
I hereby give notice that a hearing by commissioners will be held on:

Date: Tuesday 13 July and Wednesday 14 July 2021
Time: 9.30am
Meeting Room: Reception Lounge
Venue: Level 2, Auckland Town Hall,
301-303 Queen Street, Auckland Central

HEARING REPORT – VOLUME ONE
NOTICE OF REQUIREMENT
DESIGNATION 6302 NORTH ISLAND MAIN
TRUNK RAILWAY LINE
KIWIRAIL

COMMISSIONERS

Chairperson	Peter Reaburn
Commissioners	David Wren
	Nigel Mark-Brown

Bevan Donovan
HEARINGS ADVISOR

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Note: The reports contained within this document are for consideration and should not be construed as a decision of Council. Should commissioners require further information relating to any reports, please contact the hearings advisor.

WHAT HAPPENS AT A HEARING

Te Reo Māori and Sign Language Interpretation

Any party intending to give evidence in Māori or NZ sign language should advise the hearings advisor at least ten working days before the hearing so a qualified interpreter can be arranged.

Hearing Schedule

If you would like to appear at the hearing, please return the appearance form to the hearings advisor by the date requested. A schedule will be prepared approximately one week before the hearing with speaking slots for those who have returned the appearance form. If changes need to be made to the schedule the hearings advisor will advise you of the changes.

Please note: during the course of the hearing changing circumstances may mean the proposed schedule may run ahead or behind time.

Cross Examination

No cross examination by the applicant or submitters is allowed at the hearing. Only the hearing commissioners are able to ask questions of the applicant or submitters. Attendees may suggest questions to the commissioners and they will decide whether or not to ask them.

The Hearing Procedure

The usual procedure for a hearing is:

- **The chairperson** will introduce the commissioners and will briefly outline the hearing procedure. The Chairperson may then call upon the parties present to introduce themselves. The Chairperson is addressed as Madam Chair or Mr Chairman.
- The Requiring Authority (the applicant) will be called upon to present their case. The Requiring Authority may be represented by legal counsel or consultants and may call witnesses in support of the application. After the Requiring Authority has presented their case, members of the hearing panel may ask questions to clarify the information presented.
- **Submitters** (for and against the application) are then called upon to speak. Submitters' active participation in the hearing process is completed after the presentation of their evidence so ensure you tell the hearing panel everything you want them to know during your presentation time. Submitters may be represented by legal counsel or consultants and may call witnesses on their behalf. The hearing panel may then question each speaker.
 - Late submissions: The council officer's report will identify submissions received outside of the submission period. At the hearing, late submitters may be asked to address the panel on why their submission should be accepted. Late submitters can speak only if the hearing panel accepts the late submission.
 - Should you wish to present written evidence in support of your submission please ensure you provide the number of copies indicated in the notification letter.
- **Council Officers** will then have the opportunity to clarify their position and provide any comments based on what they have heard at the hearing.
- The **requiring authority** or their representative then has the right to summarise the application and reply to matters raised. Hearing panel members may further question the applicant. The applicants reply may be provided in writing after the hearing has adjourned.
- **The chairperson** will outline the next steps in the process and adjourn or close the hearing.
- The hearing panel will make a recommendation to the Requiring Authority. The Requiring Authority then has 30 working days to make a decision and inform council of that decision. You will be informed in writing of the Requiring Authority's decision, the reasons for it and what your appeal rights are.

**A LIMITED NOTIFIED NOTICE OF REQUIREMENT TO THE AUCKLAND COUNCIL
UNITARY PLAN BY KIWIRAIL**

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Vanessa Leddra, Planner

Reporting on proposed Notice of Requirement to Designation 6302 seeking to alter the existing North Island Main Trunk line designation. This alteration is associated with and supports the delivery of works as part of the Wiri to Quay Park project by KiwiRail. The NoR addresses works on land adjacent to but outside the existing rail corridor. Land is required for construction activities and permanent occupation by rail infrastructure. The alteration to the designation includes land along the rail corridor at Middlemore Station, Mangere East, Bridge Street/ Puhinui Station, Manukau and Wiri.

REQUIRING AUTHORITY: KIWIRAIL

SUBMITTERS AND LOCAL BOARD VIEWS:	
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**Notice of requirement under section 168
of the RMA by KiwiRail Holdings Ltd for
the alteration to an existing designation
6302**



To: Hearing Commissioners

From: Vanessa Leddra, Policy Planner, Central / South, Plans and Places

Report date: 16 June 2021

Scheduled hearing date: 13 and 14 July 2021

Notes:

This report sets out the advice of the reporting planner.

This report has yet to be considered by the Hearing Commissioners delegated by Auckland Council (the council) to make a recommendation to the requiring authority.

The recommendations in this report are not the decisions on the notice of requirement.

A decision on the notice of requirement will be made by the requiring authority after it has considered the Hearing Commissioners' recommendations, subsequent to the Hearing Commissioners having considered the notice of requirement and heard the requiring authority and submitters.

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Summary

Requiring authority	KiwiRail Holdings Limited [KiwiRail]
Notice of requirement reference	Provide for an alteration to Designation 6302 - the purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure and railway premises as defined in the Railways Act 2005.
Resource consent applications	Resource consent applications have been lodged by the requiring authority for associated works as part of the wider project.
Reporting planner	Vanessa Leddra, Policy Planner
Site address	Sites to which the NoR applies including their legal descriptions are set out in Table 1, of Part A: Notice of Requirement, Assessment of Effects
Lodgement date	9 September 2020
Notification date	22 October 2020
Submissions close date	20 November 2020
Number of submissions received	Total: 6

Report prepared by:

Vanessa Leddra
Policy Planner

Date:

16 June 2021

Reviewed and
approved for release
by:

Marc Dendale, Team
Leader, Central/
South, Plans and
Places



Date: 16 June 2021

Abbreviations

AEE	Notice of Requirement and Assessment of Environmental Effects for KiwiRail Holdings Ltd, Wiri to Quay Park project, dated September 2020, Jacobs
AT	Auckland Transport
AUP(OP)	Auckland Unitary Plan [Operative in Part]
NoR	Notice of requirement
OPW	Outline plan of works
RMA	Resource Management Act 1991 and all amendments
the council	Auckland Council
W2QP	Wiri to Quay Park project
NIMT	North Island Main Trunk Railway
CTMP	Construction and Traffic Management Plan
NES:CS	National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011
SWMP	Storm Water Management Plan
TA	Transport Assessment
CNVMP	Construction Noise and Vibration Management Plan
ESCP	Erosion and Sediment Control Plan
SMP	Site Management Plan
SCA	Special Character Area

1 Introduction

1.1 The notice of requirement

Pursuant to section 168 of the RMA, KiwiRail Holdings Ltd [**KiwiRail**] as the requiring authority, has lodged a notice of requirement (NoR) for an alteration to Designation 6302 in the Auckland Unitary Plan (operative in part) (AUP), more particularly the alteration would support the delivery of works associated with the Wiri to Quay Park project. There are four separate spatially based packages of work, running north from Wiri and this NoR relates to package 2, Middlemore to Wiri junction. The NoR also seeks to designate an area of land which forms part of the outer northbound track that runs below State Highway 20 [SH20] at Wiri but does not currently show as being designated.

1.2 Locality plan

The general location of the project is shown on Figure 1 below.

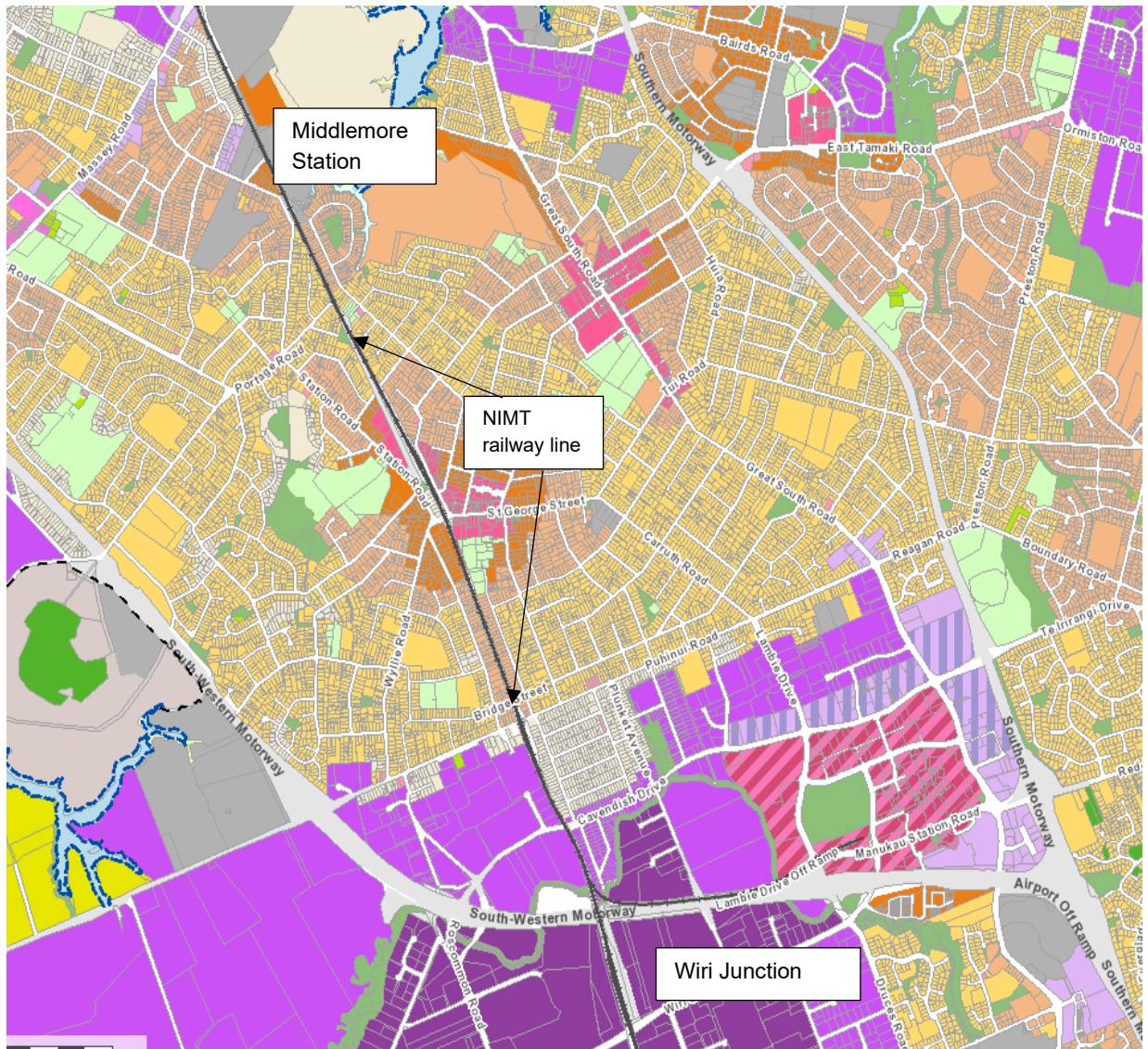


Figure 1 – General location plan extent of amended designation being sought [Package 2, Middlemore to Wiri Junction] and local area including zoning map of the locality

1.3 Notice of requirement documents

The lodged NoR consists of the following documents:

- Assessment of Environmental Effects, Wiri to Quay Park project, dated September 2020 by Jacobs
- Transport Assessment by Jacobs dated 9 September 2020
- Noise and vibration assessment by Marshall Day Acoustics dated 10 July 2020
- Contaminated land assessment by Jacobs dated 5 June 2020
- Arboricultural report by The Tree Consultancy Company dated 9 July 2020

- Archaeology and built heritage by CFG Heritage Ltd dated 25 June 2020
- Stormwater assessment by Jacobs dated 14 July 2020
- Copy of Existing Designation 6302
- Records of Title
- Updated Land Requirement Plans

The documents are included in Attachment 1.

Additional information was provided by KiwiRail with regard to confirmation and clarification of built heritage matters [Attachment 6] and includes

- Covering email from Michelle Grinlinton-Hancock on behalf of KiwiRail dated 28 April 2021
- Updated letter from Michelle Grinlinton-Hancock on behalf of KiwiRail dated 4 May 2021
- the plan view of the Station Road properties, undated
- the P2M Proposed Site Plan 3, dated 20 November 2020
- section 9 Rail Cottages Drawing no. DR-NIMT-CV-XS-00978 dated 8 March 2021

1.4 Section 92 requests and responses

Section 92 of the RMA allows councils to request further information from a requiring authority and/or commission a report, at any reasonable time before the hearing.

The council made further information requests and received responses on the dates in the following table.

Section 92 request	Date of section 92 response
First request for notification assessment made on 28 July 2020 A further request for information was made on 14 August 2020	9 September 2020

The council's section 92 requests and KiwiRail's response are included in Attachment 2.

1.5 Specialist reviews

The assessment in this report takes into account reviews and advice from the following technical specialists engaged by the council:

Specialist	Specialty
Mr Andrew Gordon, Specialist/Technical expert, Resource Consent team, Regulatory Services division	Noise and vibration
Mr Andrew Kalbarczyk, Senior Specialist, Resource Consent team, Regulatory Services division	Contaminated Land

Mr Wes Edwards, Director, Transportation Advisor from Arrive [Council's consultant]	Transport
Mr Gavin Donaldson, Senior Arborist Resource Consent team, Regulatory Services division	Vegetation and Trees
Ms Elise Caddigan, Built Heritage Specialist within the Heritage Unit [currently on extended leave] Advice covered by Council's consultant, Carolyn O'Neil, from The Heritage Studio	Built Heritage
Mr Joe Mills, Specialist Historic Heritage advisor within the Cultural Heritage team within the Heritage Unit	Archaeology
Mr Danny Curtis, Principal, Catchment Planning, within Healthy Waters team in the Infrastructure & Environmental Services department	Natural Hazards – Flooding and Stormwater
Maylene Barrett, Principal Specialist, Parks Planning within Parks Services	Parks Planning [Council sites]
Wendy Morrice, Property and Commercial Business Statutory Advisor within the Community Facilities team	Parks Planning [Council sites]

These specialist reviews are included in Attachment 3 .

2 Notice of requirement description

2.1 Background

KiwiRail Holdings Limited, as the requiring authority, has served a notice of requirement (NoR) on Auckland Council (Council) pursuant to section 181 of the Resource Management Act 1991 (RMA) for an alteration to Designation 6302 at the North Island Main Trunk Railway line. The purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure and railway premises as defined in the Railways Act 2005 and runs from Buckland to Britomart Station. More particularly, the alteration being considered as part of the NoR would support the delivery of works associated with the Wiri to Quay Park project. The wider project includes proposed public works at Quay Park, Westfield Junction, Wiri Junction and between Middlemore Station and Wiri Junction. These works include new tracks, crossovers, signals, overhead electrical infrastructure (OLE) and other associated rail assets. Further detail of the wider project is provided in Section 1 of the AEE. There are four separate spatially based packages of work, running north from Wiri. The four packages of work are shown in section 4.1, figure 4-1 of the AEE.

This NoR relates to Package 2, Middlemore to Wiri Junction, this being the section of the corridor shown on Figure 1 above.

2.2 Proposal

KiwiRail have provided a description of the proposal in a form and manner that I have closely reviewed, as well as all supporting documentation and I concur with the description. This is contained in Section 6 of the Assessment of Environmental Effects (AEE) submitted as part of the application and titled Wiri to Quay Park: Notice of Requirement, prepared by Jacobs Limited and [updated] September 2020. A summary of this description is provided below.

It is noted that most of the proposed works will occur within the existing rail corridor and therefore are not within the scope of the NoR and will be subject to a future outline plan of works or resource consent applications.

The nature of the finished works associated with this NoR would affect a relatively small area of land located alongside the existing designated rail corridor from Middlemore Station to Wiri Junction and includes an upgrade of Middlemore Station. The NoR would enable the designation of 3.6 ha of land of which 1.15 ha will be permanent and 2.45 ha will be temporary] outside the existing designated rail corridor. The subject corridor's current footprint is 175 ha.

The NoR will provide for the construction of a third track [known as the third main] for the North Island Main Trunk Line [NIMT] including: -

- Installation of a new 3.6 km track between Middlemore Station and Wiri Junction;
- An upgraded Middlemore Station, including an extension of an existing pedestrian bridge and the provision of a 6-car platform (with provision for a future 9-car platform);
- Reorganisation of car parking at Middlemore Hospital to address physical severance;
- Installation of above ground rail infrastructure including overhead lines and their support poles along the length of the corridor;
- The construction of retaining walls to stabilise railway cuttings mostly at Papatoetoe Station at the western edge of the corridor at the rear of the Station Rd properties;
- Utility relocations; and
- Stormwater infrastructure

Most of the physical works required for the third main [e.g Overhead Line Equipment (OLE), tracks and drainage] will be located within the existing designation.

The NoR also seeks to designate an area of land which forms part of the outer northbound track that runs below State Highway 20 [SH20] at Wiri but does not currently show as being designated.

The nature of the construction works associated with this NoR are proposed to start in mid 2021 and will take up to three years to complete. Works include three temporary site yards – the main one at Middlemore Station. Access is required at several locations along the rail corridor [a Construction Traffic Management plan will be covered under the Outline Plan of Works] and associated earthworks would be covered under resource consents and contaminated soil management which would be subject to a Soil Management Plan or the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health [NES:CS] as required.

2.3 Affected land

Land requirement plans provided as Attachment A [as part of the s92 response, initially these were in Appendix C] and referred to in Part A, section 2, Table 1 of the NoR. This describes the land that will be directly affected and required for the project and associated works, including both the alteration to the NoR and the temporary and permanent occupation requirements. It is noted that the land take required for the project (i.e. where works are located outside the existing corridor) is also included in the land requirement plans.

2.4 Site, locality, catchment and environment description

This report relies on the site and environment descriptions provided by the requiring authority as set out in Section 4, Description of the Environment and in particular, 4.1 Location of the AEE supporting the NoR. Each subsection in this section covers the character of each location affected by this NoR. This includes Middlemore Station, Gordon Park, Papatoetoe Station, Bridge Street, Puhinui Station, 212 Cavendish Drive, and the area around SH20 and 12 Langley Road.

Having undertaken a site visit on 4 August 2020, I concur with the description of the site and the locality.

2.5 Other designations, notices of requirement and consent applications.

Upon request from the hearing commissioners, the council can provide a list of existing land use and focused regional consents (e.g. groundwater takes, network discharges) within and immediately adjoining the project footprint. As consent processing is a continually evolving situation, this information has not been appended to this report as it would become out of date.

I understand that resource consent applications and an archaeological authority for works have been granted for works at Wiri Junction and Westfield Junction. This archaeological authority addresses heritage sites in the wider project footprint i.e outside the footprint of this NoR and primarily located around Annes Creek, Westfield Junction and this will ensure that appropriate measures are employed to record and protect archaeological material.

At the time of writing this report, resource consent applications for earthworks between Puhinui Station and Middlemore Station for the Third Main, inside the existing designation, have been lodged and the archaeological authority for the Third Main is to be lodged imminently.

3 Notification and submissions

3.1 Notification

The NoR was limited notified on 22 October 2020. The report is included in Attachment 4.

The closing date for submissions was 20 November 2020.

3.2 Submissions

Six submissions were received from:

- Auckland Transport [AT]
- Watercare
- Counties Manukau District Health Board [CDMHB]
- B Herring and JL Herring [Brujen Holdings Limited]
- Accident Compensation Corporation [ACC]
- New Zealand Transport Agency Waka Kotahi [NZTA]

Copies of submissions are included in Attachment 5.

The issues raised in submissions are addressed in section 4.2.1 of this report.

Jurisdictional Issues

The council has also received two submissions from Kāinga Ora and Heritage New Zealand Pouhere Taonga [HNZPT] but these submissions and the relief sought in these submissions have not been considered as these persons were not considered to be affected parties under the limited notified process.

Officer Comment - Kāinga Ora

This was a limited notified application and Kāinga Ora were not notified as they were not considered to be an “affected person” in terms of the RMA.

KiwiRail have provided the council with a legal opinion as to whether Kāinga Ora has standing to submit on the NoR. Their advice states “as a limited notification application, in order for Kāinga Ora to have standing to submit, it must be notified of the proposal”.

Following consideration of the information contained in the NoR and my own conclusions, I am satisfied that Kāinga Ora are not an affected party, for these summarised reasons:-

- S95E of the RMA refers to whether a person[s] is affected – not sites
- Sites owned by Kāinga Ora are in the vicinity of Middlemore Hospital/Station [although not identified in their submission] and it is considered that the effects are less than minor [as set out elsewhere in this report]
- none of the sites identified in the Marshall Day report [see section 4.3.5.1] likely to be subject to construction and operational noise and vibration effects are owned by Kāinga Ora

Therefore I am satisfied that Kāinga Ora do not meet the affected persons test as the NoR does not directly affect any properties owned by Kāinga Ora either during the construction or operational phases of the project.. However, KiwiRail acknowledge that they will continue to have discussions with Kāinga Ora as the project evolves.

Officer Comment - Heritage New Zealand Pouhere Taonga

For the same reasons as set out above relating to Kāinga Ora, Heritage New Zealand were not considered an affected party. I am satisfied that HNZ do not meet the affected persons test as the NoR does not directly affect any heritage properties or built heritage places. The only relevant heritage site is the Old Papatoetoe Station building [which has been relocated], and KiwiRail have confirmed that an Accidental Discovery Rule and protocols [see section 4.3.5.6] will be utilised, ensuring adequate measures are employed should any heritage items be disturbed. Section 2.5 addresses other relevant applications with regard to heritage matters .

As with other parties, KiwiRail acknowledge that they will continue to keep HNZPT informed as the project evolves.

4 Consideration of the notice of requirement

4.1 Designations under the Resource Management Act 1991

The RMA provides that the procedures adopted in processing a notice of requirement are generally those adopted for processing a resource consent application. This includes lodgement, requiring further information, notification, receiving and hearing of submissions. In respect of this NoR, all of those procedures have been followed.

The procedure differs from the resource consent process in respect of the council consideration of the NoR. Section 171(1) of the RMA states:

(1) *When considering a requirement and any submissions received, a territorial authority must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to—*

(a) *any relevant provisions of—*

(i) *a national policy statement:*

(ii) *a New Zealand coastal policy statement:*

(iii) *a regional policy statement or proposed regional policy statement:*

- (iv) *a plan or proposed plan; and*
- (b) *whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the work if—*
 - (i) *the requiring authority does not have an interest in the land sufficient for undertaking the work; or*
 - (ii) *it is likely that the work will have a significant adverse effect on the environment; and*
- (c) *whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought; and*
- (d) *any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the requirement.*

Section 171(1)(a) is addressed in section 4.4 – 4.1- below. Section 171(1)(b) is addressed in section 4.11 below. Section 171(1)(c) is addressed in section 4.12 below. Section 171(1)(d) is addressed in section 4.13 below.

