoid significant adverse effects.

A summary of anticipated and known (to date) adverse environmental effects is included in Table 7-1. The key adverse effects to be managed relate to stormwater and flooding, ecology (particularly freshwater ecology), traffic management during construction, construction noise, water quality, and property impacts. None of these effects are expected to be significant and all can be managed through design, proposed measures to avoid, remedy and mitigate effects, and proposed conditions. As discussed further in Part VII, emissions of greenhouse gases during construction are expected to be strongly outweighed by savings in emissions during operation of the stations.

Overall, it is considered **unlikely** that the Projects will have significant adverse environmental effects, having regard to the nature of the Projects, what is known of the receiving environments (e.g. largely rural but future urban), and likely measures to avoid, remedy and mitigate adverse effects. KiwiRail is confident that adverse effects of the Projects can be appropriately managed through conditions of the Notices of Requirement and consents.

The following effects are anticipated, based on analysis to date:

Table 7-1: Potential adverse effects

Category of effect	Relevant to	Nature of anticipated effect	Scale of anticipated effect (and mitigation assumed)
Construction traffic/transport		Temporary disruption to train services during construction	Low adverse effect

Category of effect	Relevant to	Nature of anticipated effect	Scale of anticipated effect (and mitigation assumed)
	Both station projects	Traffic management during construction, including construction vehicle movements to and from the construction areas, partial or full road closure, temporary speed limits around site access, and impacts to vulnerable road users and property access	Moderate adverse effect. Able to be managed/mitigated through Construction Traffic Management Plans and engagement before construction commencement. Short term in nature.
Operational traffic/transport	Drury Central	Closure and realignment of Flanagan Road with the addition of a roundabout on Waihoehoe Road to provide access to the interchange and park-and-ride access could increase delay and reduce convenience for residents	Low adverse effect as the location is within the Future Urban zone, therefore within an urbanising environment. Local road access can be redesigned to suit the future urban context.
		Local Annual Average Daily Traffic (AADT) volume increases (from the stations only) on Waihoehoe Road by approx. 10% and 15% in 2028 and 2038 respectively and about 20% along Great South Road (balanced by reductions elsewhere e.g. SH1, Mill Road) Road in response to the additional demand created by the station	Low adverse effect. The increase in AADT traffic along the roads ranges between 100-400 vehicles which is considered a low adverse effect at a daily level and does not in isolation trigger the need to upgrade the road for additional capacity.
	Paerata	Local traffic volume increases on Sim Road by 600 AADT(35%) and 800(10%) along Paerata Rd in 2028. By 2038, there is insignificant increase along Sim Rd due to the Paerata Station and about 600/5% increase along the Paerata Road (balanced by reductions elsewhere e.g. SH1)	Low adverse effect. The increase in AADT traffic along the roads ranges between 100-400 vehicles which is considered low adverse effect at a daily level and does not in isolation trigger the need to upgrade the road for additional capacity.

Category of effect	Relevant to	Nature of anticipated effect	Scale of anticipated effect (and mitigation assumed)
Ecology	**Drury Central**	Aquatic ecology – • Impacts on Hingaia Stream tributary, including removal of some riparian vegetation (not within a Significant Ecological Area). • Reduced fish passage. • Introduction of warmer water into stream from stormwater treatment pond / constructed wetland). • Reclamation and diversion of another Hingaia Stream tributary (along Flanagan Road), which will include riparian vegetation clearance (not within a Significant Ecological Area). Terrestrial ecology – Vegetation removal and habitat disturbance, including the removal of a small area of potential native bat, bird and lizard habitat (riparian vegetation) Operational effects - Disruption to any bats present, caused by lighting, noise and vibration generated from station/interchange operation (noting (ecologists have not found any evidence of roosting in the project areas; however these areas may be used for foraging and habitat connection)	Moderate to High adverse effect from stream loss (mitigation can be provided to offset/compensate effects) Low adverse effect for other matters
	Paerata	Aquatic ecology – Impacts on Whangapouri Stream tributary, including the installation of a new culvert under the proposed accessway and a culvert extension under the platforms. This will result in some stream and riparian loss, and associated riparian vegetation (not SEA). There is also potential for wetland impacts at this site, with a low value wetland with exotic species identified at the site of the proposed stormwater pond. Terrestrial ecology – Vegetation removal and habitat disturbance. Potential removal of small area of habitat for native lizards	Low to moderate adverse effects. Mitigation can be provided to offset/compensate effects
Construction noise/vibration	**Both station projects**	Construction noise and vibration potentially in excess of the permitted standards at the site boundaries	Low to moderate adverse effects (temporary and able to be managed through