Section 171(1) is subject to Part 2 of the RMA. Part 2 contains the purpose and principles of the RMA. It has been confirmed by the Environment Court that, in relation to a designation matter:

...all considerations, whether favouring or negating the designation, are secondary to the requirement that the provisions of Part II of the RMA must be fulfilled by the proposal.¹

After considering these matters, the council needs to make a recommendation to the requiring authority under section 171(2) of the RMA which states:

- (2) *The territorial authority may recommend to the requiring authority that it –*
 - (a) *confirm the requirement:*
 - (b) *modify the requirement:*
 - (c) *impose conditions:*
 - (d) *withdraw the requirement.*

Reasons must be given for the recommendation under section 171(3) of the RMA. Refer to section 6.1 below for my recommendation.

4.2 Consideration of submissions

4.2.1 Submission assessment

Submission 1 – Auckland Transport

¹ See Estate of P.A. Moran and Others v Transit NZ (W55/99)

Auckland Transport generally supports the NoR, subject to matters raised in their Attachment 1 being addressed “to ensure that any adverse effects of the proposal on the transport network are avoided, remedied or mitigated and to safeguard potential positive effects relating the planning and operation of the Middlemore rail station as a physical resource”. Auckland Transport seeks resolution of the various matters raised in this submission which, for example, could include amended conditions and/or methods to ensure any effects on the transport network are managed in support of the proposal.

The key issues raised in the submission are that: -

- (i) The AEE identifies generic potential construction traffic effects without assessing the scale or extent of the effects in the context of the NoR [this includes construction staging, types of vehicle movement and construction traffic routes] and indicates that these effects would be limited through the use of a Construction and Traffic Management Plan [CTMP]
- (ii) The effects from temporary network operations such as vehicle tracking assessment at 12 Wylie Rd and 21 Station Rd, the Wylie Rd intersection layout and works around Orakau Rd/Rosella Road access need further assessment
- (iii) The effects from permanent on-going operations and changes at Middlemore rail Station need to support the integration of the station with surrounding land use developments and other modes of transport
- (iv) AT support the proposal and both AT and KiwiRail will need to continue a close relationship to ensure co-ordination and delivery of the transport improvements around the Puhinui rail station
- (v) Further information is required around Papatoetoe rail station and park and ride facility and the operational effects including the loss of park and ride spaces and the duration of works affecting these parking spaces
- (vi) Safeguarding integration and accessibility outcomes around Middlemore rail station in terms of future land developments

The submitter seeks the following relief:

1. Construction traffic / transport effects [general]

Include a condition[s] on the Construction and Traffic Management Plan (CTMP) requirements to address the following matters:

- (i) Purpose of the CTMP
- (ii) Description of the relevant CTMP parameters to be considered (including types of vehicles / movements, operating hours)

- (iii) Description of measures to avoid, remedy or mitigate the transport / traffic effects associated with construction (including site access requirements, operation of public transport facilities and services, safe operation of walking and cycling facilities, applying travel management plans, mobility needs of hospital users and managing on-street parking

2. Effects on the transport network - temporary network operations

Further assessment of specific locations and operational matters including

- (i) vehicle tracking assessments at 12 Wylie Road and 21 Station Road
- (ii) the potential effects of alternative intersection layout options at Wylie Road intersection to provided right turns
- (iii) provision of relocated safe [northern] car park access from Orakau Road to Rosella Rd

3. Effects on the transport network - permanent ongoing operations [at Middlemore Station]

Confirmation whether any of the proposed Orakau Road road extension is located within the proposed (permanent) land requirement. Depending on the response in regard to the above :-

- (i) the inclusion of appropriate conditions to address works within the Orakau Road extension should the proposed area of (permanent) land requirement overlap with the proposed road extension (as a vested road). Confirmation is, therefore, sought that the proposed road is within the temporary land requirement area needed for construction purposes and would be uplifted after construction of the road for vesting to Auckland Council (managed by Auckland Transport).
- (ii) Include a condition that the effects of removing existing parking supply are addressed and mitigated through the identification of alternative parking spaces or application of appropriate parking management methods to address the anticipated levels of parking demand

4. Puhinui rail station and surrounds – co-ordination of works

AT also note their support for the continuation of a co-ordinated working approach with KiwiRail to ensure the efficient delivery of the Puhinui rail station project as part of the Wiri to Quay Park project. Confirmation is sought on :-

- (i) the detailed construction programme and timeframes in regard to the temporary construction land requirement on Clendon Avenue to provide greater certainty around Auckland Transport's Puhinui interchange Stage 1 works.
- (ii) Confirmation that the new western (3rd main) track at Puhinui station will be designed to align with Auckland Transport's station footprint and proposed short platform section in accordance with previous engineering reviews.

(iii) The permanent land requirement to the immediate east of the Puhinui Station suggests that a portion of road reserve is required. Confirmation of the affected area is required from KiwiRail to assess how this land requirement aligns or potentially conflicts (see below) with Auckland Transport's leased footprint for the Puhinui

5. Papatoetoe rail station and park and ride facility

Include conditions that the Outline Plan of Works (OPW) for the works around Papatoetoe rail station are to address the following matters:

- (i) The effects of the proposed works on the operation of the Papatoetoe rail station park and ride facility and the identification of mitigation to address these effects including the provision of temporary replacement parking where the proposed works reduce the number of available park and ride spaces.
- (ii) The effects of the proposed works on the Station Road footbridge in regard to providing temporary access to the Papatoetoe rail station from Station Road and the identification of permanent changes to the footbridge.

6. Middlemore rail station – safeguarding integration and accessibility outcomes

To note the following matters to be taken into consideration as part of resource consent and Outline Plan of Works (OPW) processes for the works around Middlemore rail station:

- (i) The ability to bring bus services into the western side of the rail station to improve the bus to rail / rail to bus interface and transfers including the location of a bus
- (ii) Providing for safe walking and cycling connections between local roads and the rail station on both sides of the rail corridor and across the rail corridor
- (iii) The function and operation of Hospital Road including safe pedestrian movements and crossing points and the integration of bus services with the rail station and adjacent hospital
- (iv) Opportunities for further integration of the rail station access facilities with the adjacent land use activities e.g. overhead concourse.

Officer Comment:

In conjunction with Council's transport consultant, I generally support the above requests by Auckland Transport. Transport effects and conditions are discussed further in Section 4.3.5.4 of this report and a number of these matters will be covered by proposed conditions on the designation as set out in Attachment 7 of this report and/or be updated at the hearing.

The AEE states that “ *engagement is ongoing and will continue as design progresses and as additional statutory approvals are sought*”, therefore I am satisfied that KiwiRail will continue to engage throughout the project .

I understand that KiwiRail have been discussing the submission and the relief sought with AT as delivery partner to this project. However, these transport/traffic matters are being refined and updated throughout the detailed design process. Therefore, it is considered appropriate that KiwiRail provides further updated information at the hearing as to how it will address the relief sought in the submission.

Submission 2 – Watercare

The submitter neither supports nor opposes the notice. Watercare recognises the importance of the NoR to enable works which will improve services for commuters and freight users by easing congestion on Auckland’s and NZ’s rail network.

The key issues raised in the submission are: -

- the potential effects of the NoR on Watercare’s existing and planned water and waste water network ...
- that as a major stakeholder, Watercare does not consider it has had meaningful consultation prior to or following the lodgement of this NoR

The submitter seeks the following relief: -

- That any decision responds to issues raised and effects on Watercare’s ability to provide water and water services now and in the future are avoided, remedied, or mitigated.

Officer Comment: I support the above request for relief by Watercare.

However, in terms of engagement, the AEE states that “ *engagement is ongoing and will continue as design progresses and as additional statutory approvals are sought*”, therefore I am satisfied that KiwiRail will continue to engage throughout the project.

Submission 3 – Counties Manukau District Health Board [CMDHB]

The submitter generally opposes the proposal and/or suggests conditions to address their concerns.

The key issues raised in the submission are that: -

- The effects of the proposed alteration on its land which adjoins Middlemore Station from both the proposed permanent and temporary works in the vicinity of Middlemore Station and the CMDHB’s ability to provide critical health serves safely and efficiently to the community

- The proposal does not address effects on the DHB's land, its operation of Middlemore Hospital and associated buildings - more specifically this includes
 - (i) noise and vibration effects on buildings, and on sensitive receivers during construction and ongoing operational noise and vibration effects of the new Third Main on DHB buildings and on sensitive receivers at the hospital, all of which would be accentuated by the age and nature of the DHB buildings themselves and the proximity of the works to those buildings
 - (ii) effects on pedestrian and vehicular access for both staff and patients during construction especially given the proposal to permanently remove carparks
 - (iii) increased pressure on existing facilities during works
 - (iv) overall traffic related disruptions to hospital operations and the DHB's ability to serve the community
- Health, safety, and amenity effects including land disturbances around the hospital which will generate adverse effects from dust
- Lack of information regarding regional consents, particularly relating to earthworks consents/dust generation
- The deferral of effects assessment and mitigation to future resource consents – this should be dealt with now due to potential stormwater and flooding effects at Middlemore Station

The submitter seeks the following relief: -

- Reject the application
- Requests other amendments via conditions to address the DHB's concerns

Officer Comment:

Dealing with each in turn:-

- Noise and vibration effects on buildings have been addressed in section 4.3.5.1 of this report
- Pedestrian and vehicle access and other transport/traffic issues are addressed in section 4.3.5.4
- Land disturbances are addressed in section 4.3.5.2

The AEE notes that other matters will be addressed through the OPW and regional resource consents phase of the project, as part of the detailed design and project construction stage which is ongoing. This is the standard process of designating land as set out under the RMA *as designations authorise the requiring authority's work and activity on the land, site or route without the need for land use consent, although relevant resource and regional consents may also be needed in relation to the project.* However, it is considered appropriate that KiwiRail provides further updated information at the hearing as to how it will address the relief sought in the submission.

Submission 4 – B and JL Herring

The submitter generally opposes the notice of requirement on a lack of information. The submission opposes the NoR in relation to 12 Wylie Road, Papatoetoe or seeks amendments if more detailed information is provided. More clarification and rationale are required in relation to: -

- The reasons as to why the land is to be acquired or occupied on a temporary/permanent basis
- Detailed engineering plans need to be provided to show the works and/or rationale as to why the works are required in this location and it is not appropriate to defer this information until Outline Plan of Works stage given the lack of information
- Why this entire site is required for temporary occupation [rather than part of the site] given that temporary occupation is sought on sites to the north and south of 12 Wylie Road
- Time frames and staging of works
- The impact on development opportunities given that the land take and occupation of 12 Wylie Road will prevent redevelopment in a timely manner, potentially in association with the [submitter owned] adjoining sites at 1/14, 2/14, 2/16, and 26 Kenderdine Rd Papatoetoe, all of which are intended to be redeveloped and the development opportunity would be increased if 12 Wylie Rd can be incorporated in this.

The submitter seeks the following relief:

- That 12 Wylie Road be removed from the designation or if not, remove or reduce the area required at the submitter's property for occupancy for construction works and if the area required is reduced, conditions are needed to manage the operation of the construction area given the submitter's intention to develop.

Officer Comment:

I understand that KiwiRail have been discussing the submission and the relief sought with the landowner. However, it is considered appropriate that KiwiRail provides further information and an update at the hearing as to how it will address the relief sought in the submission.

Submission 7 – The Accident Compensation Corporation

ACC operates the staff and patient car parking area at 100 Hospital Rd, on land owned by Middlemore Hospital. The land includes 3 car parks, a multi storey car parking building, an at-grade car park and another one to the north west. It is accepted that although ACC were not specifically identified in the notification process, KiwiRail and the council were not aware that ACC had a concession agreement with CMDHB to operate car parks. CMDHB are, as noted, one of the directly affected parties. Therefore ACC should have been notified and have lodged a submission on this basis. KiwiRail agrees with this assessment.

The submitter supports the NoR but seeks conditions to address their concerns.

The issues raised include :-

- the changes to Middlemore Station will impact the ongoing operation of these car parks and their ability to support the effective running of Middlemore Hospital and the proposal does not adequately avoid, remedy and mitigate these effects on the environment
- the proposal is inconsistent with the operation of the hospital as per the expectation in the AUP[OP]
- inadequate consideration has been given to alternative sites, routes and method of undertaking the works, particularly as KiwiRail do not have an interest in the land sufficient for undertaking the work and the work will have significant adverse effects on the environment and in particular the Middlemore Hospital car park
- work in the rail corridor should address the physical barrier it presents and enhance connections and safety for all users of the transport network
- the work and designation as they relate to the car parks are not necessary for achieving KiwiRail's objectives for the designation
- the proposed details of these changes are left to the OPW process [which excludes submitter input] and future resource consent application and KiwiRail should address the effects of the proposal on the car parks through the NoR

The submitter seeks the following relief: -

- require KiwiRail to avoid impacting the Hospital's car parking grounds by using alternative sites, routes and methods [or where this is not possible] minimise the effect of the NoR on the operation of the car parks during construction period and on an ongoing basis

- ensure staff, visitors and patients can continue to access and use carparks throughout the duration of construction and on an ongoing basis to preserve the operational viability of the hospital
- ensure the traffic network is not adversely affected by the proposal
- require KiwiRail to ongoing communication with ACC so that construction and operational effects can be managed

Officer Comment :

I agree with KiwiRail that ACC should have been notified as an affected party. However neither KiwiRail nor the council were aware that ACC operated these car parking areas and therefore this submission is accepted.

Dealing with the submission points:-

- these effects would be limited through the use of a Construction and Traffic Management Plan [CTMP] and a construction noise and vibration management plan [CNVMT] and this is addressed in section 4.3.5.4 and 4.3.5.1
- Pedestrian and vehicle access and other transport/traffic issues are addressed in section 4.3.5.4
- The AEE notes that other matters will be addressed through the OPW and regional resource consents phase of the project, as part of the detailed design and project construction process which is ongoing.

However, these transport/traffic matters are being refined and updated throughout the detailed design process. Therefore, it is considered appropriate that KiwiRail provides further updated information at the hearing as to how it will address the relief sought in the submission.

KiwiRail note that they will continue to have discussions with ACC as the project evolves.

Submission 8 – New Zealand Transport Agency [NZTA]

A portion of the KiwiRail designation will be located in Designation 6708: State Highway 20 [see section 4.8] which is to undertake maintenance, operation, use and improvement to the state highway network.

NZTA does not oppose the NoR for the following reasons:-

- NZTA will continue to hold the existing designation 6708 and therefore their assets are protected
- KiwiRail is undertaking work to provide protection of piers against train damage which will reduce any risk of NZTA's asset damage
- The current land agreement with KiwiRail provides for a process for NZTA to access the area for maintenance /inspection.

NZTA's submission requested an advice note stating that *"The Waka Kotahi designation 6708, State Highway 20 remains the priority designation over KiwiRail's altered designation 6302: North Island Main Trunk line in respect of parcel ID 7529248. This parcel of land is subject to existing designations and the provisions of Section 177 of the Resource Management Act 1991 apply accordingly."*

Following discussions between KiwiRail and NZTA in November 2020 regarding which organisation has priority over the area [i.e who has the primary designation], NZTA and KiwiRail have agreed that *"we are happy for KiwiRail's project/NOR to proceed without the requested advice note or the parties shared agreement on priority right now. If priority becomes an issue in the future we can have a more in depth discussion where both parties come to an agreement". [see attachment 5]*

Officer Comment :

I am satisfied that on the basis agreed above between KiwiRail and NZTA, these matters can be resolved at a later stage.

4.2.2 Local Board Views

Ōtara-Papatoetoe Local Board

The Ōtara-Papatoetoe Local Board considered their views at their meeting held on 16 February 2021. The resolution from this meeting [attached in Attachment 5] sets out the following views :-

- a) note its strong concern regarding the acquisition of the two private dwellings, 5 Station Road and 9 Station Road
- b) request there be consultation and appropriate rectification for the residents of the two dwellings that will be acquired
- c) request local and social procurement to generate local jobs in the Wiri to Quay Park project
- d) request that the feasibility of utilising the airspace over the rail lines is explored, noting that the Finance and Performance Committee endorsed the Panuku and Auckland Transport Park and Ride integrated development programme (FIN/2020/53) which includes the option to explore utilising the airspace over Park and Rides
- e) request that adequate provision is made to ensure uninterrupted operations at Middlemore Hospital while the construction is taking place
- f) request that care is to be taken to protect Middlemore Stream and the restoration project that is underway
- g) note the need to ensure protection of the sites with historic heritage near Papatoetoe Station, including the railway cottages on Station Road; archaeological remains of the pre-1900 Papatoetoe Station; and the original Papatoetoe station building

The Local Board generally supports the designation subject to their views being taken into consideration. Dealing with each in turn :-

Item (a) is considered in sections 2.3 and 4.3.5.6

(e) is considered in section 4.3.5.4

(f) is considered in section 4.3.5.9 and

(g) is considered in section 4.3.5.6

Items (b, c, d, and f) are also noted and this information will be passed onto KiwiRail for their consideration at the appropriate stage in the planning process [OPW or resource consent stage].

Māngere-Ōtāhuhu Local Board

The Māngere-Ōtāhuhu Local Board considered their views at their meeting held on 25 February 2021. The Local Board agreed to support the NoR in principle and their resolutions from this meeting [see Attachment 5] set out the following views :-

- i) request that KiwiRail minimise the impact to the local community during construction that timetable schedules for public transport are not disrupted, local congestion are not made worse during construction, and health and safety practices are implemented in particular noise and dust pollution that may impact local schools and residents
- ii) advocate that KiwiRail identify and promote the local procurement network to support the North Island Main Trunk (NIMT) Railway Line from Middlemore Station to Wiri Junction development
- iii) require KiwiRail to regularly update the local board throughout the project's construction and when required to support community engagement
- iv) request KiwiRail ensure mana whenua tikanga principles are sought in a separate forum, for KiwiRail to understand this, for the work in this Rohe of Māngere-Ōtāhuhu, and specifically outline to minimise the impacts on the local environment, in particular fresh water streams and stormwater infrastructure

The Local Board supports the designation in principle. Item (i) is considered in sections 4.3.5. and 4.3.5.4 below. Items (ii) and (iv) are also noted and this information will be passed onto KiwiRail for their consideration at the appropriate stage in the planning process.

In terms of (iii), the AEE states that KiwiRail has engaged with stakeholders [including the local boards] and “this engagement is ongoing and will continue as design progresses and as additional statutory approvals are sought”.

4.3 Effects on the environment

4.3.1 Effects to be disregarded – trade competition

I do not consider that there are any trade competition effects that should be disregarded.

4.3.2 Effects that may be disregarded – permitted baseline assessment

The permitted baseline refers to the adverse effects of permitted activities on the subject site.

The Environment Court in *Beadle v Minister of Corrections* A074/02 accepted that the obligation to apply permitted baseline comparisons extended to Notices of Requirement. In *Nelson Intermediate School v Transit NZ* (2004) 10 ELRNZ 369, the Court accepted that the permitted baseline must define the “environment” under section 5(2) (b) and (c) and from that section 171(1). When considering the adverse environmental effects of a proposal, the effects may be considered against those from permitted baseline activities. As the effects resultant from permitted baseline activities may be disregarded, only those environmental effects which are of greater significance need be considered.

In *Lloyd v Gisborne District Council* [2005] W106/05, the Court summed up the three categories of activity that needed to be considered as part of the permitted baseline as being:

1. What lawfully exists on the site at present
2. Activities (being non-fanciful activities) which could be conducted on the site as of right; i.e., without having to obtain a resource consent (see for example *Barrett v Wellington City Council* [2000] CP31/00).
3. Activities which could be carried out under granted, but as yet unexercised, resource consent.

Application of the permitted baseline approach is optional

KiwiRail states that NIMT was established in the late 19th century, connecting southern Auckland and the northern Waikato. Rail operations have occurred on and around these sites for over 100 years and therefore the railway is a long established part of the local environment.

The proposed works will also require further investigation and consents due to known and potential contamination, stormwater discharges and minor streamworks and these will require regional resource consents. These consents will then be supported by conditions, especially where they relate to construction type activities.

The permitted baseline assessment is optional for NoR’s depending on its merits and the circumstances of the NoR. This assessment is not considered appropriate in terms of considering the proposed designation.

4.3.3 Effects that may be disregarded – written approvals.

No written approvals were included in the notice of requirement.

4.3.4 Positive effects

The AEE describes the positive effects of the project in section 7.1 which are summarised as being “associated with increasing the capacity and the resilience of the rail network for both passengers and freight, whilst also contributing to a quality compact urban environment, and limiting the potential effects on the environment. The actual and potential effects associated with construction and operational noise and vibration, land disturbance/earthworks, contamination, construction traffic and operational traffic, visual, vegetation, historic heritage and special character, cultural values, natural hazards and housing supply can be appropriately managed and mitigated”.

Overall, the effects of this alteration to designation 6302 are considered to be no more than minor and I consider that there will be substantial community, social and commercial benefits with the additional Third Main track and associated works, especially with improvements around Middlemore Station. Therefore I agree with this assessment of the positive effects of the NoR.

4.3.5 Adverse effects

Effects on the environment are addressed in section 7 of the AEE. The following discussion addresses effects in the same order they are addressed in the AEE with additional matters at the end. The relevant specialist’s reports are referred to and are included in Attachment 3. Submissions have also been considered and are referred to where relevant.

4.3.5.1 Noise and Vibration

Given the difference in the source and scale of effects anticipated by the construction and operational phases of the project, both phases are discussed separately.

Construction Effects

Requiring authority AEE

Construction effects are addressed in section 7.2.1 of the AEE which refers to the requiring authority’s technical report, Wiri to Quay Park Third Main Rail Line Noise and Vibration Assessment dated 10 July 2020 by Micky Yang from Marshall Day Acoustics.

The AEE notes that infrastructure-related construction is a common activity in the urban area and is anticipated by the AUP(OP). Such effects are generally short lived and can be minimised through a variety of management practices. Noise and vibration activities as part of the Third Main project are anticipated to include:

- Piling for retaining walls, the pedestrian bridge at Middlemore Station and OLE support structures;
- Demolition of existing structures;
- Bulk earthworks; and
- Laying of rail sleepers

The noise and vibration assessment by Marshall Day refers to E25.6.27 of the AUP:OP being a guide to construction effects in urban areas. Table 7-1 in the AEE sets out the noise limits at occupied buildings sensitive to noise, along with exemptions. However the AEE indicates that E25.6.29 provides a “better baseline for assessment as it relates to infrastructure works within a road”. The AEE notes that the proposed construction methodology would meet these exemptions with the submission of a construction noise and vibration plan [CNVMP] with a future OPW. The CNVMP will also identify any incidences where works are predicted or measured in exceedence of 60 dBL_{aeq} at night and this noise level will be used as a trigger to identify potentially affected parties and introduce site specific mitigation as required. Furthermore the AEE states that “there are no activities affected by the NoR related works that would trigger an alternative approach”.

The AEE notes that the CNVMP would include:

- The performance standards that must, as far as practicable, be complied with to enable a consistent approach for adaptive management protocol
- Predicted noise and vibration levels for relevant equipment and/or activities;
- Construction noise and vibration mitigation and management measures (e.g. noise barriers);
- Noise and vibration monitoring requirements; and
- Communication, consultation and complaints response procedures.