Category of effect	Relevant to	Nature of anticipated effect	Scale of anticipated effect (and mitigation assumed)
			conditions/management measures)
Operational noise	**Paerata**	Operational noise potentially in excess of recommended noise limits at adjacent future residential zones during peak hour operation of the interchange (and park and rides).	Low to moderate adverse effects (noting stations will be ahead of surrounding development, which can plan and design accordingly)
Historic heritage/archaeology	**Both station projects**	Potential to impact unidentified sub-surface archaeological remains	Low adverse effect
	Drury Central	Potential historic heritage effects on recorded railyard site NZAA R12/742/CHI 11388 (potential for disturbance of remaining footings or subsurface structures)	Moderate adverse effect (able to be managed through conditions/management measures and general HNZPT authority)
Contaminated land	**Both station projects**	Potential for contaminated soil disturbance (areas are rural and near horticulture)	Preliminary site investigation underway. Likely low adverse effect. Detailed site investigation will be conditioned.
Instability and erosion/sediment control	**Both station projects**	Bulk earthworks proposed at each site – potential for erosion and sediment discharge during construction	Low adverse effect (Erosion and Sediment Control Plans under preparation)
	Paerata	Evidence of instability in existing cutting	Low adverse effect (can be managed through design)
Water quality during construction/operation	**Both station projects**	Discharges during construction and ongoing stormwater management. Park and ride areas have high potential for contaminate generation. Constructed wetlands and sediment retention ponds proposed at each site to treat runoff before discharge.	Low to moderate adverse effect (design and mitigation measures are being investigated in detail in consultation with Auckland Council)

Category of effect	Relevant to	Nature of anticipated effect	Scale of anticipated effect (and mitigation assumed)
Flooding and hydrology	**Drury Central**	Some historic flooding issues. Options to mitigate all effects are constrained.	Moderate adverse effect (design and mitigation measures are being investigated in detail in consultation with Auckland Council)
	Paerata	Greenfield site and flooding effects are able to be mitigated	Low adverse effect
Landscape and visual effects	**Both station projects**	Adverse visual effects during construction	Low to moderate (temporary)
	Drury Central	Potential for minor adverse natural character effects associated with modifications to the Hingaia Stream Tributary. Adverse urban landscape effects very low considering future urban context.	Very low adverse effect
	Paerata	Potential for minor adverse natural character effects associated with modifications to the Hingaia Stream Tributary. Potential visual effects associated with having rail infrastructure visible from adjoining future suburban and terraced housing development	Very low adverse effect Low adverse effect (reducing over time)
Utilities	**Both station projects**	Potential impacts on planned future utility networks in future urban areas. Some disruption to existing utility networks. This is being managed through ongoing consultation with utility providers.	Low adverse effect
	Drury Central	Physical works for station avoid Watercare Waikato pump station. Waikato watermain pipeline already runs parallel under rail line in protective sleeved section which will be maintained and expanded.	Low adverse effect
Property requirement	**Drury Central**	Refer Part II. 22 private parcels affected (some with common owners). Watercare and AT properties also affected.	Moderate adverse effect (engagement with landowners is underway and land/property agreements will be

Category of effect	Relevant to	Nature of anticipated effect	Scale of anticipated effect (and mitigation assumed)
			sought under the Public Works Act)
	Paerata	Refer Part II. Seven private parcels affected (three of which have common owner).	Low adverse effect
Air quality	**Both station projects**	Dust nuisance during construction	Low adverse effect
Cultural values	**Both station projects**	As Project partners, Manawhenua have been involved in optioneering, design development and ongoing regular hui with the Project Team. Stream, ecology and water quality/hydrology effects are key cultural concerns and are the subject of ongoing discussions.	Low adverse effect
Social impacts during construction/operation	Both station projects	Construction disruption on existing environment Operational impacts largely positive with exception of property effects, construction disturbance for adjacent landowners/occupiers	Low adverse effect

8 Part VIII: NPS & NES

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

National Policy Statement on Urban Development 2020

The National Policy Statement on Urban Development 2020 (NPS:UD) directs that land use and infrastructure planning be integrated, so that either development is currently serviced with infrastructure or has funding for infrastructure identified in the relevant plans under the Local Government Act 2002.

The stations are proposed to be funded under the New Zealand Upgrade Programme and will be delivered as lead infrastructure to service the growth areas identified by Auckland Council through the Auckland Unitary Plan: Operative in Part and associated structure plans. The Project Team has been involved in plan change discussions in each location and has consulted with developers in the area on existing and future land uses. In particular, the proposed stations are located and designed to complement the planned town centre at Drury Central as well as planned residential development . The size and capacity of the stations have been determined by growth projections based on anticipated development, to adequately cater for demand.

The objectives and policies of the NPS:UD emphasise the importance of providing short, medium and long-term capacity for residential and business activities. The Projects are designed and staged to meet the reasonably foreseeable needs of the area for the next 30 years, including short to medium-term needs from 2024 to approximately 2038. Therefore, the Projects are consistent with the NPS:UD objectives and policies.

The NPS:UD also 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.