The AEE also notes that the rules in E25.6.30.1 in the AUP:OP are a useful tool to assess the potential effects of vibration as a result of construction. Table 7-2 sets out the “Cosmetic Building Damage Vibration Thresholds” and Table 7-3 sets out the “Occupied Building Amenity limits” . The noise and vibration assessment concludes that “the majority of the construction vibration effects associated with the alteration to the designation can be addressed through the CNVMP. Additional measures to be included in the CNVMP are proposed to include

- Consultation with any predicted affected landowners to understand their sensitivities;
- Pre-construction building condition surveys prior to commencing activities with the potential to exceed the cosmetic building damage thresholds and monitoring undertaken to verify the predicted levels and compliance (or otherwise);
- Including measures to stop works and manage any cosmetic damage caused; and
- Avoiding, where possible, high vibration generating activities during night-time hours

Given the use the CNVMP, the AEE concludes that the proposed works will create no more than minor construction noise and vibration effects, with these effects limited to the following sites: 100 Hospital Road, 12 Orakau Road, 62 and 64A Rosella Road, 16 and 16A Gordon Road and 5 Clendon Avenue.

Specialist review

The council’s Specialist/Technical expert, Mr Andrew Gordon, from the Resource Consent Department has reviewed the NoR and provided a response on 12 February 2021. This is included in Attachment 3. Mr Gordon supports the assessment methodology, conclusion and recommendations in the acoustic assessment prepared by Marshall Day Acoustics.

Mr Gordon notes that “construction works within the rail designation are not subject to any noise or vibration standards”. However, Kiwi Rail is obligated under Section 16 of the Resource Management Act (RMA) which states “every occupier of land... shall adopt the best practicable option to ensure that the emission of noise... does not exceed a reasonable level.” Therefore construction works outside the designation are subject to rules in the AUP (OP) namely E25.6.27 (construction noise) and E25.6.30 (1) (construction vibration). These are outlined in section 4.9. Mr Gordon therefore states that the same project limits are recommended for construction works within and outside the designation.

Mr Gordon notes that the majority of the Third Main will be located within the designation except for a relatively small section at Middlemore Station, where both the Third Main and an extended northbound platform (by 51m), will be located on land currently used as car parking by Middlemore Hospital.

In section 6.2.1 of the AEE, it indicates that the estimated construction period for Package 2 [for these works] is three years. The works will be completed largely during daytime hours in four stages to minimise disruption to rail services and the wider community.

Laying of the Third Main is expected to be completed at an average rate of 100m per month and Mr Gordon notes that most receivers would only be exposed to high construction noise and vibration levels for a short duration. It is noted that most works will occur during standard construction hours (e.g. Monday to Saturday - 7.30 am to 6.00 pm) however some night-time, Sunday and public holiday works will be needed to enable line closures (“Block of Line”). Additional details regarding management and mitigation of effects during these sensitive time periods will be provided in a CNVMP.

Mr Gordon notes that three site yards are proposed for the project. The main site yard will be located at Middlemore, with secondary yards located at Gordon Park, Papatoetoe Station and Puhinui Station. This is where the assessment predicts noise infringements will occur at multiple sites along the western side of the rail corridor given the nature of the works and the proximity of buildings being an average of 7m to 10m away. Therefore, Mr Gordon agrees it is important that works are managed properly to ensure effects are minimised as far as practicable.

Mr Gordon agrees that a CNVMP for all construction works is the appropriate means to address temporary effects and is included in the proposed conditions [see Attachment 7]. A CNVMP satisfies both s16 of the RMA and the E25 objective and policy related to construction. He notes that “the CNVMP will also identify any noise infringements where works are predicted or measured in exceedance of 60 dB LAeq at night”. This noise level will be used as a trigger to identify potentially affected parties and introduce site specific mitigation as required”. Mr Gordon comments that although this trigger limit is +15 dB above the permitted standard in E25.6.27, it is reported [in the AEE] that a similar management approach has been employed on earlier transport projects, including the Auckland Electrification Project (AEP), City Rail Link [CRL] and recent Puhinui Interchange upgrade projects.

Mr Gordon generally supports this approach which is based on achieving an internal noise limit of 40 dBL_{Aeq} in sleeping areas by keeping windows closed and notes that there are no activities affected by the NoR related works that would trigger an alternative approach.

In regard to construction vibration, Mr Gordon notes that the CNVMP will include management and mitigation measures to ensure, where practicable to do so, compliance with structural guideline limits in German Standard DIN 4150-3:1999 “Structural Vibration – Effects of Vibration on Structures” referenced in E25.6.30 (1) (a).

Mr Gordon notes that any residential dwelling located within 14m of machinery/activities that create the highest vibration levels are predicted to exceed the 5 mm/s PPV limit for avoidance of cosmetic damage. It is recommended that for these sites, specific management measures including carrying out building condition surveys in consultation with building owners and, monitoring of vibration levels to inform alternative construction methods if required are carried out.

Mr Gordon supports the approach in the technical report [section 4.5.1 in Appendix F] that the more stringent vibration amenity standards in E25.6.30 (1) (b) will be adopted as a baseline for engagement with affected parties.

Overall, Mr Gordon supports the recommended construction noise and vibration limits and conditions specified in 6.1 of Appendix F of the application documents in principle. However he suggests that these are included in proposed conditions [see Attachment 7]. He also notes that future resource consent applications would include infringing permitted construction noise and vibration standards in AUP (OP) E25 for works occurring on private land (outside the designation).

Planning review

Based on the information provided by KiwiRail and Mr Gordon, I confirm that the existing designation contains no controls or decibel limits for construction noise and vibration and for works outside the rail designation (e.g. utility relocations). Therefore I agree the noise and vibration standards in Rule E25.6.27 and E25.6.30 (1) of the AUP (OP) would apply. I agree that a CNVMP is appropriate and this is included in suggested conditions in Attachment 7 and this should include the detailed design and contractor’s construction methodology. This information will then used to inform which buildings require monitoring for noise and vibration effects.

Overall, the preparation of a CNVMP will provide management and mitigation measures to demonstrate that construction effects will be minimised as far as practicable and along with the adoption of recommended noise and vibration standards as limits for the project, the effects are considered reasonable. Based on this information, I would not consider the proposed alteration to the designation to be adverse in terms of [noise] impacts on neighbouring property occupiers.

I am aware that there is a discrepancy in the applicant’s Noise and Vibration Assessment, which states that “there are no heritage buildings identified nearby [to the rail corridor]”. This is discussed under section 4.3.5.6.

Operational effects

Requiring Authority AEE

The AEE notes that there are no applicable [operational vibration] limits either in the existing designation or in the adjoining Strategic Transport Corridor zone. Kiwirail do employ their own reverse sensitivity guidelines to manage potential operational vibration effects.

In the Marshall Day report [Appedix F of the lodgement documents] it notes that the current AUP (OP) maximum nosie limits are of limited use when assessing the project's noise limits. Instead an assessment utilising other performance standards [set out in 7.2.2] was developed and noise thresholds developed. This would be applled at the façade of any dwelling or care facility with 100m of the subject site. The AEE then otes that if this cannot met, then mitigation will be utilised, either by a noise barrier, improved sound insulation or mechancil ventilation to achieve an internal noise level of no more than · 40 dB LAeq(0700 - 2200) and 35 dB LAeq(2200 - 0700); or 60 dB LAFmax at all times. The AEE confirms that using these standards and modelling, the following properties have been identified as being potentially subject to to operational noise effects and include 100 Hospital Road, 10A Orakau Road, 12 Orakau Road, · 52 Rosella Road, 54 Rosella Road, 60 Rosella Road and 3/64 Rosella Road.

Kiwirail confirms they will be undertaking engagement with the property owners to allow oepratonal monitoring and if necessary, will enter into third party agreement to address any potential noise and vibration effects on these properties.

The AEE concludes that the project will have no more than minor adverse effects on noise and vibration operational effects.

Specialist review

Mr Gordon also reviewed the operational effects of the works to the proposed alteration to the designation.

He notes that as the Third Main will be west of the existing lines, future rail operations will be closer to the receivers on the western side. In section 5.1 of the MDA report, it is reported that the Third Main will likely enable express and freight trains to bypass the stations at potentially higher speeds (therefore resulting in increased noise and vibration levels).

Mr Gordon makes several comments in terms of the assessment of effects including

- (i) This is limited to the proposed Third Main section which is to be located outside the existing designation at Middlemore Station
- (ii) There is no assessment of effects for the majority of the Third Main to be located within the designation. Some of the nearest residents will experience increased noise and vibration effects from passing trains. In this regard, effects from future train operations within the existing designation have not been assessed and they do not need to form part of this NoR application.

Mr Gordon confirms there are no noise and vibration rules in the AUP (OP) that apply to rail, and there are no relevant NZ standards or regulations and therefore appropriate noise and vibration limits are recommended. Accordingly, MDA completed an overview of international rail noise guidelines and decibel limits. On the basis of this overview, he supports the rail noise criteria recommended by MDA and the reasons behind the adoption of these criteria. Details of this are set out in section 5.2.6 of the MDA report along with the lists of affected sites which do not meet the above recommended limits. These are identified in Tables 9 and 10 of the same report and would be subject to mitigation referred to above. Mr Gordon agrees that it is important to consider the existing noise environment and the noise level change to determine when mitigation is required.

Mr Gordon agrees that vibration standards in Norwegian Standard NS 8176.E:2017 Class C (0.3mm/s vw,95) should be adopted for this project. Through measurements of existing vibration levels and vibration calculations for trains using the Third Main, affected sites containing buildings are identified in Table 11 in the MDA report. He agrees that MDA recommend mitigation measures should be included in proposed rail design to enable compliance with the above vibration limit.

Overall, Mr Gordon supports the recommended noise limit in section 5.2.6 of the MDA report and the vibration limit specified in Norwegian Standard NS 8176.E:2017 Class C (0.3mm/s vw,95). Furthermore, he confirms that where compliance is not predicted, appropriate mitigation will need to be undertaken for those affected buildings identified.

In conclusion, Mr Gordon confirms that proposed conditions should be included on the designation to manage operational noise and vibration effects. This along with the adoption of recommended mitigation measures such as noise barriers and/or building upgrades, the operational noise and vibration levels would be reasonable and there would be unlikely to be adverse effects..

Furthermore, Mr Gordon confirms there is no reason for future resource consents for operational train noise and vibration, given there are no rules or decibel standards specified in the AUP (OP).

Proposed conditions – noise and vibration

Construction Noise Limits

3. Construction noise shall be measured and assessed in accordance with the provisions of New Zealand Standard NZS 6803:1999 “Acoustics - Construction Noise” and comply with the following Project limits at any occupied building unless otherwise provided for in the Construction Noise and Vibration Management Plan (CNVMP) required in condition 5

<i>Receiver</i>	<i>7am – 8pm</i>	<i>8pm – 7am</i>
<i>Occupied building containing activities sensitive to noise</i>	<i>75 dB LAeq (30 min)</i>	<i>60 dB LAeq (30 min) 75 dB LAFmax</i>
<i>Other occupied buildings</i>	<i>75 dB LAeq (30 min)</i>	<i>80 dB LAeq (30 min)</i>

Advice Note:

If a building is not occupied then the above noise limits do not apply. This allows high noise works to be scheduled when receivers are not present. The consent holder shall maintain a record of these discussions and make them available to the Council on its written request.

Construction Vibration Limits

4. Construction vibration shall be measured and assessed in accordance with German Standard DIN 4150-3:1999 "Structural Vibration – Part 3: Effects of Vibration on Structures" and comply with the following limits unless otherwise provided for in the CNVMP required in condition 5

Type of Structure	Short-term Vibration			Long-term Vibration	
	Peak particle velocity (PPV), mm/s			PPV at horizontal plane of highest floor at all frequencies	PPV at horizontal plane of highest floor at all frequencies
	1 Hz-10 Hz	10 Hz-50Hz	50Hz-100 Hz		
<i>Building used for commercial purposes, industrial buildings</i>	20 mm/s	20-40 mm/s	40-50 mm/s	40 mm/s	10 mm/s
<i>Dwellings and buildings of similar design and/or occupancy</i>	5 mm/s	5-15 mm/s	15-20 mm/s	15 mm/s	5 mm/s
<i>Structures that, because of their particular sensitivity to vibration, cannot be classified under the above two rows and are of great intrinsic value</i>	3 mm/s	3-8 mm/s	8-10 mm/s	8 mm/s	2.5 mm/s

Construction Noise and Vibration Management Plan

5 (a) The Requiring Authority shall prepare a Construction Noise and Vibration Management Plan (CNVMP) prior to the start of Project Works.

(b) The CNVMP objective is to provide a framework for the development, identification, and implementation of the Best Practicable Option for the management and mitigation of all construction noise and vibration effects. The CNVMP must set out how compliance with the construction noise and vibration limits in Conditions 3 and 4 will be achieved.

© The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999 and DIN 4150-3:1999 "Structural vibration - Part 3 Effects of vibration on structures", Appendix B "Measures for limiting the effects of vibration" and, shall include but not be limited to:

- a) Identifying project noise and vibration limits*
- b) Identifying the Best Practicable Option for the management of construction noise and vibration to avoid, mitigate or remedy adverse effects;*
- c) Defining the procedures to be followed when construction activities cannot meet the project noise and vibration limits*
- d) Informing the duration, frequency and timing of works to manage disruption;*
- e) Describing the consultation and engagement procedures with affected receivers;*
- f) Describing the complaints procedure to ensure the timely management of complaints;*
- g) Describing the noise and vibration monitoring procedures; and*
- h) Identifying when condition surveys will be carried out for any building where the construction vibration limits are predicted or measured to exceed the cosmetic building damage limits in condition 7. This must include specific consideration of the Papatōetoe Railway Station building (1 George Street) and the Station Road Special Character Area cottages (1, 5, 9, 11, 15, 17 and 19 Station Road).*

The CNVMP must be prepared by a suitably qualified and experienced person and submitted to the Manager for certification with any outline plan in relation to the Project Works and implemented for the duration of the Project Works.

Schedule to a CNVMP (noise)

6. If prior to or during Project Works noise levels from Project Works are predicted or measured to exceed the noise limits in Condition 3 then the relevant works shall not commence or proceed until a suitably qualified and experienced person has been engaged to identify, in consultation with the owners and occupiers of sites subject to the exceedance, Best Practicable Option measures to manage the effects of the specific construction activity. The measures shall be added as a Schedule to the CNVMP and implemented by the Requiring Authority for the duration of the relevant works.

The Schedule shall as a minimum set out:

- a) Construction activity location, start and finish dates;*
- b) The predicted noise level for all receivers where the levels are predicted or measured to exceed the limits in Condition 3;*

- c) *The mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;*
- d) *The proposed noise monitoring programme;*
- e) *The communication and engagement requirements for affected landowners and occupiers; and*
- f) *Documentation of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been considered.*

The Schedule shall be submitted to the Manager for certification at least five (5) working days, except in unforeseen circumstances, in advance of Project Works commencing that are covered by the scope of the Schedule and shall form part of the CNVMP.

Schedule to a CNVMP (vibration)

7. If prior to or during Project Works vibration levels are predicted or measured to exceed the guideline limits set out in Condition 4 then the relevant works must not commence or proceed until a suitably qualified and experienced building surveyor has carried out a pre-condition building survey (provided the owner and/or occupier has agreed to such a survey) and identified site specific best practicable option measures to manage the effects of vibration.

Each building condition survey must:

- a) *Be undertaken by the suitably qualified Building Surveyor engaged by the Requiring Authority;*
- b) *Provide a description of the building;*
- c) *Determine the appropriate structure type classification with respect to DIN 4150 Structural Vibration - Effects of Vibration on Structures” (i.e. historic/sensitive or commercial/industrial);*
- d) *Document and photograph the condition of the building, including any cosmetic and/or structural damage;*
- e) *The Building Surveyor shall invite the owner and any occupier, if different to the owner, to identify any concerns they wish to be considered in any condition survey, and these shall be considered in the preparation of the building condition survey; and*
- f) *The results shall be provided to the property owner and be available to Council on request.*

The measures shall be added as a Schedule to the CNVMP and implemented by the Requiring Authority for the duration of the relevant works.

The Schedule shall be submitted to the Manager for certification at least 5 working days, except in unforeseen circumstances, in advance of Project Works commencing that are covered by the scope of the Schedule and shall form part of the CNVMP.

Vibration monitoring shall be undertaken and continue throughout the works covered by the Schedule.

8. Following completion of the relevant Project Works, a post condition building survey must be undertaken to determine if any damage has occurred as a result of construction vibration. If the post-condition building condition survey demonstrates that damage has occurred that has been caused by the activities authorised by this consent, the consent holder shall offer to, and, if accepted by the property owner, shall rectify the damage at the Requiring Authority's cost, as soon as practicable, in consultation with the property owner.

Operational rail noise limits

9. The Requiring Authority must design and construct the Project Works to ensure that the following operational noise requirements are met as far as practicable:

a) Day time (7am – 10pm) 65 dB LAeq and increase of 3 dBA or 85 dB LAFmax and increase of 3 dBA where the increase of 3 dBA is determined by existing rail noise prior to commencement of Project Works; and

b) Night time (10pm – 7am) 60 dB LAeq and increase of 3 dBA or 85 dB LAFmax and increase of 3 dBA where the increase of 3 dBA is determined by existing rail noise prior to commencement of Project Works.

c) The above limits are assessed or measured at the façade of any building containing activities sensitive to noise within 100m of any new railway line outside the existing designation.

Where the above limits cannot be practicably met, the Requiring Authority must design and construct the Project Works to ensure internal noise levels of 40 dB LAeq(7am – 10pm) and 35 dB LAeq(10pm – 7am) or 60 dB LAFmax(at all times) are not exceeded.

Operational rail vibration limits

10. The Requiring Authority must design and construct the Project Works to ensure that operational vibration does not exceed 0.3mm/s vw,95 when measured in accordance with Norwegian Standard NS 8176.E:2017 at all existing buildings within 100m of any new railway line outside the existing designation.

11. Operational noise and vibration mitigation plan

The Requiring Authority must: -

a) Prepare a Noise and Vibration Mitigation Plan (NVMP) and provide to Council for information. The NVMP shall be prepared by a suitably qualified and experienced person and shall describe the mitigation measures and design details that will be adopted to enable compliance with operational noise and vibration limits specified in Conditions 9 and 10;

b) Implement all mitigation measures identified in the NVMP prior to the Project becoming operational; and

c) Submit a compliance monitoring report prepared by a suitably qualified and experienced person that;

- measures and assesses operational rail noise and vibration;*
- determines the extent of compliance or exceedance of the project limits and,*
- recommends specific actions, in the event of an exceedance, that will ensure compliance with the project limits.*

Planning review

Based on the information provided by KiwiRail and Mr Gordon, I concur that, with the adoption and consideration of proposed conditions, the recommended mitigation measures such as noise barriers and/or building updates, the operational and vibration levels in the vicinity would be considered reasonable. I am aware that there are no operational vibration limits imposed on the existing designation or in the Strategic Transport Corridor zone. However, I note that KiwiRail do employ their own reverse sensitivity guidelines to manage potential operational vibration effects.

Given the above, the project will have no more than minor adverse noise and vibration operational effects on the surrounding properties.

One submission was received from Counties Manukau District Health Board [CMDHB] which refers to noise and vibration.

CMDHB's submission raises issues around the noise and vibration effects on occupied buildings during construction and ongoing operational noise and vibration effects of the Third Main.

I have received advice from Mr Gordon with regard to these concerns and he comments: -

- Home Health Care (part of Middlemore Hospital) is located in proximity to the proposed Third Main. As the nearest buildings would be approximately 6m from the construction works, works will need to be carefully designed and managed to ensure noise and vibration levels are minimised as far as practicable (e.g. adoption of the best practicable option or BPO). BPO will be described in a CNVMP. A CNVMP is the most appropriate method for managing temporary construction noise and vibration. Mr Gordon concurs with this approach and the submission of an CNVMP prior to the start of the work. As a CNVMP will be submitted and assessed, the effects are considered reasonable in regard to s16 of the RMA. Implementing a CNVMP aligns with the relevant E25 objective and policy which enables works to go ahead if permitted standards cannot be practicably met, but controls are in place to manage adverse effects.
- Predicted operational noise levels will have a significant impact relative to existing rail noise levels. He supports a condition on the designation to manage operational noise and vibration effects. Mitigation measures will be adopted which may include, but not limited to construction of a noise barrier, mechanical ventilation, and/or building envelope upgrades such as replacement glazing and seals. The mitigation measures selected will depend on the final design of the railway and the outcome of engagement with CMDHB. Therefore, Mr Gordon agrees with the applicant that it is not appropriate or necessary at this stage to recommend specific mitigation details. With suitable mitigation measures in due course, Mr Gordon considers the noise effects from rail noise can be controlled to a reasonable level.
- Predicted vibration levels will exceed the recommended project standard (0.3mm/s Vw,95) at Home Health Care buildings located within 27m of the Third Main. Therefore, it is important the Third Main is subject to conditions which incorporates vibration control measures to ensure compliance is achieved with the Norwegian Standard NS 8176.E:2017 Class C (0.3mm/s vw,95).
- The closest Middlemore Hospital buildings are at least 60m away and therefore noise and vibration effects (including any change) will be reasonable.

I agree with Mr Gordon's comments around noise and vibration issues and their effects on the hospital buildings and note that proposed conditions around operational noise and vibration effects will be included and this will include a CNVMP to address these concerns.

4.3.5.2 **Effects from Land Disturbance**

Requiring Authority AEE

Effects on land disturbance are addressed in section 7.3 of the AEE. The AEE discusses that given the nature of the proposed works to be undertaken, such as site clearances, laydown area establishment, station works at Middlemore, retaining wall construction and track laying there is potential for land disturbance. This has the potential to generate adverse effects, primarily from dust generation and sediment laden discharges. While a land use consent for the bulk earthworks for the entirety of the third main works will be sought at a later date, KiwiRail confirms that an Erosion and Sediment Control Plan (ESCP) will be employed for the duration of construction. Information contained in the ESCP are likely to include dust control measures, avoiding the stockpiling of fill and especially in flood prone areas or overland flow paths (OLFPs), removal of material to licensed cleanfill or managed fills and any land disturbance would be staged. KiwiRail indicate that given the scale and duration of the proposed works along with the implementation of an ESCP, any erosion and sediment runoff effects are less than minor.

Planning review

No specialist has been appointed to provide advice on land disturbance for this NoR.

I agree that with the use of a ESCP, prepared in accordance with Auckland Council Guideline Document 2016/005 (GD05) and subject to council certification that the scale and duration of such effects on the land would be less than minor.

4.3.5.3 **Soil contamination**

Requiring Authority AEE

Effects relating to contaminated land are addressed in section 7.4 of the AEE which refers to the requiring authority's Preliminary Site Investigation (PSI) by Jacobs dated June 2020 which has been prepared in support of this designation (attached as Appendix D). This assessment found that soil contamination is only potentially present at 74D Kenderdine Road, given its historic use for horticulture. The discussion also notes that resource consents under the NES:CS and AUP(OP) will be likely required for the wider third main works. Furthermore as part of this future resource consent application. A site management plan (SMP) will be utilised across the entire project footprint. The SMP would include the following controls: dust minimisation; certification of fill disposal; contaminant testing protocols; measures to protect public health; and erosion and sediment controls. Given the use of these standard controls, KiwiRail's conclusion is that any soil contaminant related effects are less than minor.