The following policies were considered applicable:

Table 8-1: National Policy Statement for Freshwater Management 2020 policies

Policy	Comment
Policy 1: Freshwater is managed in a way that gives effect to Te Mana o te Wai	The establishment of the Projects fits within the concept of Te Mana o te Wai, in enabling communities to provide for their social, economic, and cultural well-being, now and in the future. However, the health and well-being of waterbodies must be prioritised above all other uses. Clause 3.2 instructs councils to engage with communities and tangata whenua to determine how Te Mana o te Wai applies to water bodies and freshwater ecosystems. Manawhenua are project partners and have been involved in the optioneering. They have expressed a desire not to score options within the Multi Criteria Analysis, but instead offer comments through regular hui. At this stage, under Policy 2, no Maori freshwater values have been specifically identified; however, Manawhenua have expressed the importance of waterways and that they are enhanced as part of the Projects. Stream enhancements at the stations are the subject of ongoing assessment and discussion with Manawhenua.
Policy 2: Tangata whenua are actively involved in freshwater management (including decision-making processes), and Māori freshwater values are identified and provided for	
Policy 15: Communities are enabled to provide for their social, economic, and cultural wellbeing in a way that is consistent with this National Policy Statement	
Policy 6: There is no further loss of extent of natural inland wetlands, their values are protected, and their restoration is promoted	There are no identified natural wetlands within the Drury Central Station footprints. Ecological assessments are underway and the potential presence of a low value natural wetland at Paerata has been identified. Under Clause 3.22, the loss of extent of natural wetlands is acceptable if the regional council is satisfied that: • *The activity is necessary for the construction or upgrade of specified infrastructure; and* • *The specified infrastructure will provide significant national or regional benefits; and* • *The effects of the activity are managed through applying the effects management hierarchy.* The work in the wetland is necessary for the construction of specified infrastructure, Paerata Station The construction and operation of Paerata Station will have significant national and regional benefits in providing public transportation ahead of anticipated growth in the area. Further benefits are discussed below in Part IX. The proposed stormwater pond will not only manage the additional water from the Paerata Station but is also designed to accommodate the whole catchment. Avoidance of this natural wetland will incur a large catchment redirection which will adversely impact the wetland. The stormwater pond also provides added protection of the railway from flooding. The effects of the activity on these systems will be *managed using the effects management hierarchy*, in discussion with Manawhenua.
Policy 7: The loss of river extent and values is avoided to the extent practicable	Clause 3.24 states that the following rule must be included in regional plans:

Policy	Comment
	The loss of river extent and values is avoided, unless the council is satisfied: • *that there is a functional need for the activity in that location; and* • *the effects of the activity are managed by applying the effects management hierarchy.* *If application for a consent for an activity would result (directly or indirectly) in the* ***loss of extent or values*** *of a river then it must not be granted unless:* • *the council is satisfied that the applicant has demonstrated how each step in the effects management hierarchy will be applied to any loss of extent or values of the river (including cumulative effects and loss of potential value), particularly (without limitation) in relation to the values of: ecosystem health, indigenous biodiversity, hydrological functioning, Māori freshwater values, and amenity; and* • *any consent granted is subject to conditions that apply the effects management hierarchy.* Loss of value is defined under Clause 3.21 as: *means the wetland or river is less able to provide for the following existing or potential values:* • *any value identified for it under the NOF process; or* • *any of the following, whether or not they are identified under the NOF process:* • *ecosystem health* • *indigenous biodiversity* • *hydrological functioning* • *Māori freshwater values* • *Amenity* Freshwater systems impacted by each Project are generally limited to bridging (Drury Central) and new culverts and extensions to existing culverts (Paerata). See also below regarding reclamation of a small section of a modified Hingaia Stream tributary. The Projects have a *functional need* to operate on the existing North Island Main Trunk rail line and are constrained by topography and technical limitations on station distances which strongly influenced the identified locations. The effects of the activity on these systems will be *managed using the effects management hierarchy*, in discussion with Manawhenua. **Drury Central Station** A small, modified tributary of Hingaia Stream (approximately 90m) that runs alongside and drains Flanagan Road will be reclaimed, with the freshwater captured in catchpits and piped to a stormwater wetland for treatment. The tributary (including its entire upstream catchment) will be redirected into the new stormwater system. This reclamation will support the creation of the train platform interface, new park and ride area and accessway to facilitate access to the railway. Reclamation of this stream is required as the upstream catchment will be fully diverted from the stream. Taking catchment from this stream will deprive it of water and it will cease to function as a stream. Furthermore, the park and ride / train