Specialist review

The council's Senior Specialist on Contaminated Land, Andrew Kalbarczyk, from the Resource Consents team has reviewed the NoR, the submissions and provided advice on the soil contamination effects. His report, dated 10 March 2021, is included in Attachment 3.

Mr Kalbarczyk notes that it is unlikely that the majority of the site area has been used for activities outlined in the [Ministry of Environment's Hazardous Activities and Industries List (2011) (HAIL) therefore, the NES:CS regulations do not apply to **most** of the subject site.

He confirms that the key contamination issues (based on the PSI report) relevant to protecting human health and the environment are :-

- one property [74D Kenterdine Road, Papatoetoe] has been identified to have formerly been used for horticultural activities (market garden and greenhouses), which are classified as HAIL, Category A and this property has been considered to be at risk of containing subsurface soils affected by residual pesticides with excess concentrations. It is noted that only a small part (41 sqm) forms part of the designation and will be temporarily used for construction works
- the presence of several old building structures (erected prior to 1980) identified the potential for localised contamination of shallow subsurface soils with lead and/or asbestos. While the use of lead-based paint or asbestos within building structures does not fall under HAIL activities, the PSI report recommended that further assessment of the potential contamination of soil with lead and/or asbestos be carried out at a later stage, prior to the proposed land-disturbance activity taking place
- the potential for unverified-origin fill although no evidence of such fill has been identified.

Mr Kalbarczyk notes that the PSI recommends that:

- an updated, more detailed assessment of the potentially affected areas as set out above, be undertaken prior to the commencement of the works
- the likely requirement for a land use consent under the NES:CS and a contaminant discharge consent under Chapter E30 of the AUP(OP) for the construction of the project
- the current findings and the updated assessment be considered in the preparation of a Site Management Plan [SMP] for the works.

In conclusion Mr Kalbarczyk considers that the NoR is consistent with the purpose of the NES:CS, and relevant objectives and policies of the Contaminated Land Rules of the AUP(OP), Auckland Council Regional Policy Statement, and NPS:FM.

Mr Kalbarczyk states that his assessment of the NoR and supporting documents has focused on identifying major constraints and confirms that “any other than major constraints, associated with potential contamination of the site can be dealt with at a later stage, under the requirements of the relevant regulatory consenting process, associated with the future construction of the project”.

His recommendation is that the NoR be supported subject to the following actions be taken prior to the proposed land disturbance activity. This includes:-

- Undertaking a further environmental assessment of the site to identify the actual risks to human health and the environment and enable to determine and implement the relevant mitigation options (if required)

- Undertaking remediation or management of those parts of the site, which are found to be affected by contamination in concentrations exceeding the relevant Soil Contaminant Standards for protection of human health and/or environmental guidelines for protection of the environment
- Implementing adequate controls, management procedures, and mitigation measures during the land-disturbance activity on site (if required), in order to protect human health and the environment
- Adopting the industry best practice to avoid, remedy, or mitigate any adverse effects on human health and the environment during the proposed land-disturbance activity.

Planning review

The AUP's regional rules and NES:Soils will ensure that contamination matters are considered in detail through consenting processes. The site investigations, remedial action plan, and management plan that are referred to in Mr Kalbarczyk's memo and the AEE will need to be provided as part of any future consent application under NES:CS and as such I do not consider it necessary to include any conditions on the designation.

I agree with both Mr Kalbarczyk and the AEE which acknowledge that a SMP or a Remedial Action Plan [RAP] will be required for the proposed land-disturbance works within the altered designation area, in order to address any risks and potential effects on human health and the receiving environment.

Overall, I consider that there are contaminated issues at the site, which will need to be further quantified, understood and managed in line with the requirements of the NES: CS and Chapter E30 the AUP (OP). However, based on the council expert's views, AEE and the information in the PSI report, I understand that there are no fundamental soil contamination issues that would mean that the land for the Third Main project cannot be designated for railway purposes.

There were no submissions relating to soil contamination.

4.3.5.4 Transport/Traffic

Requiring authority AEE

Transport effects are addressed in section 7.5 of the AEE which refers to the requiring authority's Transport Assessment (TA) by Jacobs dated September 2020 and attached within Attachment 1. Additional information was provided by KiwiRail [and the TA was updated] in the response to the s92 request from the council dated 9 September and attached in Attachment 2. The key findings and recommendations of Jacobs, as described in the AEE, are outlined below. The AEE states that any potential adverse effects associated with works within the designation will be managed by the district plan provisions in the AUP(OP) and via the Outline Plan process.

Construction Effects

It is noted in Table 6.1 of the TA there are a number of access points required and consequently there are a number of potential traffic effects that could arise and these are outlined in section 7.5.1 of the TA. These include effects such as traffic congestion caused by construction related traffic, temporary loss of on-street parking, conflicts and safety risks arising between pedestrians and construction traffic at Middlemore Station and Middlemore Hospital. There are also likely effects with the industrial activity traffic at 212 Cavendish Drive and traffic safety risks associated with heavy vehicles operating near schools (e.g. Papatoetoe West School).

In order to limit these potential effects, KiwiRail proposes to utilise a Construction Traffic Management Plan (CTMP). The CTMP will be developed in consultation with AT and will include controls such as the following: defined routes to and from construction sites for heavy vehicles to manage congestion and ensure road safety, temporary traffic control measures employed to allow the safe entry and exit of construction traffic, restrictions on traffic movements during peak hours/school drop off and pick up times, safety measures to separate pedestrians from construction traffic at Middlemore Station, Gordon Park, Cavendish Drive, Langley Road etc. KiwiRail indicate that the CTMP will be provided with a future OPW. In summary, KiwiRail state that given the use of a CTMP, it is considered that the construction traffic-related effects will be less than minor.

Specialist review

Council's consultant, Wes Edwards from Arrive Ltd has reviewed the NoR and submissions and provided advice on the transport effects and has suggested some proposed conditions as part of the designation. His report, dated 14 May 2021, is included in Attachment 3.

In his report, Mr Edwards provides a summary and review of the information provided with the application, the information received under s92 and the submissions related to transport.

He notes that the NoR does not include an OPW and it is proposed that any consents required to undertake the actual works within the designation are dealt with separately. As a result, this report does not consider transport effects arising from the construction work, such as the movement of construction trucks in detail, other than effects arising from the land being designated and/ or occupied by KiwiRail.

Mr Edwards notes that the TA indicates that construction activities are proposed to occur within the proposed designation but could potentially produce adverse effects on the road network and recommends that a Construction Traffic Management Plan [CTMP] be developed to avoid and manage such effects. Mr Edwards supports the TA recommendation that a CTMP be prepared for construction activities for the mitigation or avoidance of adverse effects during construction. He notes that this would also include one or more temporary Traffic Management Plans [TMPs] that require approval by Auckland Transport. His view is that this is adequate and appropriate for addressing most of the effects likely to be generated by the construction activities.

However, Mr Edwards' view is that a CTMP may not be capable of addressing all effects of the designation. This is most likely where third-party land is involved, and this is discussed below.

Operational Effects

Requiring authority AEE

The AEE notes that the only permanent changes to traffic flows and access are around Middlemore Station with a new access proposed off Rosella Road and alterations to the northern end of Orakau Road. In section 5.1.3, the TA outlines detailed information about the proposed access to/from Rosella Road and concludes that no alterations to Rosella Road carriageway are necessary and the sightlines for safe pedestrian access are adequate as a result of any additional traffic generated by the proposed access. The AEE states that the works at Orakau Road are considered minor and will not affect the functioning of Orakau Road.

The AEE concludes that the operational traffic effects will be minor. Furthermore continuing engagement with CMDHB and AT will be undertaken around the final design of the new Rosella Road accessway and modification to Orakau Road with the final design being "confirmed via a future OPW and any required resource consent applications".

Specialist review

Mr Edwards also reviewed the operational effects of the works to the proposed alteration to the designation.

The key transport matters raised during in Mr Edwards' review relate to "how access for third-party land is to be changed to provide for the additions to the designation to be occupied and used by KiwiRail and most of these issues are located at and around Middlemore Station".

In assessing the transport effects and management methods for the different areas involved, Mr Edwards comments that:-

Wiri Junction

The occupation of the properties around Wiri Junction is not expected to have any significant adverse effect on the transport network.

Puhinui Station

Construction access to 10 Bridge Street was, on review, [see 92 response in Attachment 2] not considered to be necessary as the work would be accessed from the rail corridor. This site is now only required on a temporary basis. Four other residential properties in Kenderdine Road and the land between 5 Clendon Avenue and Puhinui Road, referred to as “Puhinui Road House Grounds Park” are to be temporarily occupied during construction. The occupation of these sites is not expected to result in any significant transport effects, provided there is no access to 10 Bridge Street from the road and appropriate temporary traffic management measures are used at other locations. Mr Edwards recommends that these requirements be included as conditions on the designation [as set out below]

Papatoetoe Station

At the southern end of Papatoetoe Station there are a number of intersections, a busy retail and business centre around St George Street, high levels of pedestrian activity, car parking, a church with access and car parking and access and turning issues around 12 and 14 Wylie Road. Mr Edwards notes AT’s submission point around potentially modifying the road layout at Wylie Road and agrees that this can be included during the CTMP process.

Middlemore Station [see Figure 2 in Mr Edwards’ specialist advice in Attachment 3]

Land is required on the western side of Middlemore Station and this extends into Orakau Road, cutting off the existing vehicle access to the hospital sites. A new vehicle access onto Orakau Road between the parking building and the Gray Ave intersection is required but Mr Edwards considers that the impact on traffic would be minimal as a result of these works.

However vehicular access to the northern part of the western hospital campus would not be available via the new car park access. His comment is that these access arrangements were not finalised at the time of the s92 review [see attachment 2]. Mr Edwards notes that “it is not clear how the northern part of the hospital land would be accessed in the future ...nor clear how 64 Rosella Road may be used to provide for vehicle and/or pedestrian access, for staff or patient availability for hospital staff /patients and how rail users would be prevented from using the access”. Mr Edwards’ view is that “adverse effects would arise from 64 Rosella Road being used to access the hospital land, potentially including effects from an increased demand for on-street parking from additional vehicle and pedestrian movements in Rosella Road, and effects that may arise from vehicles and pedestrians sharing the driveway”.

As set out above, the AEE proposes that this detail will be considered at OPW stage and/or resource consent. Mr Edwards notes the commitment by KiwiRail to have ongoing discussions with with CMDHB.

However Mr Edwards also comments that given the information provided to date, the designation be conditional upon 64 Rosella Road not being used to provide access to the railway station or hospital.

Specialist review conclusion

In conclusion, Mr Edwards supports the formulation of a CTMP [including TMPs] and that this would adequately address most of the effects generated by construction activities. However he notes that adverse effects arising from occupation and operation of the required land mostly around Middlemore Station, access to the DHB land on the western side of the railway line and the potential future use of 64 Rosella Road needs further discussion. Generally he supports the NoR subject to the following proposed conditions being included on the designation:-

12. Construction Traffic Management Plan (CTMP)

(a) The Requiring Authority shall submit a CTMP prepared by a Suitably Qualified and Experienced Person prior to the start of Construction Works for the Wiri to Quay Park Project (Project Works).

(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:

- i. Hours of operation and hours when the type or volume of traffic are restricted;*
- ii. Site access locations including visibility, parking restrictions, and methods to prevent dirt being tracked onto the road surface;*
- iii. Site layouts showing the ability for vehicles to turn around within the site;*
- iv. Information about the provision of construction worker parking and/ or other worker transport arrangements;*
- v. Temporary Traffic Management measures developed in conjunction with Auckland Transport, including parking restrictions and relocation of bus stops.*
- vi. Any other methods to minimise traffic congestion or prioritise pedestrian movement.*
- vii. Routes for construction vehicles to and from the site, including any provisions for overweight or over-dimensional loads.*
- viii. Measures to avoid or mitigate effects on the operation of bus services at and near stations.*
- ix. Measures to avoid or mitigate effects on the operation of park and ride facilities, including the provision of temporary replacement parking supply where the supply of parking is reduced by the works.*
- x. Measures to facilitate active mode access routes between the road network and stations, and across the rail corridor, during the works.*

(c) The CTMP shall be submitted to the Manager for certification with any outline plan in relation to the Project Works.

Transport

13. The following information shall be submitted with any outline plan in relation to the Project Works:

- i. Procedures to be followed with Auckland Transport where Project Works within the designation are proposed upon any area of vested road.*
- ii. Measures to address and mitigate or remedy the effects of removing on-street parking from Orakau Road*
- iii. Any permanent changes to the active mode access to or across the rail corridor, including any changes to footbridges.*
- iv. Measures to minimise adverse effects on the operation of Hospital Road, particularly the safe and efficient movement of pedestrians and cyclists, and the integration of bus services with the station and hospital.*
- v. Methods for integrating rail access facilities with adjacent land uses.*

14. Operational vehicle access for rail purposes to and from the road frontage of 10 Bridge Street should be minimised as far as reasonably practicable and shall not be accessed by construction vehicles undertaking Project Works.

15. 64 Rosella Road shall not be used to provide access to the railway station or hospital.

Finally he comments that adverse transport effects arising from occupation and operation of the required land are largely focussed around Middlemore Station and access to the DHB land on the western side of the railway, and the potential future use of 64 Rosella Road. At the time of writing this review, this matter is still being explored by KiwiRail and the CMDHB, and it is expected further information will be provided at the hearing.

Two submissions were received relating to transport issues. [see Attachment 5]

Mr Edwards supports the submission points raised by Auckland Transport relating to

- additional information to be included in the CTMP
- information around the proposed Orakau Road extension and permanent land requirement
- additional conditions in the OPW around Papatoetoe station
- additional conditions around the OPW process and any resource consents for work around Middlemore Station

Accident Compensation Corporation

ACC operate car parking areas at 100 Hospital Road on land owned by CMDHB. The submission seeks additional conditions which achieve the following:-

- (a) Require KiwiRail to avoid impacting the Hospital's car parking grounds by using alternative sites, routes, and methods and, where that is not possible, minimise the effect of the NOR on the operation of the car parks during the construction period and on an ongoing basis;
 - (b) Preserve the operational viability of Middlemore Hospital by ensuring that staff, visitors and patients can continue to access and use car parks throughout the duration of construction and on an ongoing basis;
 - (c) Ensure the existing traffic network within and beyond the hospital is not adversely affected by the Proposal;
 - (d) Require KiwiRail to ongoing communicate with ACC about the Proposal so that construction and operational effects can be appropriately managed; and
- (e) Any other changes required to respond to the concerns raised in this submission.

Mr Edwards' view is that based on the information available at the time of his review, he supports the assertion that the NoR would adversely affect the operation of the site and car parking. However he notes that some of the proposed conditions on the designation conditions set out above or as a result of further information arising, may address some of these concerns.

Planning review

Based on the advice of Mr Edwards, the NoR documents and the recommended proposed conditions on the designation as set out above [and in Attachment 7], I support the alteration to the designation for use of the site for railway purposes in regard to transport matters for both construction and operational effects. However I agree there are some outstanding matters raised by Mr Edwards which need to be addressed. I am advised by KiwiRail that these transport/traffic matters are being refined and updated through out the detailed design process. Therefore, it is considered appropriate that KiwiRail provides further updated information at the hearing as to how it will address the outstanding matters raised by Mr Edwards.

Therefore I consider that some of the transport effects would be suitably addressed by the recommended conditions on the designation as discussed above. I consider that these proposed conditions will appropriately further manage the effects on the transport network.

4.3.5.5 Effects on Vegetation

Requiring authority AEE

Effects on vegetation are addressed in section 7.6 of the AEE. The key findings and recommendations of Jacobs, as described in the AEE, are outlined below. The AEE notes that the majority of trees marked for removal or trimming are not subject to general tree protection in the AUP (OP), located in a significant ecological area or classified as notable trees. Notwithstanding this, an arboricultural assessment was been prepared in support of the alteration to designation and attached as Appendix H to the application documents in Attachment 1.

The AEE notes that although the removal and alteration of mature vegetation has been minimised as much as possible, clearance between vegetation and tracks /OLE is essential. Therefore works to three “generally” protected trees include

- (i) Work within the rootzone of a Himalayan cedar on Orakau Road
- (ii) Removal of a rimu at Papatoetoe Station
- (iii) Works within the rootzone of a London Plan tree at Papatoetoe Station

The AEE states that general protection rules of the AUP (OP) provide for general protection of trees within open space zones and road reserve in Chapter E26 [Infrastructure] and that trees in special purpose, residential, strategic transport corridor or business zones are not protected.

The arboricultural report notes that although additional works are proposed to trees within the corridor, these are provided for by the existing designation.

In conclusion the AEE states that there are limited adverse effects and therefore less than minor effects of vegetation/trees. Twelve replacement trees, 45L in size, will offset the three trees lost as part of a proposed landscaping plan at Middlemore Station. All tree works will be carried utilising arboricultural best practice. Further discussions will be carried out with mana whenua, CMDHB, AT and Council’s Community Facilities team as part of any future tree works which are required..

Additional information was provided by KiwiRail in the response to a s92 request from the council dated 9 September and this is included in Attachment 2. Further clarification was sought around areas of tree protection and KiwiRail states :-

- AUP[OP] provides vegetation protection rules within road reserves and Open Space zones
- Any tree works required at the rear of other sites along the corridor are permitted under the AUP[OP] given these sites’ zoning and is not within the scope of the NoR
- Any vegetation works required in the Special Purpose Hospital zone are permitted by the AUP [OP]
- Tree works/removals on non KiwiRail sites will be subject to third party agreements.

KiwiRail state that “they consider the submitted arboricultural assessment adequately addresses the effects of tree work encompassed by the NORand are committed to undertaking works in accordance with good arboricultural practice”.

Specialist review

The council’s Senior Arborist, Mr Gavin Donaldson in the Specialist Unit of the Resource consents team has reviewed the NoR and provided a response on 27th January 2021, which is included in Attachment 3 to this report.

Mr Donaldson confirms that the AUP (OP) does not provide for tree protection in the strategic rail corridor and there are no protected trees in the existing designation area. His view is that “vegetation within the strategic rail corridor is afforded a level of protection equivalent to that of the land immediately adjacent to the rail corridor”. The proposed alteration to the existing designation area will involve land that is zoned as road reserve or public open space and Mr Donaldson’s view is that trees in these areas, greater than 4m tall are protected by the rules in chapters E16 and E17 of the AUP (OP). Therefore the council’s Community Facilities arborist “will be required to remove, prune, or undertake works in the root zone of any tree within open space and the road reserve in urban zones”. His view is that the arborist will need further information/clarity as to the extent of the proposed tree works, consideration of alternatives and, the methodology for earthworks around the retained protected trees. Mr Donaldson notes that this information is not included as part of the AEE, although it was requested at 92 stage [see attachment 2 and above] The response from Kiwirail is included in Attachment 2.

Mr Donaldson does not consider that the arborist report in Appendix H of the lodged documents adequately addresses the effects of tree works envisaged by the proposed alteration to the designation. His view is that the report itself identifies it has limitations and was written before the land requirements were formally identified.

In conclusion, Mr Donaldson states that

- a) The level of information received does not provide a reasonable understanding of the nature and scope of the proposed activities as they relate to trees and vegetation protected under the rules of the AUP (OP).
- b) The extent and scale of any adverse effects on the natural treed environment of the site are not able to be accurately assessed.

Planning review

Given Mr Donaldson’s view as set out above that he cannot provide an assessment based on the information provided by KiwiRail both at lodgement stage and as part of the s92 request, I am unable to comment on the effects on the vegetation in this NoR. I suggest that KiwiRail provide additional information at the hearing which would enable the Commissioners to consider the matter.

4.3.5.6 **Heritage**

Built Heritage

Requiring Authority AEE

In section 4.4.1 of the AEE, KiwiRail refer to historic and cultural heritage. Reference is made to a number of old railway cottages [1, 5, 9, 11, 15, 17 and 19 Station Road] which fall within the AUP (OP) special character area overlay as well as the original [Papatoetoe] station building which was relocated to 1 St George Street. The old [Papatoetoe] station building is scheduled as a Category A* place in Schedule 14.1 [Schedule of Historic Heritage] in the AUP (OP)].

The AEE notes that none of the sites affected by the NoR are identified as “sites of significance to mana whenua” in the AUP (OP) nor are any within a statutory acknowledgement area.

Table 4-7 in the AEE summarizes the Cultural Heritage Inventory List. This indicates that:-

- any works to the archaeological site at the Papatoetoe Railway Station would be covered under an OPW or resource consent stage of the process
- minor works are proposed to the rear or possible partial demolition of modern structures at 1, 5, 9, 11, 15, 17 or 19 Station Road.
- No works are proposed to the original station building [Papatoetoe Station]
- No works are proposed to the Puhinui Station footbridge or the Papatoetoe Railway bridge

KiwiRail have confirmed that “no works are proposed to any heritage buildings, either within or outside the corridor”. They note that all works within the existing corridor are subject to the existing designation which overrides any district level rules in the AUP:OP [built heritage overlays].

KiwiRail have confirmed that works to W2QP around or near the old Papatoetoe Station building are on the opposite side of the rail corridor.

Following more refinement and design work, KiwiRail provided further information relating to queries raised by the council. KiwiRail also confirmed that no demolition works are proposed to the Station Rd cottages – the intention is that demolition works are restricted to the more modern structures at the rear [see additional information, plans and photos provided in emails dated 28 April and updated 4 May included in Attachment 6]

Specialist review

The Council’s historic heritage consultant [built heritage], Carolyn O’Neil from The Heritage Studio has reviewed the NoR and provided responses dated 29 March 2021 and [as a result of clarification requested as above] an addendum report dated 18 May 2021. Both are included in Attachment 3.

In her initial memo, Ms O’Neil advises that the built heritage places that form the basis of this advice comprise the Papatoetoe Railway Station and the Station Road Special Character Area (SCA). She provides some context and brief descriptions of these places, their values and extents and these are summarized below:-

[Old] Papatoetoe Railway Station

- The Papatoetoe Railway Station was first built in 1875. It was relocated, substantially altered and extended in 1914-5, and re-opened as a new island-platform station in 1919. The building was relocated again in 1999 to its present site at 1 St George Street and was refurbished and re-opened five years later as a community facility.
- The place is scheduled as a Category A* historic heritage place in the AUP (OIP) for its historical, social, physical attributes, aesthetic and context heritage values.

- The Papatoetoe Railway Station extent of place encompasses the station building, surrounding land and a section of the rail corridor to the west. The extent of place currently falls within the existing NIMT line designation boundary.