Policy	Comment
	platform interface is in direct conflict with the stream location. Integrating the stream into the design is not possible. Further, based on preliminary findings from ecologists, this intermittent stream has been determined to have low ecological value considering: • The main section of this stream is currently culverted under the existing Flanagan Road properties • The remaining un-culverted section is approximately 90m long, modified and has been dredged in part • There is a lack of riparian vegetation along the right bank, which leads to low shading, increased macrophyte growth and low habitat heterogeneity. Stormwater retention and detention will be provided. A headwall may be required to support the bridging of the Hingaia tributary to retain the Flanagan Road spill through slope. Refer to Part III for the list of consents required and reasons. **Paerata Station** Based on the current design, one new culvert under the proposed accessway and one culvert extension under the proposed platform is required for the Whangapouri Stream. Based on assessments to date, the stream tributaries have low value, and this is expected to have low to moderate adverse effects. Refer to Part III for the list of consents required and reasons.
Policy 9: The habitats of indigenous freshwater species are protected Policy 10: The habitat of trout and salmon is protected, insofar as this is consistent with Policy 9	Clause 3.26 states that the following policy must be included in regional plans: *The passage of fish is maintained, or is improved, by instream structures, except where it is desirable to prevent the passage of some fish species in order to protect desired fish species, their life stages, or their habitats.* Ecologists have coordinated with engineers to ensure appropriate fish passage is provided in new culverts where appropriate. A number of extended culverts are unlikely able to support fish passage. However, it is unlikely fish will be able to reach these culverts as the headwaters are a piped, drained area. This will require consent under the National Environmental Standard.

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

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.

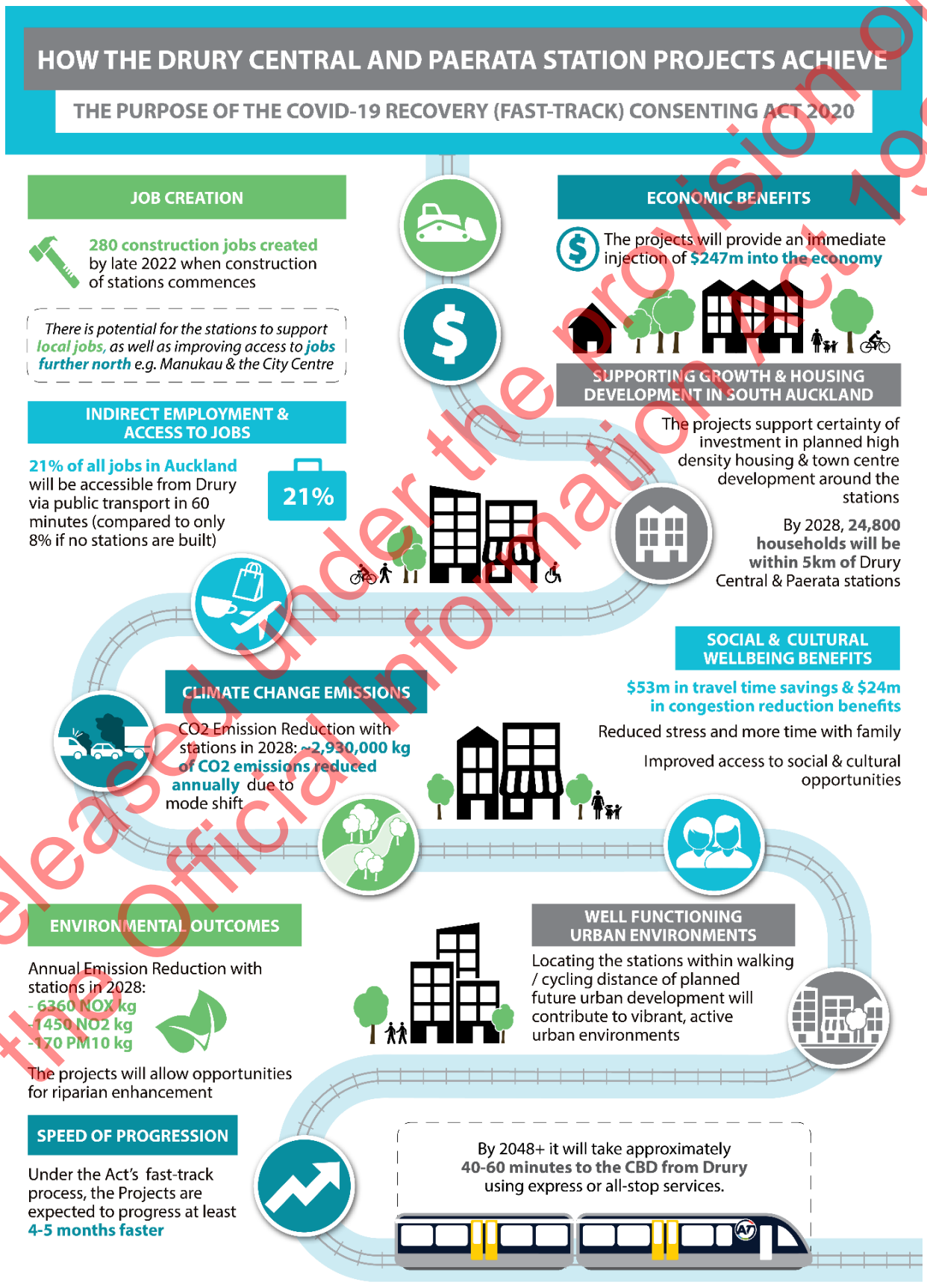
There are no other works within rivers that trigger the NES.

New Zealand Coastal Policy Statement 2010 (NZCPS)

Not considered relevant for this application.

9 Part IX: Purpose of the Act

Your application must be supported by an explanation of how the project will help achieve the purpose of the Act, that is to urgently promote employment to support New Zealand 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



Economic benefits and costs

Economic benefits and costs for people or industries affected by COVID-19

Between March 2020 and March 2021, the Auckland region has been subject to four periods of level 3 or 4 lockdowns as a consequence of the COVID-19 pandemic. As the 'engine room' of New Zealand's economy, these effects have also been felt nationally. As evidenced in the August 2020 and February-March 2021 outbreaks, southern Auckland is particularly vulnerable to local outbreaks due to its proximity to managed isolation facilities and the international airport. As a consequence, the Projects are particularly important to support the region and nation's recovery from the economic and social impacts of COVID-19 and to support the certainty of ongoing investment in south Auckland.

People and industries particularly affected by COVID-19 include hospitality, tourism, retail sectors but also all sectors affected by border closures, lockdowns/social distancing, consumer confidence and changes in spending behaviour.

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

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).

The net present values (NPV) of benefits were evaluated for Paerata and Drury Central Stations and compared against a Do Minimum (No Station Scenario) for a period of 20 years, starting from the time zero of 2023. These calculations are based on scenarios developed using Auckland Forecasting Centre's Macro Simulation Model (MSM).

Table 9-1 shows a summary of these economic benefits. These are calculated using the Monetised Benefits and Costs Manual (MBCM) which is the industry's standard for the economic evaluation of land transport activities in New Zealand measured in NPV.

Table 9-1: Summary of Core Economic Benefits of the combination of two Rail Stations

Items	NPV Benefits ($M) Drury Central and Paerata Stations
Present value total net benefits	**516**
Wider economic benefits (WEBs) %	30%
WEBs Benefits (excl. Freight benefits)	155
Present value benefits including WEBs	**671**

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

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

As part of the methodology to assess the overall benefits of the stations, travel time savings are calculated. These are presented in Table 9-2 and are shown as a monetary benefit using value of time to monetise where appropriate.

Table 9-2: Travel Benefits

Items	NPV Benefits ($m)
	Drury Central and Paerata Station
Travel Time Costs Saved	53
Congestion Costs Saved	24
Trip Reliability Value	4
Vehicle Operating Costs Reduction	45

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

The benefits to Public Transport Users compared with and without the stations are shown in Table 9-3 as a monetary benefit using value of time to monetise where appropriate.

Table 9-3: Public Transport Travel Benefits

Items	NPV Benefits ($M) Drury Central and Paerata Stations
Public transport - Travel Time Benefits	190
Public transport - Reliability	139

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

In the short-term, Stage One of the Projects are proposed as lead infrastructure – and are expected to catalyse planned growth and development in the Southern growth area Future Urban Zones. In the longer term, the Projects will provide ongoing investment in South Auckland by supporting planned growth including development of a new town centre at Drury Central and intensive residential development around both stations. This growth and development is anticipated in the national strategic and local policy context, including the National Policy Statement: Urban Development, the Auckland Plan, the Future Urban Land Supply Strategy, the Auckland Unitary Plan: Operative in Part, and Auckland Council Structure Plans for Drury-Opāheke and Pukekohe-Paerata 2019 – see here: https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/place-based-plans/structure-plans/Pages/default.aspx).

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 in the table below. These capital costs will be funded by central Government. Importantly, these costs are also a significant benefit to the local, regional and national economy, as they represent money that will be injected into the economy that will assist with COVID-19 recovery.

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.

Table 9-3: Expected Capital cost (P50) and Property Cost from Rail Detailed Business Case (undiscounted costs, NZ$ million)