Station Road Special Character Area

- The Station Road SCA comprises a cluster of seven railway workers' cottages built in 1928 as part of the Railway Housing Scheme and associated ancillary structures and outbuildings. Implemented across New Zealand between 1923 and 1929, the scheme involved the mass production of prefabricated buildings to serve as housing for railway workers.
- The area has historical value and physical and visual qualities for its intact group of railway workers' cottages, which retain a strong association with the Papatoetoe Railway Station and adjacent rail line.
- The extent of the SCA encompasses seven residential lots (1, 5, 9, 11, 15, 17, and 19) that front Station Road and back onto the NIMT railway line at Papatoetoe Station and currently falls outside the existing NIMT line designation boundary.

The area of works included in this NoR which are proposed to take place within the extent of, or adjacent to, built heritage places [as outlined above] include:-

- The installation of a new 3.6km track between Middlemore Station and Wiri Junction (particularly at Papatoetoe Station);
- The installation of above ground rail infrastructure; and
- The construction of retaining walls to stabilise railway cuttings.

Ms O'Neil notes that "to enable the construction of the retaining walls to the rear of the Station Road SCA, the proposed alteration to the designation also requires the permanent acquisition of two of the sites (5 and 9 Station Road) and the temporary acquisition of a rear strip of land to the remaining five [Station Road] sites" . Furthermore she notes that the NoR states that there will be some demolition of structures within the SCA, although the full extent of this is unclear [see subsequent emails and plans from KiwiRail dated 28 April and 4 May I in Attachment 6].

Ms O'Neil outlines the key heritage issues in her initial memo:-

- The extent to which the proposed works will impact on the historic heritage values of the Papatoetoe Railway Station
- The extent to which the demolition of structures within the Station Road SCA will impact on the area's special character values
- Whether there is the potential for the proposed works to result in damage to the historic fabric of the Papatoetoe Railway Station and/or the Station Road SCA cottages as a result of construction vibration and/or from machinery/vehicles using the sites
- The extent to which any potential effects on historic heritage and special character values are mitigated

Ms O'Neil notes that "despite works being proposed within the extent of several built heritage places, a specialist built heritage assessment has not been prepared..... In response to the Section 92 request for such an assessment [see attachment 2], the applicant advised that no works are proposed to any heritage buildings within or outside the corridor and all works within the existing corridor are subject to the current designation, which overrides existing rules in the AUP (OP). The applicant also considered that, notwithstanding the recommendation in its Archaeological Desktop Assessment to carry out a further historic and built heritage assessment, the existing AEE, associated documentation and the future OPW/resource consents will adequately address potential effects on built heritage.

Ms O'Neil notes that in the absence of a built heritage assessment, she has relied on the relevant information in the AEE and the specialist reports in the appendices. Her concern is that there are "areas of inconsistencies and inaccuracies which have made it difficult to determine the full extent of potential effects on historic heritage and special character values".

One example of conflicting information outlined by Ms O'Neil relates to the extent of work and level of demolition proposed within the SCA. The applicant's AEE, states that no works are proposed to either the original Papatoetoe Station building or the railway cottages on Station Road, yet confirms that minor works are proposed to the rear of the cottages, involving the possible partial demolition of modern structures. However, the applicant's TA highlights that access to 5 and 9 Station Road may be required "to *demolish the houses* to enable construction." However, the report later comments that minimal works will be undertaken on these sites (nos. 5 and 9 Station Road) for the majority of the construction, then states that "*demolition of the rear structures at these locations will likely occur...to enable the construction of a retaining wall*". Ms O'Neil notes a further discrepancy in the extent of SCA land proposed to be temporarily acquired for occupation. The updated Land Requirement Plans document identifies a strip of land along the rear boundaries of 1, 11, 15, 17 and 19 Station Road, while the TA shows an area that incorporates the entire site boundaries.

Whilst it is acknowledged that the statement around the demolition of the houses at 5 and 9 Station Road may have been written in error, such a comment provides a degree of uncertainty and raises concerns around the level of potential effects on the SCA. Such a proposal would also be contrary to a number of objectives and policies in Chapter D18 Special Character Areas Overlay in the AUP (OP). Principal amongst these is Policy D18.3.(3), which seeks to "discourage the removal or substantial removal of buildings that contribute to the continuity or coherence of the special character area as identified in the special character area statement."

However, Ms O'Neil comments that if the intention is to demolish (or partially demolish) only 'accessory buildings' at the rear of 5 and 9 Station Road, then this work may be regarded as a permitted activity.

Ms O'Neil also comments that there is a discrepancy in the applicant's Noise and Vibration Assessment [see Appendix F] with regard to the identification of heritage buildings near to the rail corridor and relates to "Cosmetic Building Damage Threshold" which had been disregarded. This was identified at s92 stage [see Attachment 2]. Mr Micky Yang from MDA author of the Noise and Vibration assessment confirmed that "the vibration levels we are considering might only reach levels to cause cosmetic damage only. They would not reach levels to cause structural damage." It is noted that the assessment was not updated.

Furthermore Ms O'Neil acknowledges that, if appropriately managed, such vibration resulting in cosmetic damage is unlikely to compromise the historic heritage values of the place. However her view is that it is important that mitigation measures and repair methodologies are in place to ensure any damage caused to this significant historic heritage place is suitably remedied.

It is Ms O'Neil's view that provisions should be put in place to mitigate any potential effects generated by the works on the special character values of the SCA, for example, the preparation of a pre-construction (dilapidation) and post-construction building condition survey as a precautionary measure. This is because the ability to manage potential impacts on the Papatoetoe Railway Station through the provisions in Chapter D17 Historic Heritage Overlay in the AUP (OP) is overridden by the existing designation and the designation does not currently have any conditions to ensure that historic heritage values are appropriately considered.

Ms O'Neil notes that there are some comments in the archaeological desktop assessment [attached as Appendix I] which she considers to be misleading e.g the assessment of the railway cottages against the criteria for the evaluation of historic heritage places (as set out in Chapter B5 of the AUP (OP) around the cottages as having either little or moderate heritage values. In the absence of a built heritage assessment, this has the potential to misrepresent the known special character values of the SCA.

In her initial memo dated 29 March 2021, Ms O'Neil stated the applicant has not adequately assessed the NoR effects on historic heritage and special character values. Based on the information that was available, there was some uncertainty around the extent of works proposed within the SCA and the measures that are in place to safeguard built heritage in the undertaking of the planned works and mitigate any effects.

The following updated information was received from KiwiRail [included in Attachment 6] which includes :-

- A covering email from KiwiRail, dated 28 April 2021
- An updated letter from Michelle Grinlinton-Hancock on behalf of KiwiRail, dated 4 May 2021;
- A plan view of the Station Road properties, undated;
- P2M Proposed Site Plan 3, dated 20 November 2020; and
- Section 9 at Rail Cottage showing a cross-section of the proposed retaining wall, dated 8 March 2021.

Although Ms O’Neil considers “the information sparse in content and it does not follow heritage best practice, it does provide more clarity around the extent of demolition works anticipated within the Station Road SCA”. It also provides further confirmation around the works associated with the Papatoetoe Railway Station historic heritage place and the preparation of a Construction Noise and Vibration Management Plan (CNVMP).

Dealing with each in turn

Station Road SCA

- Confirmation that there will not be any demolition of the railway cottages within the SCA as part of the project works and when KiwiRail remove parts of structures, “they will be deconstructed in a way as to not touch the fabric of the cottages”
- Demolition works are restricted to the modern structures at the rear of the Station Road sites (e.g. garages, sheds and a modern dwelling).

Therefore Ms O’Neil is satisfied that the removal of the structures identified will not impact on the special character values of the Station Road SCA.

Papatoetoe Railway Station

- No works are proposed to the [old] Papatoetoe Railway Station
- Works associated with the project, namely the installation of the third rail track and any related aboveground infrastructure, will occur within the station’s extent of place.

Therefore Ms O’Neil accepts that the nature of the works themselves will not impact on the historic heritage values of the Papatoetoe Railway Station

CNVMP

- KiwiRail confirm that a CNVMP will be employed during the construction of the project, which will include monitoring for cosmetic damage arising from ground vibration
- KiwiRail advise that the construction of the retaining wall at the rear of the Station Road SCA sites will no longer involve sheet piling as initially anticipated, which will reduce the scale of construction vibration generated.

Ms O’Neil acknowledges that the potential for cosmetic damage has been reduced and she is satisfied that measures will be put in place to monitor and remedy such damage if it occurs.

In conclusion, Ms O’Neil suggests that to ensure that works are carried out in general accordance with the additional information provided by KiwiRail in April/May 2021, this should be included in the proposed conditions [see condition 2 in Attachment 7].

Furthermore, Ms O’Neil proposes conditions to manage vibration effects on heritage buildings, integrated within the CNVMP condition. These are set out in 4.3.5.1 above in their entirety and in Attachment 7.

Planning review

It is noted that a specialist built heritage assessment was not been provided as part of the application.

A number of these issues relating to discrepancies or clarification were queried as part of the s92 request [see attachment B]. KiwiRail reiterate that

- no works are proposed to any heritage building either within or outside the corridor. KiwiRail confirm that all works within the existing corridor are subject to the current designation which overrides any rules in the AUP (OP) such as the xxxxx overlay
- the only works proposed to the cottages at 5 and 9 Station Rd are restricted to the modern structures at the rear of the sites [eg. garages, sheds and a modern dwelling]
- The CNVMP will be prepared at OPW or resource consent stage and will include a methodology which will then confirm which buildings/sites require monitoring for vibration effects [see above]
- No works are proposed to the old Papatoetoe Station building and therefore no further assessment is required at the time the NoR is considered

As a result of concerns and comments by the council's heritage expert, there have been discussions with KiwiRail [Attachment 6] which have resulted in further information being provided in order to clarify issues and concerns raised around properties at Station Road in the Special Character Area [SCA] and the Papatoetoe Station. This is included in Attachment 6.

I confirm that following these discussions I consider the effects to be less than minor provided the condition[s] as set out above are included in the designation [see Attachment 7]

Archaeological Assessment

Requiring Authority AEE

Archaeological effects are considered in a desktop assessment by Hayley Glover at CFG Heritage dated 25 June 2020 and attached as Appendix I of the lodgement documents. These are addressed in section 7.7 of the AEE and the key findings are outlined below.

The AEE notes that the greatest concentration of heritage features [see section above...] are around Papatoetoe Station. Reference is made to the heritage assessment which states that the railway cottages [on Station Road] were built in 1928 which is later than the pre-1900 limit for archaeological protection under the HNZPTA. However the AEE notes that "given their proximity to the possible archaeological remains of the original station, the works at cottage sites (as well as works within the corridor) will be addressed through an archaeological authority from HNZPT. While further field investigations will be undertaken to determine what, if any, archaeological items of interest may be in-situ, the authority will detail the measures that KiwiRail will be required to employ for both archaeological preservation and recording".

Given the above, the AEE concludes that the alteration to the rail designation will have less than minor effects on historic heritage.

Specialist review

Joe Mills, council's Specialist Historic Heritage advisor in the Cultural Heritage Implementation Team has reviewed the NoR and the supporting documents. His response is dated 10 February 2021, which is included in Attachment 3 to this report.

Mr Mills notes that "in any area with archaeological feature there may be unrecorded subsurface features present". He has identified three specific sites with historic heritage interest [of which two are relevant to his archaeology advice] and states that:-

- the location of the original Papatoetoe Railway Station is noted on historic plans and the remains of the site have not been fully assessed. The site is not scheduled as a Historic Heritage Place under the AUP (OP) but does date pre-1900 and will likely be affected by ground disturbance as part of the proposed works
- the Papatoetoe Railway Station is scheduled as a Category A* historic heritage place in the AUP (OP), with the primary feature being the station building. The extent of place covers the building in addition to the width of the railway corridor. The building is proposed to be undisturbed but works will still occur within the scheduled extent. It is unclear if any subsurface heritage remains are extant within the rail corridor. Mr Mills notes that comments relating to the building itself are covered by council's consultant [see above]
- the Railway cottages at Station Road are subject to a Special Character area/overlay and date post-1900. Mr Mills notes that comments relating to the cottages are covered by council's consultant [see above]

Mr Mills acknowledges the applicant's intention to defer to the HNZPTA 2014, specifically the authority to modify, to manage works on the post-1900 Railway Cottage sites and the pre-1900 remains of the original Papatoetoe Station. He states that this is not appropriate mitigation for post-1900 heritage sites, as the HNZPTA legislation does not include post-1900 heritage except where gazetted and does not address requirements for historic heritage sites scheduled under the AUP (OP).

In terms of the remains of the original Papatoetoe Railway Station, Mr Mills considers that there is high potential for unscheduled pre-1900 archaeological material to be impacted by the proposed works within the rail corridor and its proposed expansion. He considers that KiwiRail's archaeologist assessment did not fully assess the potential impact of the proposed works on the site. However as it is unscheduled, this can be managed under the provision of the HNZPTA. He recommends an advice note to cover this.

Mr Mills notes that the [old] Papatoetoe Railway Station is scheduled under the AUP:OP but does not include archaeological controls as the primary feature is the building. The extent of place for the building is much larger than required and extends across the entire railway corridor. He notes that it is unclear if subsurface historic heritage remains related to the building are extant in this area, given that the building has been moved to its present location. His view is that there remains a level of risk of unrecorded subsurface archaeological material within the scheduled extent of place, therefore archaeological monitoring of ground disturbance should be employed to mitigate that risk.

In terms of the railway cottages, Mr Mills notes these are post 1900 and therefore do not fall under the definition of archaeological sites. He acknowledges that there is a low likelihood of unrecorded archaeological material related specifically to these cottages and the risk can be managed through adherence to the AUP Accidental Discovery Rule (E12.6.1).

Planning review

I do not consider an advice note to be essential in this situation. KiwiRail have acknowledged that consideration of such matters will occur as the project continues and as part of any subsequent consents or archaeological authorities applied for.

4.3.5.7 Visual Amenity

Requiring Authority AEE

Effects on visual amenity are addressed in section 7.8 of the AEE. The AEE discusses the effects of the works particularly around Middlemore Station and the impact this will have on the surrounding area. Detailed design will be provided at the OPW stage and could include elements of cultural history in the design of the pedestrian bridges and the preparation of a landscaping plan with native vegetation to provide visual amenity of the station.

Other works include new retaining walls or OLE related structures. These already exist in association with the railway line and those at Kenderdine Rd and Bridge Street are located below residential sites and the AEE concludes that these would have limited visual impact on the amenity of the surrounding area.

The AEE notes that some temporary visual effects will occur at Gordon Park given its use for access and as a laydown area but this area would be restored once construction is completed. KiwiRail have committed to look at screening of the equipment and materials from the users of the Park. Likewise some temporary visual effects will occur with works at Puhinui Station with the use Council's reserve for a construction laydown yard and access. Similarly Kiwirail are committing to screening during and reinstatement at the end of construction at this location.

In terms of the more significant local buildings including the railway cottages on Station Road and the original station building at 1 St George Street, the AEE notes that the proposed alignment of the Third Main will limit the visual amenity effects to these buildings.

Overall the AEE notes that the visual effects are no more than minor.

Planning review

No specialist has been appointed to provide urban design advice for this NoR.

I consider that given the extent and nature of the project, there will be some effect on the surrounding areas as a result of the works. I note that Kiwirail are committed to working with mana whenua, the CMDHB and the council to work through detailed design of matters relevant to the public realm at OPW or subsequent resource consent stage of the process. I consider it essential that the visual amenity of the public spaces [and CPTED principles] are taken into account to ensure that changes contribute to the sense of place especially around Middlemore Station. Landscaping plans will mitigate the visual effects of the Third Main. The screening of [temporary] construction and laydown sites are also considered essential to ensure the visual amenity and wider environmental effects are minimized at this stage of development. These would form part of any OPW or resource consents.

Given the existing designation and the nature of a railway, the visual effects can be regarded as less than minor given the mitigation proposed to manage the effects outlined.

4.3.5.8 Cultural Values

Requiring Authority AEE

Cultural effects are addressed in Section 7.9 of the AEE. The AEE summarises that:

- There are several heritage features [see section 4.3.5.7] located within the works area
- Given the earthworks required for the project, disturbance of cultural aretefacts is a possibility and an application for archaeology authority from HNZPT will be sought
- There are no sites or places of significance to mana whenua or notable trees in the proposed designation area

Section 8.2 of the AEE also outlines the engagement that KiwiRail has had with mana whenua in relation to the project. Mana whenua have indicated to KiwiRail that they would like to be involved in the detailed design of the landscaping around Middlemore Station and the inclusion of cultural elements into the design of the station itself. KiwiRail are committed to continuing engagement with mana whenua.

Planning review

No specialist has been appointed to provide cultural advice for this NoR.

Consultation has not identified any specific adverse cultural effects that cannot be addressed as part of detailed design and project implementation and there were no submissions relating to cultural matters. Future consent processes may enable mana whenua to input into proposals relating to landscaping and cultural elements. The AEE states that engagement with mana whenua will continue as the project progresses. I am advised by KiwiRail that at least 10 hui have been held since the NoR was lodged and these will continue, four Cultural Values Assessment have been received and have been taken into consideration for current and future applications. Furthermore, an urban designer has been engaged by KiwiRail to work with iwi on cultural story telling along the rail corridor.

4.3.5.9 Natural Hazards

Requiring Authority AEE

Effects relating to natural hazards are addressed in section 7.10 of the AEE which refers to the requiring authority's technical report [Stormwater Assessment] by Jacobs dated 14 July 2020.

The AEE notes that there are two existing types of natural hazards present at sites within the proposed alteration to the designation – flooding and land instability. It is noted that the area around Middlemore Station is subject to flooding given its location, existing infrastructure and the existing railway. The AEE notes that the detailed design of the project will address the stormwater attenuation requirements and the flooding issues associated with the Middlemore Station site.

In terms of land instability, the AEE indicates that retaining walls are required given the slope of the land from the residential properties to the existing rail corridor. These walls would be subject to engineering design at a later stage of the process.

The AEE concludes that “any potential effects from flooding and/or land instability will be managed during the design and construction process to ensure that any hazard related effects are less than minor”.

Specialist review

The council's stormwater specialist in the Healthy Waters team, Zheng Qian, has reviewed the NoR in terms of stormwater and flooding. Ms Qian provided a response on 17 February 2021, which is included in Attachment 3.

Ms Qian considers that the assessment of the key stormwater issues and the conclusions reached are acceptable and she supports the NoR. Her comments are that :-

- KiwiRail shall consult with Healthy Waters' on detailed design of flood mitigation, water quality treatment, erosion control, hydrology mitigation and stream works in the proposed designation area at outline plan of works/resource consent stage.
- Where the proposed designation area contains underground/above ground existing stormwater pipe network, the stormwater infrastructure should be protected throughout the construction period and any damage to the stormwater infrastructure should be avoided, remedied or mitigated.
- Healthy Waters' ability to maintain the public stormwater infrastructure within the proposed designation area should not be affected at any time.

Planning review

KiwiRail does not provide any details of civil infrastructure in the NoR, and instead indicates that information about stormwater management and detailed design of structures such as retaining walls adjacent to the railway will be provided and managed during the design and construction process.

I consider that potential effects on stormwater and land stability can be addressed through the future OPW and through regional resource consents should they be required.

4.3.5.10 Effects on Housing Supply

Effects on the housing supply are addressed in section 7.11 of the AEE. The proposed works will result in both the partial and full demolition of dwellings and associated structures on three sites. These sites are set out in Table 7-4 of the AEE and below:-

- 62 Rosella Road – required for construction access and laydown area
- 5 Station Road – required for retaining wall construction and occupation
- 9 Station Road - required for retaining wall construction and occupation

The loss of one dwelling and the temporary loss of two dwellings are proposed. KiwiRail note that the Station Road site will be unavailable for residential purposes until the completion of works and the uplift of the designation. However the cottages [at the front] of 5 and 9 Station Road will be retained as dwellings [see section 4.3.5.6 above re heritage issues] but there will be a temporary impact on the occupiers/owners.

Planning review

No specialist has been appointed to provide advice on housing effects as a result of this NoR.

I note that this project will result in the loss of three residential sites, albeit only one on a permanent basis. I am aware of the need for housing in Auckland which is also experiencing significant growth but also agree that this project is essential to help provide for urban growth and resilience of and on the rail network. I consider that it is acceptable in this situation to accept the loss of three dwellings [one permanent and two on a temporary basis] given the positive effects the Third Main and the improvements to the area around Middlemore Station will bring.

4.3.5.11 Effects on Auckland Council owned land

There are two sites under the ownership or control of the council affected by the proposed works. It is noted that this land is not permanently required as these areas will be utilised only during construction. Wendy Morrice, a statutory advisor in the council's Community Facilities Team has provided advice on these sites.

- 18R Gordon Road is not subject to the Reserves Act [Gordon Park]
- 21R Station Road is an unclassified recreation reserve subject to the Reserves Act [Rotary West Park].

It is noted that the NoR refers to the Puhinui Road House Grounds [corner of Puhinui and Clendon Roads] which although shown as a "reserve" has the status of a road. Ms Morrice states that the council "will negotiate temporary occupation agreements directly with KiwiRail" in consultation with the Parks Services team. Landowner approval will also be required from the local board and this will cover any impacts on the park.

Maylene Barrett, a specialist in the Parks Planning team within council has also provided advice on these sites. She confirms that the works affecting Gordon Park and Rotary West Park are temporary and therefore do not affect any significant council recreation assets.

Ms Barrett confirms that there are trees at both Gordon Park and Rotary West Park and it is not clear whether any trees will be affected as a result of the proposed works. She notes that asset owner approval will be required for any works affecting trees.

Planning review

I am satisfied that there will be a less than minor impact on council properties. However further discussions approval required will be necessary relating to council owned trees and spaces. Property agreements are currently being dealt with directly with KiwiRail and the relevant council departments to resolve this.

4.3.6 Effects conclusion

Most of the physical works required for the Third Main [e.g. tracks, Overhead Lines and drainage] will be located within the existing designation. There are no relevant conditions attached to the existing designation. Any environmental effects associated with any works within the existing designation managed by the district plan provisions in the AUP [OP] will be dealt with via the OPW process. Works undertaken during construction will be localised, temporary in nature and can be avoided, mitigated or remedied through this OPW process. Ongoing effects as a result of the operation of the Third Main can be dealt with by the regional provisions of the AUP and the future OPW process.

As the works proposed are already provided for by the existing designation, the effects associated with the construction and operation of the proposed Third Main are limited. These are associated with land acquisition and works occurring on sites outside the corridor and generally considered to be no more than minor. Likewise, effects relating to the built heritage issues have been clarified and conditions are suggested to deal with this..

I am confident that where any concerns remain, they will be addressed by proposed conditions and adequately dealt with at the hearing and/or at OPW stage given the assessment undertaken. Therefore the effects of the project will be avoided, remedied or mitigated.

4.4 National environmental standards

4.4.1 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES:CS)

The NES:CS provides a nationally consistent set of planning controls and soil contaminant values to ensure that land affected by contaminants in soil is appropriately identified and assessed before it is developed and, if necessary, the land is remediated or the contaminants contained to make the land safe for human use.

As set out in 4.3.5.3 above, a PSI relating to contaminated land was undertaken for the project. This initial assessment of the contamination status of the site provided information around contaminants of concern that were identified as potential constraints to the NoR. It was recommended that further environmental assessment of the proposed land disturbance area and preparation of a RAP or SMP are likely to be required

No works are proposed as part of this NoR. Future works are likely to require resource consent under the NES:CS given the past use of the site for horticultural land [pesticides], and building structures erected prior to 1980 [asbestos and lead based paint]. Such consents can be prepared once proposed land disturbance works have been established.