Item	Drury Central and Paerata Station
s 9(2)(b)(ii)	
Total Cost	**~$247M**

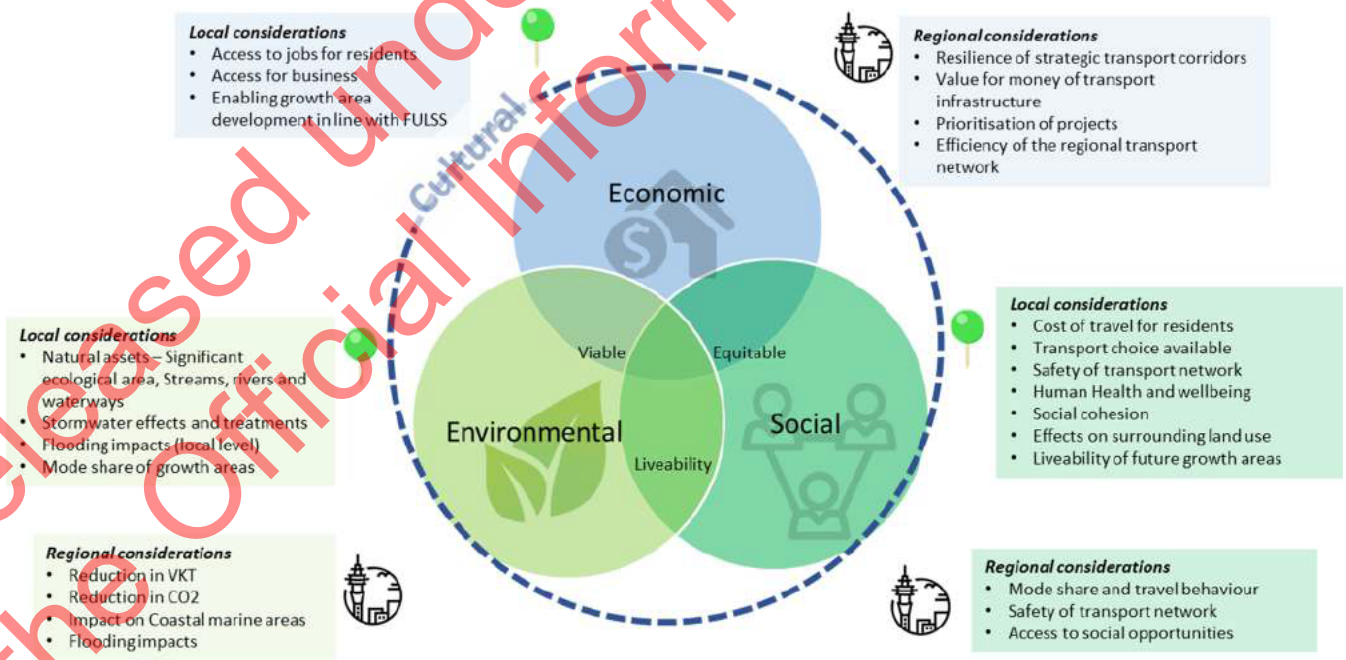
Overall, it is clear the economic benefits of the stations significantly outweigh the upfront costs.

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.

Social and cultural wellbeing

Effects on the social and cultural wellbeing of current and future generations

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 Figure below and detailed 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.

Access to jobs is a key social benefit that the stations provide. The stations improve access via public transport, which is a socially equitable form of travel, predicted improvements in job accessibility by public transport are set out in Table 9-4 below. The table shows the additional jobs that become accessible due to the implementation of the stations and demonstrates that there are significant social equity benefits to the communities of Drury and Paerata as more existing and future residents are able to access more jobs.

Table 9-4: Improved Job accessibility by PT due to the Drury Central and Paerata Stations

Drury	2028					2038			
	2 Stations	No Stations	Extra Jobs	% Extra		2 Stations	No Stations	Extra Jobs	% Extra
PT_45min	57,500	22,000	35,500	160%	PT_45min	91,500	46,000	44,500	96%
PT_60min	175,000	63,500	111,500	176%	PT_60min	237,000	90,000	147,000	163%

Pukekohe-Paerata	2028					2038			
	2 Stations	No Stations	Extra Jobs	% Extra		2 Stations	No Stations	Extra Jobs	% Extra
PT_45min	44,500	22,000	22,500	104%	PT_45min	67,500	27,000	40,500	150%
PT_60min	157,500	94,500	63,000	67%	PT_60min	179,000	110,000	69,000	63%

The catchment numbers presented above 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 and support a clear and legible connection across 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. It can be seen in Table 9-5 that the stations help to deliver crash savings.

Table 9-5: Crash Savings from Stations

Items	NPV Benefits ($M) Drury Central and Paerata Stations
Crash savings	8

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 ($N0_2$ and PM_{10}) are also predicted as a consequence of the shift away from low occupancy vehicles. Table 9-6 and 9-7 show the predicted daily reduction in emissions from transport activities in health-related air quality emissions. It can be seen that this reduction would allow a potential reduction in exposure to these harmful pollutants.

Table 9-6: Annual Emissions for NOx and PM10 – Year 2028

Annual Emissions (kg)	No Stations	Drury Central and Paerata Station	Reduction in Emissions
NOX kg	7,542,728	7,536,3697,	6,359
NO2 kg	1,551,779	1,550,3261,	1,453
PM10 B & T kg	199,847	199,677	169

Table 9-7: Annual Emissions for NOx and PM10 – Year 2038

Annual Emissions (kg)	No Stations	Drury Central and Paerata Station	Reduction in Emissions
NOX kg	3,384,878	3,380,890	3,989
NO2 kg	686,246	685,197	1,049
PM10 B & T kg	64,182	64,106	76

The health benefits of using public transport are accrued in part from the active mode component of any public transport trip to get to and from the rail station. The MBCM gives a monetised value to the effect of this exercise. Table 9-5 demonstrates there are clear health benefits to the community that would be lost if the stations were not to go ahead.

Table 9-5: Public Transport Health Benefits

Items	NPV Benefits ($M) Drury Central and Paerata Stations
Public transport - Health benefits	50

Engagement

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.

Speed of progression

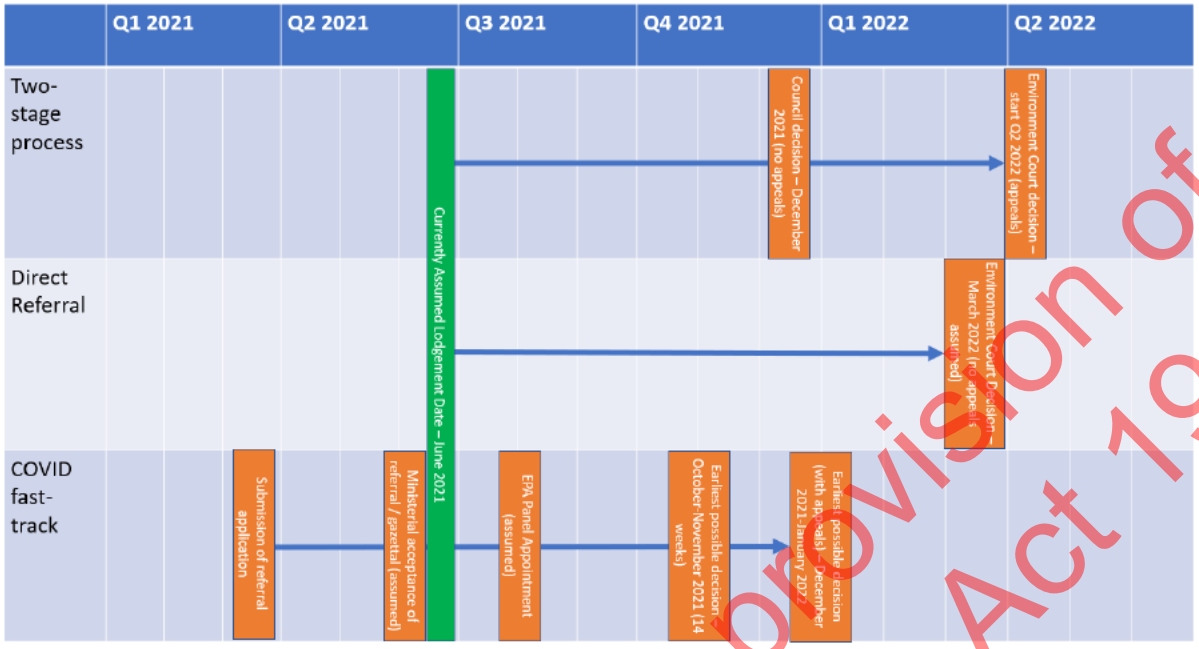
Whether the project would be likely to progress faster by using the processes provided by the Act than would otherwise be the case

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.

Figure 9-1: Comparison of expected timeframes under different processes



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

Direct employment/job creation

The Projects are already 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 Ltd have estimated that procurement and construction delivery of the Stage One stations will create approximately 280 jobs in the construction industry, as summarised in Table 9-9 below.

Table 9-6: Construction Job Creation Estimate

Jobs	Drury Central	Paerata Station/interchange	Paerata station accessway from SH22
Construction Management Staff	8-10	8-10	5-10
Design Engineers (Preconstruction)	5-10	5-10	5-10
Design Engineers (Construction Support)	2-4	2-4	2-4
Construction Supervision (e.g. supervisors, foremen)	5-10	5-10	3-5

Jobs	Drury Central	Paerata Station/interchange	Paerata station accessway from SH22
Skilled Workforce/ Trade Qualified (e.g. carpenters, welders, scaffolders, operators)	20-30	20-30	10-15
Specialised Subcontractors (asphalters, steelfixers, drainlayers, concrete placers, truck drivers)	30-50	30-50	20-30
General labour	10-20	10-20	10-20
Averaged total	**105**	**105**	**70**

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. In this regard, the analysis below under 'Housing supply' includes an estimate of jobs likely to be supported by development around the 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).

In relation to access to jobs:

- With the Drury Central and the Paerata Stations, 7% of all Auckland jobs will be accessible from Drury and 5% from Pukekohe. In comparison to the do-minimum scenario (no new stations), only 3% are accessible from Drury and 3% from Pukekohe in 2028. In 2038, with the Drury Central and Paerata Station the accessibility increases up to 10% from Drury (5% for No new stations) and 7% for Pukekohe vs 15% for Do Minimum.
- For year 2028, 21% of all jobs in Auckland will be accessible within 60 minutes via PT from Drury in the Drury Central and Paerata Station Scenario, and 19% from Pukekohe. In comparison to the do-minimum scenario (no new stations), only 8% are accessible from Drury and 11% from Pukekohe. In 2038, the accessibility with 60 min for Drury Central and Paerata station is 26% from Drury vs 10% in DM and 20% from Pukekohe vs 12% in the Do Minimum Scenario.

For the purposes of understanding more directly the potential for using the stations for access to jobs a catchment analysis was carried out to understand how many jobs are within the vicinity of the stations.

Table 9-7 shows the jobs within a wider walking and cycling catchment and Table 9-8 gives an insight into the wider number of jobs in the area.