I am satisfied that the NES:CS provides adequate scope to assess the effects of contaminants from soil as and when the site is developed. This is confirmed by the council's contaminated land expert in his advice, "that the NoR is consistent with the purpose of the NES:CS regulations."

4.5 National policy statements

Section 171(1)(a)(ii) requires the council to, subject to Part 2, consider the effects on the environment of allowing the notice of requirement, having particular regard to any relevant provisions of a national policy statement.

4.5.1 National Policy Statement on Urban Development (NPS-UD)

The National Policy Statement on Urban Development July 2020 (NPS-UD) came into effect on 20 August 2020 and sets out the objectives and policies for planning for well-functioning urban environments under the RMA.

Given the timing of the AEE [dated September 2020] and the approval date of the NPS: UD, the AEE does not assess the NoR against these provisions although an assessment against the NPS:UDC [2016] is referred to in Section 10.1.2 of the AEE.

Some of the key elements of the NPS-UD include:

- Well-functioning urban environments that enable all people and communities to provide for their social, economic and cultural well-being (Objective 1)
- Enabling more people to live in, and more businesses and community services to be located in or near a centre, in areas well-served by public transport, and in areas of high demand for housing or business land (Objective 3)
- Planning decisions relating to urban environments and Future Development Strategies, take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) (Objective 5)
- Sets an objective for planning decisions to be integrated, strategic and responsive (Objective 6)
- Supporting reductions in greenhouse gas emissions and resilience to the current and future effects of climate change (Objective 8)

More generally this proposal supports the objectives and policies of the NPS :UD in terms of the NoR, providing a vital infrastructure service to both current and future residents and businesses. I therefore consider that the proposed NoR aligns with the principles of the NPS UD.

4.5.2 National Policy Statement for Freshwater Management (NPS:FM)

The NPS for Freshwater Management sets out the objectives and policies for freshwater management under the Resource Management Act 1991.

It is stated in section 10.1.2 of the AEE that “while the effects on freshwater values from required streamworks and contaminant discharges will be addressed by future resource consent applications, it is noted that this NoR will provide for earthworks which could adversely affect freshwater values”. In order to address this, an ESCP will be developed and implemented during construction to limit the potential discharge of sediment into the surrounding environment. Further information on these matters is referred to in section xxx above. The use of an ESCP will ensure that the freshwater values associated with any receiving environments (e.g. the stream at Middlemore Station or Puhinui Stream) will be safeguarded. It is also noted that KiwiRail have engaged with local iwi to help identify key cultural issues associated with the project and this will continue – see section 4.3.5.8 .

Given the above, the proposal is considered to be consistent with the objectives of the NPS : FM.

4.5.3 New Zealand Coastal Policy Statement (NZCPS)

The NZCPS contains objectives and policies relating to the coastal environment. This section of the Act requires that regard is given to any relevant provisions of a New Zealand Coastal Policy Statement (NZCPS). As the project is not located in the coastal environment, the NZCPS is not considered relevant.

4.6 Regional Policy Statement (Chapter B of the AUP:OP) (RPS)

The RPS sets the strategic direction for managing the use and development of natural and physical resources throughout Auckland.

KiwiRail have provided an assessment of the proposal against the RPS provisions, namely Chapters B2 and B3 and these are addressed in section 10.1.4 of the AEE. I agree with this assessment.

In summary, the proposal is consistent with:

- Chapter B2 – Urban growth and form: -

The proposal provides for better transport provisions and connections which are essential for urban and economic development. The project makes good use of existing infrastructure and through additional investment, provides additional network capacity for both freight and passenger services with minimal adverse environmental effects. By increasing network capacity this helps accessibility for everyone and the additional freight capacity helps the economic linkages. All this is necessary to serve future growth. The use of management plans for both construction related traffic and noise/vibration will also assist in minimising any potential adverse effects. The changes to Middlemore Station will ensure better vehicular and pedestrian connectivity and accessibility with the surrounding buildings and the station. Improvements to landscaping will provide an improved visual environment. The regional consents and OPW process will also ensure further consideration of the impact of any future works including the design of the extended pedestrian over-bridge at Middlemore Station.

- Chapter B3 – Infrastructure, transport and energy: -

This chapter of the RPS seeks that infrastructure is resilient, efficient and effective, and integrated with urban growth, and that potential effects with incompatible activities are managed. This proposal will meet this given the extra capacity for freight trains being provided. As stated in the AEE, this proposal will be of significant benefit to Aucklanders and will help reduce the dependence on road vehicles, which in terms helps reduce carbon emission. The AEE states that the works generally avoid any sensitive ecological, cultural or historic heritage items. The works at Papatoetoe Station will be undertaken in accordance with an archaeological authority from HNZ to ensure any heritage features are appropriately protected and recorded. Future resource consent applications and OPW will address the streamworks at Middlemore Station.

In terms of transport, the proposal will increase the rail network capacity which will benefit Aucklanders in many ways. As stated in the AEE, without the additional area being designated, development along the corridor alignment will prevent construction of the Third Main. This would then have region-wide effects on further development of the integrated transport network. This in turn then would affect Kiwirail's ability to upgrade and meet future demand required by the growth in population and for freight growth.

Additionally, I consider these chapters in the RPS to be relevant.

- Chapter B6 – Mana Whenua

Objective B6.3.1(1) seeks that Mana Whenua values, mātauranga and tikanga are properly reflected and accorded sufficient weight in resource management decision-making. Kiwirail have provided opportunities for mana whenua to actively participate via hui on a number of occasions and note that the proposal will not affect any culturally significant sites or natural features. The applicant has sought comment from all relevant mana whenua and conversations are ongoing. This is discussed in section 8.2 of the AEE.

- Chapter B7 – Natural Resources

The proposal does not affect any recognised areas of significant indigenous biodiversity, including any Significant Ecological Areas in the AUP. The management of future stormwater runoff and potential adverse effects relating to stormwater discharge and diversion can be addressed through compliance with the regional plan provisions of the AUP, and through the OPW process.

- Chapter B10 – Environmental Risk

The proposal will not result in an increase in natural hazards or result in the creation of new risks. Any flooding, stormwater or contaminated land issues will be addressed at the detailed design stage or at resource consent application stage and/or with further environmental assessments to be carried out. This is discussed in sections 4.3.5.2 and 4.3.5.9 above. Given the earthworks required as part of the works, and as noted above in section 4.3.5.2 the use of an ESCP will ensure that the freshwater values associated with any receiving environments (e.g. the stream at Middlemore Station or Puhinui Stream) will be safeguarded. As KiwiRail have committed to engage with local iwi to help identify key environmental issues associated with the project, I consider that the proposed NoR meets these RPS objectives.

4.7 Auckland Unitary Plan - Chapter D overlays

The overlays in relation to the proposed works outside of the existing NIMT designation (6302) are identified and summarised in Table 4-2 within section 4.2 of the AEE. It is noted that the overlays within the designation 6302 have not been considered in this section, as works within the existing corridor will be addressed by an Outline Plan and related resource consent applications. As such the AEE only addresses the AUP (OP) overlays affecting the land subject to this alteration to the designation.

Chapter D provisions are addressed in Table 4.2 within section 4.2 of the AEE. The NoR site is subject to three overlays. The provisions identified in the AEE include:-

- (i) High-Use Aquifer Management Areas Overlay – Manukau, Waitemata and Wiri Volcanic Aquifer – D1

The AEE notes that “ high-use aquifers careful management of water availability to meet user needs and at the same time maintain base flows for surface streams.” However, it is noted that no groundwater diversion or dewatering is proposed at this time.

- (ii) Aircraft Noise Overlay – Aircraft noise notification area (ANNA), Auckland Airport and Moderate aircraft noise area (MANA) and High aircraft noise area (HANA) – D24

The Aircraft Noise Overlay is not a relevant consideration for this NoR.

- (iii) Special Character Area Overlay - Residential and Business – Residential - Station Road, Papatoetoe – D1

The overlay area covers a group of railway workers' cottages located on Station Road, Papatoetoe. This includes a row of seven residential properties (numbers 1, 5, 9, 11, 15, 17 and 19 Station Road) which front Station Road and back onto the NIMT railway line at Papatoetoe Station. This lies outside the existing NIMT designation boundary.

This is addressed in section 4.3.5.6.

4.8 Auckland Unitary Plan – Chapter K – Designations

There are two other designations which relate to the proposed works outside of the existing NIMT designation (6302). These are identified and summarised in Table 4-4 within section 4.2 of the AEE. One, designation 6708 [New Zealand Transport Agency/Waka Kotahi (NZTA)] is relevant. The purpose of this designation is to undertake maintenance, operation, use and improvement to the State Highway network (specifically SH20). Discussions are ongoing with NZTA regarding the proposed alteration to the designation insofar as it relates to the NZTA designation. See section 4.2.1 above.

4.9 Auckland Unitary Plan - Chapter E Auckland-wide

Chapter E provisions are considered relevant to the NoR if they contain regional objectives, policies and rules which may require consent for any future works at the site should the designation be confirmed.

Chapter E provisions are addressed in section 10.1.5 and Table 10.2 of the AEE.

The relevant sections of Chapter E are:

- E1 Water quality and integrated management

Chapter E1 seeks to maintain or progressively improve freshwater and sediment quality, and the mauri of freshwater, and manage stormwater and wastewater networks to protect public health and safety and prevent or minimise adverse effects of contaminants on freshwater.

The proposal is consistent with the intent of the above provisions as any future stormwater disposal will be required to comply with regional plan provisions and/or consent for discharge permits will be required.

- E11 and E12 - Land disturbance – Regional and district

E11 and E12 seeks to avoid, remedy or mitigate effects of land disturbance on the environment, minimise sediment generation from land disturbance, and control land disturbance to achieve soil conservation. More particularly, the provisions in E11.6.1 and E12.6.2 refer to the Accidental Discovery Rule in relation to the protection of unknown archaeological, cultural and natural values that may be discovered when works or development are undertaken on site. The standards and procedures in this rule apply [see section 4.3.5.6 above]. The proposal is consistent with these directions, as any future land disturbance is required to comply with the rules and standards of Chapter E11 and E12 which give effect to these objectives.

- E16 and E17

E16 refers to trees in open space zones and the policies encourage ongoing maintenance of trees to enhance open space zones, while recognising existing constraints and functional requirements of the site and acknowledging that multiple uses occur in open space areas. The use of indigenous trees and vegetation for planting within open space zones is encouraged. E17 refers to trees in roads. The policies states that safe and efficient development, operation, use, maintenance and upgrading of infrastructure, utilities, and road network with the protection of trees in roads needs to be balanced. The ongoing maintenance of trees needs to be managed and multiple uses occurring in roads needs acknowledging.

- E25 Noise and vibration

E25 seeks to minimize noise and vibration at its source or on the site from which it is generated. The use of a CNVMP as part of the OPW will address the effects of the project will minimize the effects and are consistent with the objectives and policies.

- E26 Infrastructure

E26 seeks to provide a framework for the development, operation, use, maintenance, repair, upgrading and removal of infrastructure.

However the proposed rail infrastructure is not specifically provided for under the AUP (OP)'s zone-based controls and/or the specific provisions for infrastructure in Chapter E26. Permanently extending the designation to include the additional 3.6 ha of land will ensure that the corridor is protected for the ongoing construction, operation and maintenance of the national rail infrastructure and any changes to the AUP(OP) do not alter or are limited by development on adjacent sites.

- E27 Transport

Chapter E27 contains district level provisions relating to transport. As such, these provisions would be overridden by the designation. A summary of matters are discussed in the AEE and the proposal is consistent with these directions including the use of CNVMP as part of the OPW process and KiwiRail's commitment to undertake further engagement with potentially affected landowners for mitigation measures where needed.

- E30 Contaminated Land

E30 contains regional provisions, which continue to apply to designated sites. As discussed in Section 4.3.5.3, any discharge of contaminants from land into air, water or land will be subject to the provisions in E30. Regional resource consents will be required for disturbance of contaminated land under the NES:CS and the AUP (OP) and the use of a SMP will be utilised to address risks to human health, water quality or cultural values.

- E36 Natural Hazards

As discussed in section 4.3.5.9 above, detailed design will address the stormwater attenuation to address the flooding issues associated with the sites subject to this NoR, in conjunction with the council's Healthy Waters team.

4.10 Auckland Unitary Plan – Chapter H Zones

The zones in relation to the proposed works outside of the existing NIMT designation (6302) are identified and summarised in Table 4-1 within section 4.2 of the AEE. It is noted that the zones within the designation 6302 have not been considered in this section, as works within the existing corridor will be addressed by an OPW and related resource consent applications. As such the following section only addresses the AUP(OP) zones, affecting the land subject to this alteration to the designation.

Chapter H provisions are addressed in section 4.2. the zoning description and location is set out in Table 4.1 of the AEE.

4.11 Alternative sites, routes or methods – section 171(1)(b)

KiwiRail does not have an interest in the land sufficient for undertaking the proposed work and it is likely that the effects of the works are likely to be significant. Therefore an assessment of alternative sites, routes or methods is required. KiwiRail's assessment of alternatives is set out in section 5 of the AEE and summarised in 5.2.5..

In my opinion, the information supplied demonstrates that KiwiRail has satisfied the requirements of section 171(1)(b), in that adequate consideration has been given to alternative sites, routes, or methods of undertaking the work.

4.12 Necessity for work and designation – section 171(1)(c)

The requiring authority has set out its specific project objectives in section 3 and specifically section 3.3 of the AEE. The AEE concludes that the alteration to the designation is reasonably necessary to achieve the project objectives. The objectives were used to support the development of the project's design and environmental mitigation measures. These objectives were developed to reflect the strategic pressures facing the current NIMT corridor, the safety requirements of KiwiRail given its role as a transport service provider and potential future rail investment.

The designation will future-proof the corridor for additional rail capacity improvements. A designation provides certainty for KiwiRail and the general public with the purpose clearly identified in the AUP:OP and planning maps.

Therefore I consider that the works and alteration to the designation are reasonably necessary to achieve the requiring authority's objectives.

4.13 Any other matter – section 171(1)(d)

Section 171(1)(d) requires the council to have particular regard to any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the requirement. In this case the non-RMA documents are considered relevant.

The Auckland Plan 2050

The Auckland Plan (AP) was adopted by Auckland Council in 2018 in accordance with the Local Government (Auckland Council) Act 2009 requirement to produce a spatial plan. Its purpose is to contribute to Auckland's social, economic, environmental, and cultural well-being through a comprehensive and effective long-term (20 to 30 year) strategy for Auckland's growth and development. The Auckland Plan must identify the existing and future location and mix of critical infrastructure, services and investment including transport. The identification and provision of growth and environmental management supported by reliable transport infrastructure. The AP's chapter on "Transport and Access" is particularly relevant. Likewise the AP's Development Strategy also refers to the importance of public transport investment in delivering sustainable urban development. The AEE notes that the NIMT is important for connecting different areas of Auckland and without this, it would become difficult to service planned growth area and the reliability of services provided.

Section 10.1.8 of the AEE discusses the Auckland Plan. It states that the proposed works support the directives in this chapter through the increased capacity in the rail network, provision of step free access and by supporting the modal shift from private to public transport.

I agree with these points and for these reasons consider that the NoR is consistent with the Auckland Plan 2050 and will contribute to achieving its objectives.

Heritage New Zealand Pouhere Taonga Act 2014

Under the HNZPTA no person shall modify or destroy an archaeological site unless an authority is granted by HNZ (whether or not a site is a recorded archaeological site).

The AEE notes in section 4.4.1 that " a review of the HNZPTA list indicates that there are no listed or identified heritage places within the proposed works area.

See section 4.3.5.6 above for a discussion on built and cultural heritage with regard to HNZPTA.

4.14 Designation lapse period extension – section 184(1)(c)

Section 184 of the RMA states that designations lapse within five years, if not given effect to, or an extension has been obtained under section 184(1)(b), or unless the designation in the AUP sets a different lapse period under section 184(1)(c).

The requiring authority has requested a ten-year lapse period for the NoR. The requiring authority's reasons for this request are stated in section 10.2.5 of the AEE.

Section 184 of the Act gives discretion to alter the lapse period for a designation from the default 5 years. The Environment Court decision in *Beda Family Trust v Transit NZ* A139/04 makes the following statement on the exercise of that discretion in considering a longer lapse period:

I note that KiwiRail's state that although their intention is to complete works within a 3 year period following confirmation of the designation, " it is considered prudent that a 10 year lapse period is applied". I agree with this as a 10 year lapse period will ensure that adequate time is given for construction to start, especially given the scale of the works necessary.

I also note that in their AEE, KiwiRail commit to uplift any of those areas which are only required for construction, when works are completed, allowing for potential development of these sites.

After considering the NoR, there are clear circumstances where a longer period than the statutory five years is required to secure the route for a major project such as this. Therefore I consider a lapse period of 10 years for the alteration to the designation is reasonable

4.15 Part 2 of the Resource Management Act 1991

The purpose of the RMA is set out in section 5(1) which is: *to promote the sustainable management of natural and physical resources.*

Sustainable management is defined in section 5(2) as:

...managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while –

- (a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- (b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
- (c) avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

Section 6 of the RMA sets out the matters of national importance which must be recognised and provided for.

Section 7 of the RMA sets out other matters which shall be given particular regard to.

Section 8 of the RMA requires the principles of the Treaty of Waitangi to be taken into account.

Part 2 of the RMA has been addressed in section 10.2 of the AEE, which is summarised below:-

- In respect of the sustainable management purpose under Section 5, Kiwirail note that the proposed works are an efficient use of existing infrastructure investment which will help meet future transport demands. The additional Third Main freight line will help the economic well being of both Aucklanders and the wider regional area. The proposed changes to Middlemore Station including the addition of step free access will benefit the social wellbeing of users. Any adverse effects [including the presence of contaminated soil, minimising noise and vibration effects on adjoining sites and the provision of stormwater attenuation] of the proposed works will be addressed through the use of management plans and detailed design.
- It is noted that sections 6(c), (f) and (h) are all noted as matters of national importance of relevance to this proposal. KiwiRail has indicated it is committed to continuing engagement with mana whenua in order to address cultural effects and which will be reflected in the project's future detailed design, OPW and resource consents. Effects on heritage have been addressed in section 4.3.5.6 of the AEE. Likewise the presence of OLFP's, floodplains and stormwater attenuation will be addressed through the detailed design process.
- In respect of Section 7 matters, the AEE notes that the proposal provides for the efficient use of natural and physical resources under Section 7(b) by enabling an efficient use of the existing infrastructure investment through the existing designation/site. In terms of amenity values, minimising the use of retaining walls and the enhancement of areas around Middlemore Station will contribute to the quality of the environment under Sections 7(c) and (f). With respect to Section 7(a) and (aa), as previously noted, KiwiRail is engaging with mana whenua to ensure that kaitiakitanga elements are incorporated into the project's detailed design [e.g. the upgraded Middlemore Station]. Section 4.3.5.6 of this report has provided the outcome of the consultation undertaken with mana whenua.
- In relation to the relevant principles of the Treaty of Waitangi (Section 8), it is considered that the principles of the Treaty have been taken into account in terms of the initial consultation undertaken to date with mana whenua and Kiwirail's commitment that this will continue through the design process.

I agree with this assessment and therefore consider that the proposal is consistent with Part 2 of the RMA.

5 Conclusions

The requiring authority has lodged a NoR under section 168 of the RMA for the alteration of designation 6302 with regard to the NIMT, in particular from Middlemore Station to Wiri Junction..

It is recommended that the requiring authority provide further information at the hearing and/or to clarify the following issues:

- (i) Transport and traffic matters around access to the hospital carpark at 100 Hospital Road and around 64 Rosella Road as set out in section 4.3.5

- (ii) Transport/traffic matters around some of the relief sought in AT's submission as set out in 4.2.1.
- (iii) Effects on vegetation as set out in section 4.3.5.5

That the notice of requirement should be confirmed subject to conditions and with modifications, for the following reasons.

- The notice of requirement and associated works are reasonably necessary for achieving the objectives of the requiring authority.
- Adequate consideration has been given to alternative sites, routes or methods of undertaking the work identified in the notice(s) of requirement.
- The notice of requirement is generally consistent with the relevant AUP provisions.
- The notice of requirement is generally in accordance with Part 2 of the RMA and; and relevant national environmental standards and national policy statements.
- Restrictions, by way of conditions, imposed on the designation can avoid, remedy or mitigate any potential adverse environmental effects.

6 Recommendation and conditions

6.1 Recommendation

Subject to new or contrary evidence being presented at the hearing, and the requiring authority supplying adequate responses on issues raised in the body of the report, pursuant to section 171(2) of the RMA, it is recommended that the notice of requirement be confirmed, subject to the additional conditions and modifications.

That pursuant to section 171(3) of the RMA the reasons for the recommendation are as follows:

- The notice of requirement is consistent with Part 2 of the RMA in that it enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety.
- The notice of requirement is consistent with and give effect to the relevant national environmental standards, national policy statements and the AUP[OP]
- In terms of section 171(1)(b) of the RMA, adequate consideration has been given to alternative sites, routes or methods for undertaking the work
- In terms of 171(1)(c) of the RMA, the notice of requirement is reasonably necessary to achieve the requiring authority's objectives
- Restrictions, by way of conditions attached to the notice of requirement have been recommended to avoid, remedy or mitigate adverse environmental effects associated with the works.

6.2 Recommended conditions

See Attachment 7

ATTACHMENTS

Attachment 1: Lodgment Documents

Attachment 2 : Section 92 requests and KiwiRail's response

Attachment 3 : Specialist Reviews

Attachment 4: Notification report

Attachment 5: Submissions and Local Board views

Attachment 6 : Information from KiwiRail - heritage matters

Attachment 7 : Recommended conditions

ATTACHMENT TWO

SECTION 92 REQUESTS AND KIWIRAIL'S RESPONSE

28 July 2020

Tim Hegarty
Associate Planner
Jacobs NZ Ltd
PO Box 9806, Newmarket
Auckland 1149

Dear Tim

Request for further information in accordance with section 92 of the Resource Management Act 1991

Notice of requirement for Wiri to Quay Park Project Designation #6302

I am writing with respect to the notice of requirement described above.

After completing a preliminary assessment of the notice of requirement documents, it is considered that further information is required to enable an adequate analysis of the proposal, its effects on the environment and the way in which any adverse effects on the environment may be mitigated.

The information requested below will enable the council to undertake a full and proper assessment of the notice of requirement and provide a recommendation on it.

Under section 92 of the Resource Management Act 1991, I request the following further information:

(1) Trees

(i) The limitations of the report indicate that only trees that were easily accessible have been included and assessed in the report.

Please identify all protected trees within the affected sites, either marked for removal, pruning or works in the rootzone and provide any details on how any adverse environmental effects may be avoided, remedied or mitigated.

(2) Transport

(i) **14 Wyllie Road** [as shown on Land Requirement Plan 601001-DR-NIMT-CV-HS-00108.]