Table 9-7: Jobs 5 km from the stations

Active Modes catchment			
Stations	Base	2028	2038
Paerata	3,200	4,700	6,700
Drury Central	8,200	12,500	18,700
Paerata and Drury Central	10,000	15,100	22,180

Table 9-8: Jobs 10 km from the stations

Park and ride catchment			
Stations	Base	2028	2038
Paerata	15,600	22,300	31,000
Drury Central	21,600	32,700	44,300
Paerata and Drury Central	31,800	44,800	58,200

This information shows that there is potential for the stations to support local jobs as well as access to jobs further north towards Manukau and the CBD. The developments that the stations catalyse will create wider opportunities for the communities living in the surrounding areas.

Housing supply

As noted in Part III, the Project objectives include supporting planned future growth in the southern growth area of Auckland. The stations have been co-located with the anticipated growth and development in the Southern Growth area and are intended as lead infrastructure, as discussed above.

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.

Households within a walkable catchment (800m)

In terms of methodology to estimate housing supply and jobs creation **within a walkable catchment**:

- An 800m isochrone was taken around each station (to represent a reasonable walking distance), and broken down by Auckland Council's Structure Plan zoning (and existing Auckland Unitary Plan: Operative in Part zoning where applicable).
- The per net developable hectare yields were applied to each of the resultant land areas to get estimated dwellings, population and employment.

Results are as follows:

- Drury Central (within 800m of the station):

– A net developable area of approximately 109.8ha

- Approximately 2,640 dwellings, translating to a population of approximately 7,260
- Approximately 3,760 jobs.

- Paerata (within 800m of the station):

- Net developable area of 187.5ha (of which, 141ha is within the Rural Urban Boundary – i.e. remainder is mixed rural zoned)
- Approximately 5,790 dwellings, translating to a population of approximately 15,920
- Approximately 850 jobs.

An alternate dwelling scenario was also considered as a proxy for applying the NPS-UD. This includes assuming the full developable extent is zoned Terraced Housing and Apartments (THAB) and results in approximately 6,040 dwellings in the Drury Central catchment, and 7,780 dwellings in the Paerata catchment.

Households within an active mode catchment from station (5km)

The households expected within 5 km of the station catchment of each individual station and combined for Drury Central and Paerata Stations are shown in the table below.

Table 9-9: Number of households 5 km from the stations

Stations	2028	2038
Paerata only	8,900	14,800
Drury Central only	17,600	27,200
Paerata and Drury Central only	24,800	36,900

Households within a park and ride catchment from station (10km)

The households expected within 10 km of the station catchment of each individual station and combined for Drury Central and Paerata stations are shown in the table below.

Table 9-10: Number of households 10 km from the station

Stations	2028	2038
Paerata only	31,900	47,300
Drury Central only	45,900	60,600
Paerata and Drury Central	59,600	77,200

This demonstrates the large potential that station implementation has for a considerable number of residents in Drury and Paerata. Failure to implement the stations would potentially lead to a considerable number of Auckland residents without access to public transport.

Further to the above, the economics assessment for the South Rail Detailed Business Case identified in relation to KPI1 (Housing/jobs yield delivery) that 77% of houses in the South area will benefit from the rail station infrastructure (includes Drury West).

Contributing to well-functioning urban environments

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

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

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 PM_{10} and NO_2. Greenhouse gas emissions are discussed below.

Minimising waste

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.

Contributions to NZ efforts to mitigate climate change and transition more quickly to a low emissions economy in terms of reducing NZ net emissions of greenhouse gases

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 below. Note: These numbers only cover savings from the stations themselves.

Table 9-11: Estimated Annual Emissions for CO_2 by 2038

Annual CO_2 Emissions (kg)			
Year	No Stations	Drury Central and Paerata Stations	Emissions savings/ Reduction in Emissions
2028	3,299,996,025	3,297,066,134	2,929,892
2038	2,490,642,324	2,487,751,524	2,890,800

Promoting the protection of historic heritage

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

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

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

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.

10 Part X: Climate Change/Hazards

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

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 CO_2 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.

11 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

The following table summarises compliance/enforcement actions taken against KiwiRail by local authorities within the last 5 years.

Local authority	Compliance/Enforcement Action and Outcome
Gisborne District Council	Abatement Notice: Contaminant Release Culvert blockage caused by forestry slash; later cleared
Kāpiti 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

KiwiRail is constantly seeking to improve its track record in relation to environmental and consenting compliance, with an annual review of its Environmental Strategy. KiwiRail is currently in the process of transitioning to a new Environmental Strategy 2021-2023 which includes:

- A Contractor Environmental Competency framework
- Systems for regulatory compliance, environmental and social impacts, and an environmental risk framework
- Visibility of consent condition requirements and actions as recorded in CS-Vue database.

Appendix

1 Consultation Summary (from South Rail Detailed Business Case) and Updated Addendum

Please redact all names and addresses recorded in this appendix in order to protect privacy.

2 Consultation Correspondence

Please redact all names and addresses recorded in this appendix in order to protect privacy.

3 Records of Title

4 Assessments of Effects Underway for the AEE