If the number of parking spaces available to the church is to be reduced at any time, please provide information about the current use of the parking spaces, information about any alternate parking that may be made available to the church, and an assessment of the impact of any additional overflow of church parking onto the street, which should include information about the current demand for on-street parking in the area. If the occupation of this lot would not include the parking area it is recommended that the land requirement plan be amended to

reflect this.

Please confirm the extent of the temporary occupation of this site

(ii) 64 Rosella Road

It is not apparent from the documentation provided what volume of vehicular and pedestrian traffic could be expected to use the driveway at 64 Rosella Rd. This information is desirable in order to understand the potential effects of this activity. As nearby sites are residential, information about the times that traffic is expected to use the driveway is also relevant to understanding the effects of this change.

This driveway has the potential to be used by a significant number of pedestrians, and to increase the demand for on-street parking in this part of Rosella Road. It is clear from the documentation that the driveway must cater for traffic entering and leaving the parking area, but the cross-section of the driveway and the ability for it to cater for passing vehicles and pedestrians is not clear.

Please provide information about:

- (a) the number of vehicle movements expected to use this driveway at various times of the day**
- (b) the number of pedestrians that are able to use the access**
- (c) the potential for an increase in demand for on-street parking in Rosella Road if DHB staff are able to use the driveway to access the hospital campus, and the effect of any increase in parking demand**
- (d) the potential for, and effects of, pick-up and drop-off traffic movements in Rosella Road**
- (e) the ability of the driveway to cater for passing vehicles and pedestrians**
- (f) if the driveway is to be lit to provide for pedestrian use during darkness**

(iii) DHB Staff Carpark Access

The designation west of Middlemore Station also requires access to the main DHB parking areas to be relocated. The Transport Assessment identifies a proposed location for the carpark access in Orakau Road, noting that this would require the removal of several angled P90 parking spaces, and that this is proposed to be dealt with through a subsequent resource consent; however, it appears that this resource consent is necessary to allow the land to be designated, rather than arising out of works for which the designation is required. It would therefore be useful to provide better understanding of the likely effects of the access relocation through the provision of more information, which could include data around the demand for the P90 parking in Orakau Road and the impact of reducing the number of parking spaces.

It is understood that you have identified alternate access arrangements for the hospital carparking which could also be available, that may have different effects.

Please provide information about the likely effects of the access relocation on the transport environment, including effects on pedestrians, road safety and parking.

Other issues – for information only (not s92 requests)

1. Document Consistency

(a) The Land Requirement drawings show the permanent occupation in orange and the temporary occupation in red, while the transport assessment reverses the use of these colours. It would be clearer for the public and others reviewing these documents if the colour scheme was consistent.

(b) there appear to be a couple of discrepancies regarding figures or labelling

- the Station Rd and Wyllie Rd sites are permanent sites but the figures included in the appendix suggest that at least some of the areas are temporary occupation only

- In the TIA section 6.1.2 Station Road near Papatoetoe Station, it notes that "It is anticipated that following the construction of the Third Main, the properties at No.'s 5 and 9 Bridge Street may be returned to their current use as a residential property." I assume this reference should be to numbers 5 & 9 Station Road.

2. Modelling and Flood Management

It is noted that you have used the floodplain and flow path data from Geo Maps. Updated modelling results are available for all three catchments that cover the occupancy site locations. It is recommended that before design be undertaken that you contact Healthy Waters [Danny Curtis] for these results that may assist you with this project.

You must provide this information within 15 working days (before 18 August). If you are unable to provide the information within 15 working days, then please contact me so that an alternative timeframe can be mutually agreed.

If you do not respond within 15 working days, refuse to provide the information or do not meet an agreed alternative timeframe between the council and yourself, this application must be publicly notified as required by section 95C of the Resource Management Act 1991.

In accordance with the Resource Management Act, processing of your notice of requirement will remain on hold until the indicated date, pending your response to this request. Please note that the processing clock will stop as this is the first request for additional information.

If you have any queries regarding the above, please contact me on 021 823 685

Yours sincerely

Vanessa Leddra

Vanessa Leddra
Planner
Central / South
Plans and Places
Auckland Council

FEEDBACK FROM JOE MILLS – HERITAGE/ARCH ON s92 request

Hi Vanessa,

Apologies again for the delay getting back to you – those ten days flew past me!
For completeness, ideally we'd have more than the desktop survey that has been provided. It is quite shallow, simply identifying sites and noting potential conflicts, and doesn't address the expected works. However, noting that there will be more detail forthcoming at the OPW stage and the opportunity to capture more detail at that stage, a full assessment might fall into the 'nice to have' basket rather than the 'need to have right now' basket.

If KiwiRail are happy to provide a full heritage assessment, that would be great, but if there's going to be a fight over it I think we could probably wait until down the line.

Happy to discuss further!

Cheers
Joe

FEEDBACK FROM ANDREW K ON CONTAM LAND

Hi Vanessa

I have managed to review the documentation provided in support of the NoR for the above project.

I consider the PSI report (*Preliminary Site Investigation: Wiri to Quay Park Project*, dated 5 June 2020, prepared by Jacobs New Zealand Ltd) to have been prepared by a suitably qualified and experienced contaminated land practitioner.

Based on Sections 3.2, 3.3, and 3.5.1 of the PSI report and Section 6.2.5 of the NoR report, the only identified HAIL site to which the issue of protection of human health and the NES:CS Regulations would be relevant, and where risk to human health would need to be assessed and managed (if confirmed being of concern) was a small part (41m²) of a single property located at 74D Kenderdine Rd. The works at that location are intended to be subject to a Site Management Plan and relevant resource consents under the NES:CS will be sought in a due course.

Apart from that, all other sites along the proposed project route were reported to have had no HAIL history and were considered to be of low risk to human health.

All information relevant to the contamination status of the project site and the proposed general mitigation measures to be put in place, as provided in the relevant reports seems to be satisfactory.

No additional information is required at this stage, in my view.

27 July 2020

V Keddra
 Plans and Places
 Auckland Council
 Private Bag 92300
 Victoria Street West
 Auckland 1142

**KiwiRail Notice of Requirement
 Wiri to Quay Park Project – Wiri to Middlemore Package**

Dear Vanessa

As requested, I have reviewed the Notice of Requirement recently lodged by KiwiRail, and the Transport Assessment in particular. After reviewing the information I have identified a small number of matters for which additional information is recommended. As requested, I have discussed these matters with the author of the Transport Assessment.

#14 Wyllie Road, Papatoetoe

KiwiRail is proposing to designate a number of properties near Papatoetoe Station for occupation during construction works. One of those properties is #14 Wyllie Road as shown on Land Requirement Plan 601001-DR-NIMT-CV-HS-00108.

Figure 1: Land Requirement for #14 Wyllie Road (Temporary Occupation)



Approximately half of that site is formed as a carpark to provide parking for St Martins Presbyterian Church which has buildings located on the adjoining site to the west.

It is not clear from the documentation provided if the KiwiRail occupation of the site would result in a reduction in the number of parking spaces available to the activities in the church buildings.

➤ Information Request 1

Please confirm the extent of the temporary occupation of this lot.

If the number of parking spaces available to the church is to be reduced at any time, please provide information about the current use of the parking spaces, information about any alternate parking that may be made available to the church, and an assessment of the impact of any additional overflow of church parking onto the street, which should include information about the current demand for on-street parking in the area.

If the occupation of this lot would not include the parking area it is recommended that the land requirement plan be amended to reflect this.

64 Rosella Road

KiwiRail is proposing to permanently occupy some land on the western side of Middlemore Station. Some of that land is used to access parking areas around some Counties District Health Board buildings. The majority of that parking is currently used by Senior Medical Officers, with some spaces used by patients attending the nearby renal unit for procedures such as dialysis treatment.

KiwiRail is proposing to designate #64 Rosella Road, a residential property adjoining the DHB parking area in order to provide vehicular access to the DHB parking area.

It is not apparent from the documentation provided what volume of vehicular and pedestrian traffic could be expected to use the #64 Rosella driveway, and this information is desirable in order to understand the potential effects of this activity. As nearby sites are residential information about the times that traffic is expected to use the driveway is also relevant to understanding the effects of this change.

From discussion it is understood that the driveway is not intended to provide for pedestrian access to the rail station, but it is assumed the driveway could be used by visitors to the DHB buildings in this area, and could be used by DHB staff to access the station and the wider hospital campus. If so, then this driveway has the potential to be used by a significant number of pedestrians, to increase the demand for on-street parking in this part of Rosella Road, and to produce demand for drop-off and pick-up trips.

It is clear from the documentation that the driveway must cater for traffic entering and leaving the parking area, but the cross-section of the driveway and the ability for it to cater for passing vehicles and pedestrians is not clear.

➤ Information Request 2

Please provide information about:

- a) the number of vehicle movements expected to use this driveway at various times of the day.
 - b) the number of pedestrians that are able to use the access.
 - c) the potential for an increase in demand for on-street parking in Rosella Road if DHB staff are able to use the driveway to access the hospital campus, and the effect of any increase in parking demand
 - d) the potential for, and effects of, pick-up and drop-off traffic movements in Rosella Road
 - e) the ability of the driveway to cater for passing vehicles and pedestrians
 - f) if the driveway is to be lit to provide for pedestrian use during darkness
-

DHB Staff Carpark Access

The designation west of Middlemore Station also requires access to the main DHB parking areas to be relocated. The Transport Assessment identifies a proposed location for the carpark access in Orakau Road, noting that this would require the removal of several angled P90 parking spaces, and that this is proposed to be dealt with through a subsequent resource consent; however, it appears that this resource consent is necessary to allow the land to be designated, rather than arising out of works for which the designation is required (that will be considered as part of any subsequent OPW process).

It would therefore be useful to provide better understanding of the likely effects of the access relocation through the provision of more information, which would include data around the demand for the P90 parking in Orakau Road and the impact of reducing the number of parking spaces.

Discussion with Jacobs staff has identified that alternate access arrangements for the hospital carparking could also be available that may have different effects.

➤ Information Request 3

Please provide information about the likely effects of the access relocation on the transport environment, including effects on pedestrians, road safety, and parking.

Document Consistency

The Land Requirement drawings show the permanent occupation in orange and the temporary occupation in red, while the transport assessment reverses the use of these colours. It would be clearer for the public and others reviewing these documents if the colour scheme were consistent.

I trust this provides the required information. If I can be of any further assistance, please do not hesitate to contact me.

Yours Faithfully



Wes Edwards

*Chartered Professional Engineer
NZCE BE CMEngNZ MITE IntPE(NZ)*

Director | Transportation Advisor

FURTHER INFORMATION REQUEST DATED 14 AUGUST 2020 with regard to built heritage and archaeology

By email

Further to our conversation earlier, I wanted to raise with you several issues around built heritage and archaeology that have arisen since our site visit and the s92 request. I understand that you are likely to send in updated information and respond to our s92 request next week and it would be appreciated if you could respond on these matters as well.

1. The Marshall Day Noise and Vibration assessment states that there are no heritage buildings identified nearby to the rail corridor, so Line 3 Cosmetic Building Damage Vibration Thresholds have been disregarded. Council's Built Heritage expert Elise Caddigan has spoken with, and emailed Micky Yang (the report author) from Marshall Day to identify this error and has advised him of the Rosella Road precinct, Station Road Special Character Area and the scheduled Historic Heritage Papatoetoe Train Station. **Referencing and discussion of these matters is required** and any amendments to the report need to be provided including pre-works building surveys, on-going monitoring and a revised work methodology to minimise the risks to these building [if required]

2. The desktop archaeological report recommends that further assessment is carried out by a built heritage specialist. This would be beneficial as there are a number of expert knowledge limitations and inaccuracies in the archaeological report regarding built heritage. Page 76 of the AEE refers to works to the railway cottages and within the railway corridor [as shown in an extract below]

As noted in the heritage assessment, the railway cottages were constructed in 1928. While this is later than the

pre-1900 limit for archaeological protection under the Heritage New Zealand Pouhere Taonga Act 2014

*(HNZPTA), given their proximity to the possible archaeological remains of the original station, **the works at***

cottage sites (as well as works within the corridor) will be addressed through an archaeological authority from

***Heritage New Zealand Pouhere Taonga (HNZ).** While further field investigations will be undertaken to determine*

what, if any, archaeological items of interest may be in-situ, the authority will detail the measures that KiwiRail

will be required to employ for both archaeological preservation and recording.

These comments need clarifying, as the council's archaeological expert Joe Mills states that the work to the cottages cannot be managed through the HNZPT authority process. As the cottage sites are not pre-1900 and have not been declared as a post-1900 archaeological site, an Archaeological Authority is not considered relevant for works that may affect them. Essentially the cottages fall outside the HNZPT Act and therefore cannot be subject to management under that legislation. An Authority can certainly be applied for *potential* pre-1900 archaeological material that has yet to be identified in the vicinity of the cottages (under what is commonly referred to as an exploratory authority) but this will not apply to the cottages themselves. **Clarify how you are proposing to deal with works to the cottages and within the corridor.**

3. Further information is required describing the work proposed near the scheduled Historic Heritage Papatoetoe Train Station. The AEE states that the project's alignment avoids any

adverse effects on the scheduled place, however no details or formal assessment has been provided. This position does not take into account the potential cosmetic damage yet to be assessed by Marshall Day. **A response is required with clarification and further information.**

FOR INFORMATION

(a) The Noise and Vibration assessment also recommends noise and vibration mitigation to a number of properties within the Rosella Road precinct. You are advised that this precinct seeks to protect the group of Californian bungalows, transitional bungalow cottages, English cottage and English cottage revival houses built around the 1920s and 1930s and that external alterations and additions (i.e. to implement mitigation measures) would require resource consent.

(b) Conditions regarding the acquisition (temporary and permanent) of the Station Road properties are necessary to ensure that the cottages are not adversely modified, demolished or the site surrounds considerably changed. The subdivision pattern and significant fabric such as outbuildings, boundary fences, open grassed sections and paths are identified in the Special Character Statement as important physical and visual qualities and should be maintained. Council's Built Heritage expert is happy to recommend/discuss some conditions to this effect [as it appears that this is Kiwirail's intention].

(c) details of the fencing to the rear of the Station Road properties is required

If you think a meeting between and with the various heritage experts and the noise and vibration experts would be beneficial please let me know.[]

thanks

Vanessa Leddra
Planner
Central/South, Plans and Places
Mobile 021 823 685

Auckland Council, Level 24, 135 Albert Street, Auckland
Visit our website: www.aucklandcouncil.govt.nz

9 September 2020

Attention: Vanessa Leddra
Planner – Plans and Places (Central/South)
Auckland Council
Private Bag 92300
AUCKLAND 1142

Project Name: Wiri To Quay
Project Number: IA233800

Subject: Response to Further Information Request

Dear Vanessa,

Thank you for your letter of 28 July 2020 regarding the Wiri to Quay Park Notice of Requirement (NoR). We have reviewed the matters raised and can provide the following responses to your queries. In addition, we have also addressed the matters raised by Council's Built Heritage Team (e-mailed received 14 August 2020). Please note that there is no Outline Plan provided with the NoR application. A series of Outline Plans and associated resource consent applications will be applied for at a later date, as the project is being undertaken in stages. As discussed at the site visit the four packages of works are at different stages of development in terms of detailed design, and the Outline Plans and resource consent applications will not be lodged until the design is developed to at least 80%. It appears that some of the s92 questions relate to these future applications, and where appropriate in this reply we identify where this is the case and note that those matters will be subject to future approvals.

In addition, we consider it important to consider the implications of the COVID-19 Recovery (Fast-track Consenting) Act 2020, given the range of permitted activity standards it now provides for KiwiRail projects. In particular, we note the new standards for:

- Vegetation Clearance;
- Earthworks;
- Contamination;
- Stormwater;
- Culverts.

These standards will apply to the physical works to establish the third main as:

- The works will be occurring on land that KiwiRail has a legal interest in (via the lodgement of the NoR and commencement of Public Works Act processes); and
- The works will be undertaken on existing infrastructure, namely the North Island Main Trunk Line.

These standards will affect the types of resource consents required for the project and, we request that the Council's specialists are made aware of these standards and how they provide a more permissive statutory environment for rail infrastructure investment.

Further to the information requests made by Council, we have also undertaken a value engineering exercise, which has altered the required land-take for the project. In most instances, this has seen either the reduction of land-take from properties or their deletion from the NoR. It is only at Middlemore Station where the land-take has slightly expanded, to accommodate further works. These land-take changes are detailed at the end of this letter and are accompanied by an updated assessment of effects on the environment (AEE), Notice and Transport Impact Assessment (TIA).

In regard to the various points raised by the Council's specialists, we provide the following:

Trees

"The limitations of the report indicate that only trees that were easily accessible have been included and assessed in the report.

Please identify all protected trees within the affected sites, either marked for removal, pruning or works in the rootzone and provide any details on how any adverse environmental effects may be avoided, remedied or mitigated."

We note that the project arborist has visited all work sites where the Auckland Unitary Plan (Operative in Part) (AUP(OP)) imposes vegetation protection rules (i.e. within road reserves and Open Space zones). Any tree works required at the rear of other sites along the corridor (e.g. retaining walls) are permitted under the AUP(OP) given these sites' zoning and as such, is not within scope of the NoR. It is also noted that any vegetation works required in the Special Purpose – Hospital Zone (i.e. tree removal/alterations to provide for the new vehicle crossing onto Orakau Road and to allow the construction of the Middlemore Station fire egress bridge) are also permitted by the AUP(OP) given the lack of any vegetation protection in that zone.

These works can occur as of right and the effects of such works have been considered in the development of the AUP(OP)'s own tree rules. Furthermore, any tree removals on non-KiwiRail owned sites will be subject to third party agreements with those sites' owners. The arborist report has clearly identified the affected trees which are subject to AUP(OP) protection (e.g. the street tree at the terminus of Orakau Road and the trees at 21 Station Road). In addition, it is not proposed to alter or remove any trees at Gordon Reserve. Furthermore, the AEE details the use of replacement plantings to mitigate for these tree works. The AEE also confirms that best arboricultural practice will be employed where rootzone works or pruning is required.

Lastly, we note the vegetation controls of COVID-19 Recovery (Fast-track Consenting) Act 2020, which provides for the following vegetation works as a permitted activity:

18 Vegetation

1. *Any new planting must be of non-invasive species.*
2. *Revegetation must be of species naturally occurring within the ecological district and eco-sourced, unless—*
 - a. *it is not possible to comply with that obligation; or*
 - b. *there are sound ecological reasons to plant exotics.*
3. *Plant species selected must take into account the habitat requirements of affected fauna.*
4. *Vegetation must not be removed if it is identified in the relevant plan as significant indigenous vegetation, or as a significant habitat of indigenous fauna or a natural wetland.*
5. *The maximum volume of earthworks within a significant natural area or significant ecological area, as identified in the relevant plan, must not exceed 40 cubic metres*
6. *Vegetation clearance activities must be completed in accordance with good arboricultural practice*
7. *Trees identified in a schedule to a relevant plan or proposed plan as having significant value must not be removed*
8. *Trimming and maintenance of a scheduled tree that is identified in the relevant plan may be undertaken only to enable the ongoing provision of existing infrastructure.*

In this clause, vegetation clearance means the disturbance, cutting, burning, clearing, damaging, destruction, or removal of vegetation.

As such, we consider that the submitted arboricultural assessment adequately addresses the effects of tree works encompassed by the NoR, while also noting that KiwiRail is committed to undertaking works in accordance with good arboricultural practice. Given the above points, no further reporting on tree works is considered necessary.

Transport - 14 Wyllie Road (as shown on Land Requirement Plan 601001-DR-NIMT-CV-HS-00108)

"If the number of parking spaces available to the church is to be reduced at any time, please provide information about the current use of the parking spaces, information about any alternate parking that may be made available to the church, and an assessment of the impact of any additional overflow of church parking onto the street, which should include information about the current demand for on-street parking in the area. If the occupation of this lot would not include the parking area it is recommended that the land requirement plan be amended to reflect this.

Please confirm the extent of the temporary occupation of this site."

Following further design, KiwiRail have reduced the footprint of the project at this site and this is detailed in an amended land requirement plan (Attachment A). As shown on the land requirement plan, KiwiRail seek to designate a construction access corridor through the site, leaving the car park spaces available to church users. It is not proposed to use the car park as a laydown area or occupy it in totality, leaving parking spaces largely unobstructed for church users. There is also no intention to reduce the number of parks available on the site.

Engagement with the site owner will also establish protocols for construction traffic travelling through the site, with these protocols confirmed via a third-party agreement with the site owner and these will be subsequently included in the Construction Traffic Management Plan (CTMP). These protocols are likely to include controls to avoid disruption to church services, organised gatherings and community events held at the site (i.e. restricting construction traffic through the site at these times).

Lastly, there is significant on-street parking available on the surrounding streets (including both Kenderdine Road and Wyllie Road), while both rail and bus services are available to church users in the unlikely event that any on-site parking is temporarily unavailable.

Given the mitigation measures and engagement described above, we do not consider that further assessment of the transport effects at 14 Wyllie Road is needed.

Transport - 64 Rosella Road

"It is not apparent from the documentation provided what volume of vehicular and pedestrian traffic could be expected to use the driveway at 64 Rosella Rd. This information is desirable in order to understand the potential effects of this activity. As nearby sites are residential, information about the times that traffic is expected to use the driveway is also relevant to understanding the effects of this change.

This driveway has the potential to be used by a significant number of pedestrians, and to increase the demand for on-street parking in this part of Rosella Road.

It is clear from the documentation that the driveway must cater for traffic entering and leaving the parking area, but the cross-section of the driveway and the ability for it to cater for passing vehicles and pedestrians is not clear.

Please provide information about:

- a) the number of vehicle movements expected to use this driveway at various times of the day.*
- b) the number of pedestrians that are able to use the access.*
- c) the potential for an increase in demand for on-street parking in Rosella Road if DHB staff are able to use the driveway to access the hospital campus, and the effect of any increase in parking demand.*
- d) the potential for, and effects of, pick-up and drop-off traffic movements in Rosella Road.*

- e) *the ability of the driveway to cater for passing vehicles and pedestrians.*
- f) *if the driveway is to be lit to provide for pedestrian use during darkness."*

As noted in Section 6.2.3 of the AEE, 64 Rosella Road is proposed to be used as a laydown area and to provide construction access. No public access is contemplated as part of the NoR. While an easement may be granted to the District Health Board in the future for access to hospital related parking, the property is required for construction access and a laydown area in the short term and access for maintenance of the rail corridor in the long term.

As noted by Section 6.1.3 of the TIA, the access is considered wide enough for construction related traffic (with a width of 5.65 m), with safe movements available to and from Rosella Road itself. The TIA also highlights the ability for Rosella Road to safely accommodate construction related traffic, in part due to the low-speed environment present within the road corridor.

Furthermore, the CTMP will be used to control construction traffic volumes and movements, based on the appointed contractor's construction methodology. Once the contractor is appointed, they will be able to detail construction traffic volumes and vehicle types using this driveway, as well as the timing of these vehicle movements.

The CTMP will also address any construction related pedestrian traffic using the driveway. KiwiRail proposes to submit the CTMP as part of an Outline Plan in mid-2021 as per standard resource management process for a project of this scale. In the longer-term, it is not proposed to provide pedestrian access for rail users via the driveway. There is no direct access (via the driveway) to Middlemore Station, as any pedestrians would be required to trespass on hospital land.

Furthermore, KiwiRail proposes to install a sign at the driveway entrance advising that no pedestrian access to the station is available via the driveway. In addition, the driveway will be secured with a chain or similar barrier to prevent unauthorised vehicles entering the driveway outside construction hours. Lastly, given the driveway's proposed use under the NoR (i.e. no public access), KiwiRail do not propose to provide artificial lighting on the driveway.

In the longer term and in a future situation where the driveway is used by hospital operations, this "change of use" of the driveway to accommodate hospital related traffic would be subject to land use controls under the Auckland Unitary Plan (i.e. the land use rules of both the underlying residential zone and the transport standards of Chapter E27), triggering resource consent under section 9(3) of the Resource Management Act 1991. It would be at this time that an assessment of traffic effects from hospital activities would be appropriate. Any assessment at the current time relating to a potential future use is outside the scope of the land use activities sought by this NoR (i.e. construction and maintenance traffic), and is also inconsistent with its objectives.

Traffic - DHB Staff Carpark Access

The designation west of Middlemore Station also requires access to the main DHB parking areas to be relocated. The Transport Assessment identifies a proposed location for the carpark access in Orakau Road, noting that this would require the removal of several angled P90 parking spaces, and that this is proposed to be dealt with through a subsequent resource consent; however, it appears that this resource consent is necessary to allow the land to be designated, rather than arising out of works for which the designation is required.

It would therefore be useful to provide better understanding of the likely effects of the access relocation through the provision of more information, which could include data around the demand for the P90 parking in Orakau Road and the impact of reducing the number of parking spaces.

It is understood that you have identified alternate access arrangements for the hospital carparking which could also be available, that may have different effects.

Please provide information about the likely effects of the access relocation on the transport environment, including effects on pedestrians, road safety and parking.

We have undertaken further assessment of the proposed vehicle crossing and note that it complies with the following relevant standards of Chapter E27 (Transport):

Standard	Comment
E27.6.4.1. Vehicle Access Restrictions	The crossing is more than 10m from the intersection of Gray Avenue and Orakau Road.
Table E27.6.4.2.1 Maximum number of vehicle crossings and separation distance between crossings	There is less than one crossing per 25m of the site's road frontage. The crossing is <ul style="list-style-type: none"> · more than 2m from any crossing on adjoining sites; and · more than 6m from any other crossings serving the site.
Table E27.6.4.3.2 Vehicle crossing and vehicle access width	The final design of the crossing will be between 5.5m and 6m, given that it will provide for two-way traffic.
Table E27.6.4.4.1 Gradient of vehicle access	The crossing will have a gradient that is less than 1 in 6.

As such, we now can confirm that the crossing will not require resource consent, and that it is in fact a permitted activity under the AUP(OP). Given this, KiwiRail (on-behalf of the District Health

Board) only requires a vehicle crossing permit from Auckland Transport for its establishment. Therefore, we consider that the effects of proposed crossing are outside the scope of the current NoR given its permitted activity status. The crossing can be constructed as of right and effects of such an activity have been considered through the development of the AUP(OP)'s own related transport standards, as evidenced by such crossings being provided for as permitted activities.

With regard to other potential crossings, should they be required, it is considered that they can either be addressed via an Outline Plan (if they are located within the NoR's footprint), a resource consent application (if located outside the NoR footprint and non-compliant with the AUP(OP)'s standards and/or a vehicle crossing permit. Furthermore, the location of the crossing is also subject to agreement with the District Health Board.

Other issues – Document Consistency

The Land Requirement drawings show the permanent occupation in orange and the temporary occupation in red, while the transport assessment reverses the use of these colours. It would be clearer for the public and others reviewing these documents if the colour scheme was consistent.

We have corrected the TIA to reflect the Land Requirement Plans' colour scheme, with the updated TIA attached to this letter.

The Station Rd and Wyllie Rd sites are permanent sites but the figures included in the appendix suggest that at least some of the areas are temporary occupation only.

As referenced by both the AEE and Land Requirement Plans, both 5 and 9 Station Road are to be permanently occupied, whereas the other Station Road properties only require temporary occupation. We also note that 12 Wyllie Road contains both permanent and temporary occupation, while 14 Wyllie Road only requires temporary occupation (noting that the land requirement at 14 Wyllie Road has been altered).

In the TIA section 6.1.2 Station Road near Papatoetoe Station, it notes that "It is anticipated that following the construction of the Third Main, the properties at No.'s 5 and 9 Bridge Street may be returned to their current use as a residential property." I assume this reference should be to numbers 5 & 9 Station Road.

This site reference has been updated to 5 and 9 Station Road as per the attached TIA.

Other issues – Modelling and Flood Management

It is noted that you have used the floodplain and flow path data from Geo Maps. Updated modelling results are available for all three catchments that cover the occupancy site locations. It is recommended that before design be undertaken that you contact Healthy Waters [Danny Curtis] for these results that may assist you with this project.

Thank you for this advice and we have passed this information onto our design team for use once detailed design occurs.

Other issues – Built Heritage

With regard to the comments received from the Council's Built Heritage team, we note that no works are proposed to any heritage buildings – either within or outside of the corridor. Furthermore, all works within the existing corridor are subject to the current designation, which overrides any district level rules present in the AUP(OP) (e.g. built heritage overlays).

For those works addressed via the current alteration to designation, no demolition works are proposed to the Station Road cottages. It is KiwiRail's intention that any demolition works are restricted to the more modern structures at the rear of these sites (e.g. garages/sheds and a modern dwelling).

In addition, the Construction Noise and Vibration Management Plan (CNVMP) will only be prepared once the Outline Plan and associated resource consents are sought. At this time, the CNVMP will incorporate both the detailed design and contractor's construction methodology, with this information used to confirm which buildings/sites require any monitoring for vibration effects. We note that the CVNMP will be subject to assessment by Council's specialists (via certification) and Marshall Day Acoustics have already recommended the inclusion of Rosella Road sites (including 62 Rosella Road) for monitoring.

Lastly, we reiterate that no works are proposed to the old Papatoetoe Station building. KiwiRail has made every effort to avoid an alignment that would require the relocation of the building. It is located adjacent to an existing rail corridor, with any W2QP works restricted to the opposite side of the corridor. Given the lack of any works to this building or its site, as well as the lack of any other viable alternative to provide the third main, we do not consider that further assessment is needed at this time.

Given the above, we consider that the existing AEE, associated documentation and the future Outline Plan/resource consents address the potential built heritage effects of the works. KiwiRail will not be providing a Built Heritage assessment at this time and does not consider that these matters affect the notification status of the NoR.

Other Matters – Updated Designation Boundaries

KiwiRail have undertaken a value engineering exercise, which has resulted in several changes to the project's land take (principally around Kenderdine Road and Station Road). While these changes are detailed in the table below, we have also updated the NoR, land requirement plans and AEE to also reflect the altered land take.

The NoR now provides for an alteration to the existing designation and the addition of 3.6 ha of land to the rail corridor's current 175 ha footprint. Approximately 1.15 ha of this is permanently required with 2.45 ha required temporarily to support construction.

Property address	Legal Description	Type of Ownership	Change
100 Hospital Road	Lot 240-241 Deposited Plan 43645, Part Lot 13 Deposited Plan 2989, Allotment 237 Parish Of Manurewa And Section 12-14, Section 37 And Part Section 11 Block Vi Otahuhu Survey District	Public	Decrease in permanent area required due to reducing permanent footprint to station platform and tracks (from 2624 m ² to 2032 m ²). Increase in temporary area required for construction, with the (from 193 m ² to 1936 m ²)
Road Reserve – Orakau Road	N/a	Public	Increase in temporary area to accommodate all works (from 40 m ² to 444 m ²).
14 Wyllie Road, Papatoetoe	Pt Lot 1 P 136372	Private	Reduction in area required (from 924 m ² to 136 m ²) with land take restricted to an access corridor through to 12 Wyllie Road.
74D Kenderdine Road, Papatoetoe	Lot 5 DP 327717, ¼ SH Lot 6 DP 327717	Private	Deleted as no longer required (retaining wall design has been updated)
76 Kenderdine Road, Papatoetoe	PT Lot 30 DP 16605	Private	Deleted as no longer required (retaining wall design has been updated)
1/76 Kenderdine Road, Papatoetoe	Pt Lot 30 DP 16605, Flat 1 DP 80955		
2/76 Kenderdine Road, Papatoetoe	Pt Lot 30 DP 16605, Flat 2 DP 80955		
3/76 Kenderdine Road, Papatoetoe	Pt Lot 30 DP 16605, Flat 3 DP 80955		

Property address	Legal Description	Type of Ownership	Change
4/76 Kenderdine Road, Papatoetoe	Pt Lot 30 DP 16605, Flat 4 DP 80955		
78 Kenderdine Road, Papatoetoe	Pt Lot 30 DP 16605, Pt Lot 31 DP 16605	Private	Deleted as no longer required (retaining wall design has been updated)
80 Kenderdine Road, Papatoetoe	Lot 1 DP 135948	Private	Deleted as no longer required (retaining wall design has been updated)
8 Bridge Street, Papatoetoe	Lot 21 DP 21411	Private	Deleted as construction access to 10 Bridge Street is not required.
9 Bridge Street, Papatoetoe	Lot 27 DP 21411	Private	Deleted as no longer required (retaining wall design has been updated)
10 Bridge Street, Papatoetoe	Lot 22 DP 21411	Private	Change from a permanent occupation (841 m ²) to a temporary occupation (165 m ²)
212 Cavendish Drive, Manukau	Sect 8 SO 501086	Private	Increase from 6838 m ² to 8372 m ² of the site for an additional temporary accessway.

Overall, we consider that adequate information has been provided to enable Auckland Council to accurately identify all affected parties (as discussed in the AEE) and allow the NoR to proceed on a limited notified basis. If our responses are unclear or require further discussion, we would appreciate the opportunity to meet with you prior to the completion of the council's notification assessment.

Yours sincerely

Tim Hegarty
Associate Planner
Tim.Hegarty@jacobs.com

Copy: Michelle Grinlinton-Hancock (KiwiRail)



9 September 2020

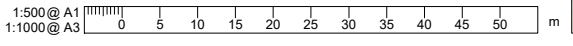
Subject: Response to Further Information Request

Attachments:

A – Updated Land Requirement Plans

B - Updated AEE and notice

C – Updated TIA



LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 13 DEPOSITED PLAN 19404	
PROPERTY ADDRESS/LOCATION	64 ROSELLA ROAD, MANGERE EAST, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
1014	0	0

LEGEND	
	LAND REQUIREMENT AREA
	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 1

CONSENT ISSUE

REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
C	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	06/10/20	FV	TH	MM	ISSUED FOR INFORMATION		

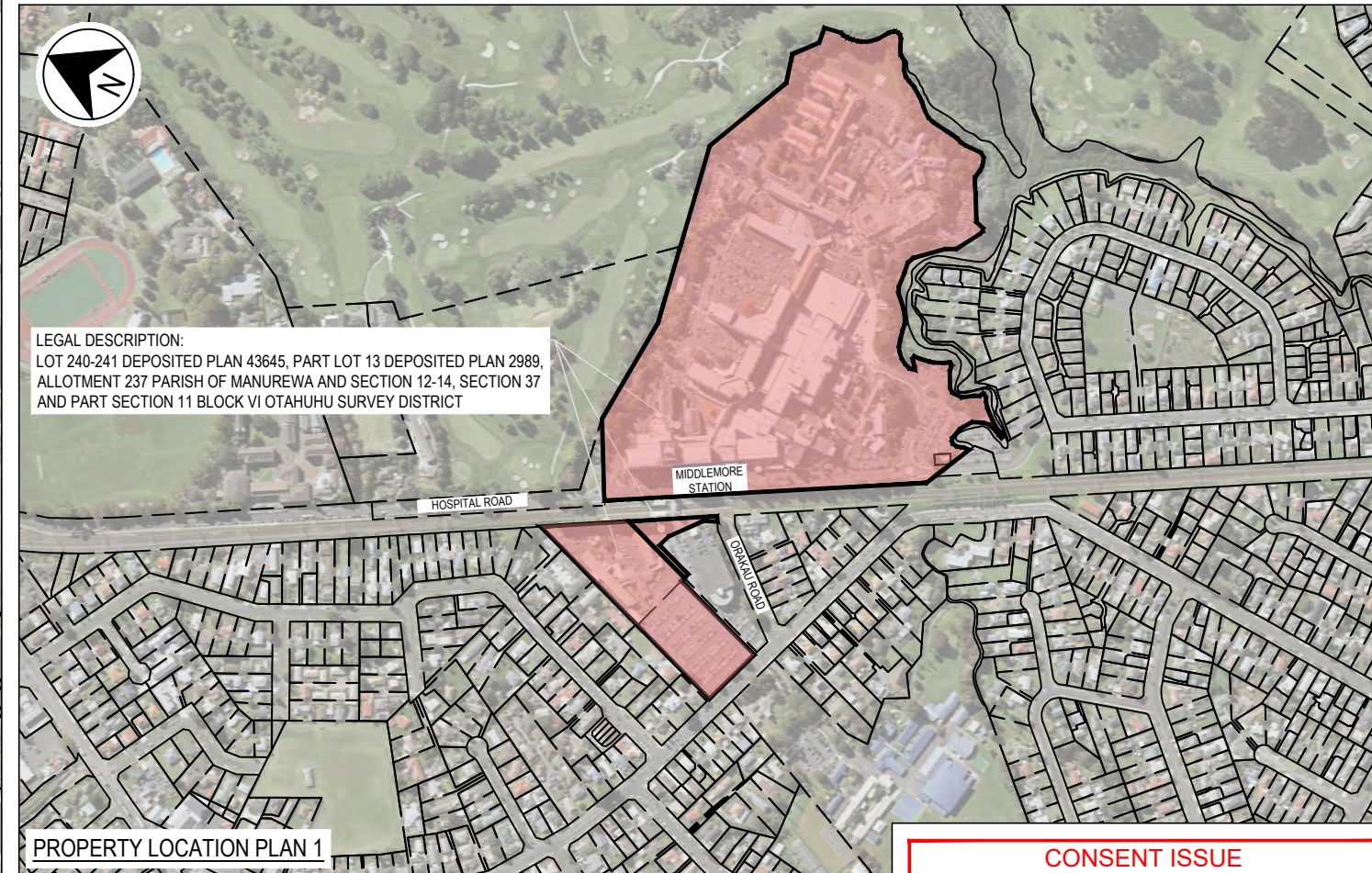
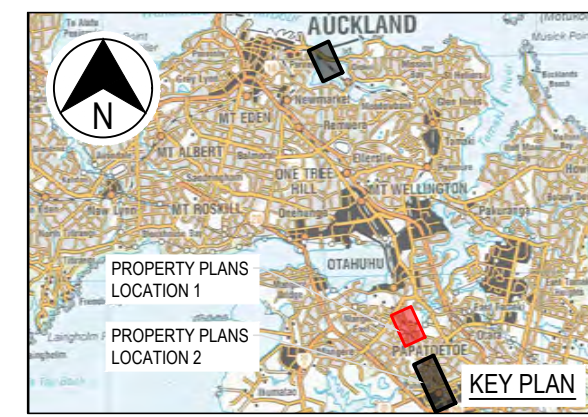
	<p>Level 2, Castlaw Park 12-16 Nicholls Lane, Parnell AUCKLAND 1010 NEW ZEALAND</p> <p>Tel: +64 9 928 5500 Fax: +64 9 928 5501 Web: www.jacobs.com</p>	CLIENT	KIWIRAIL	TITLE	LAND REQUIREMENT LAYOUT PLAN		
		PROJECT	THIRD MAIN MIDDLEMORE TO PUHINUI	SCALE	AS SHOWN		
DRAWN	FV	DRAWING CHECK	NB	REVIEWED	TH	APPROVED	MM
DESIGNED	EG	DESIGN REVIEW	AC	DATE	10/06/2020	DATE	10/06/2020
				DRAWING No.	601001-DR-NIMT-CV-5336	REV	0



1:500 @ A1
 1:1000 @ A3

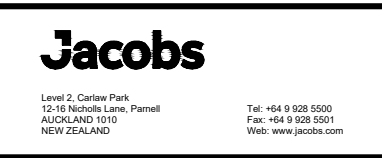
LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 240-241 DEPOSITED PLAN 43645, PART LOT 13 DEPOSITED PLAN 2989, ALLOTMENT 237 PARISH OF MANUREWA AND SECTION 12-14, SECTION 37 AND PART SECTION 11 BLOCK VI OTAHUHU SURVEY DISTRICT	
PROPERTY ADDRESS/LOCATION	100 HOSPITAL ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
2032	1963	23150

LEGEND	
	LAND REQUIREMENT AREA
	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



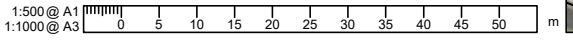
CONSENT ISSUE

REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
D	27/08/20	MC	TH	MM	RE-ISSUED FOR NOTICE OF REQUIREMENT		
C	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	10/06/20	FV	TH	MM	ISSUED FOR INFORMATION		



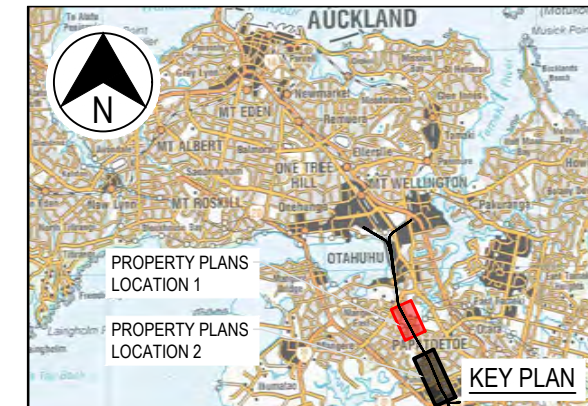
CLIENT	KIWI RAIL		
PROJECT	W2QP - WIRI TO QUAY PARK THIRD RAIL		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	06/10/20	

TITLE	LAND REQUIREMENT LAYOUT PLAN		
100 HOSPITAL ROAD, PAPATOETOE			
SCALE	DRAWING No.	REV	
AS SHOWN	601001-DR-NIMT-CV1-01157	5/347	0



LAND REQUIREMENTS		
LEGAL DESCRIPTION	ROAD	
PROPERTY ADDRESS/LOCATION	ORAKAU ROAD, MANGERE EAST, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
23	444	

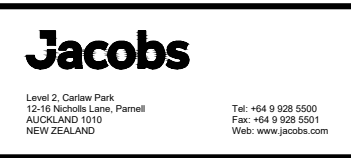
LEGEND	
	LAND REQUIREMENT AREA
	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 1

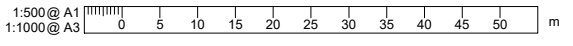
CONSENT ISSUE

REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
D	27/08/20	MC	TH	MM	RE-ISSUED FOR NOTICE OF REQUIREMENT		
C	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	10/06/20	FV	TH	MM	ISSUED FOR INFORMATION		



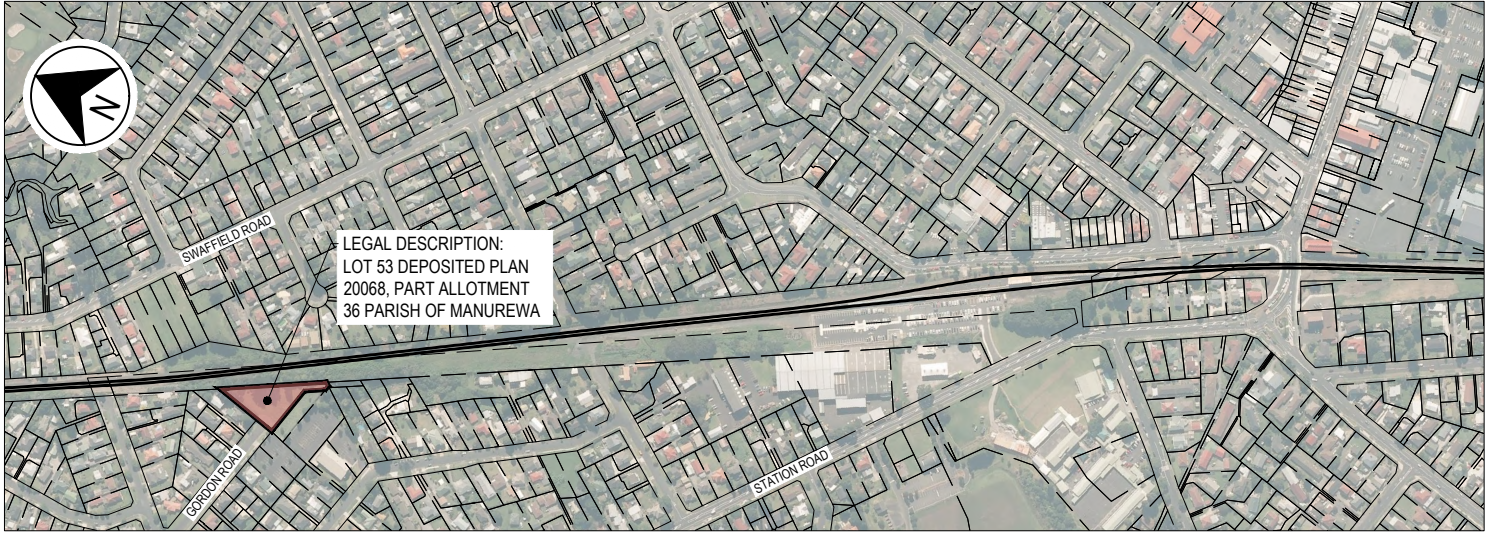
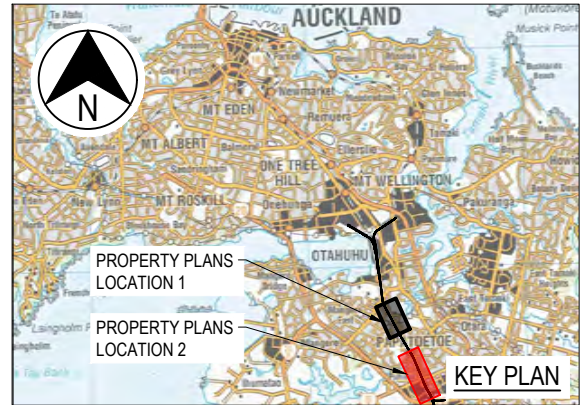
CLIENT	KIWIRAIL
PROJECT	W2QP - WIRI TO QUAY PARK THIRD RAIL
DRAWN	FV
DESIGNED	EG
DRAWING CHECK	NB
DESIGN REVIEW	AC
REVIEWED	TH
DATE	06/10/20
APPROVED	
DATE	

TITLE	LAND REQUIREMENT LAYOUT PLAN ORAKAU ROAD, MANGERE EAST
SCALE	AS SHOWN
DRAWING No.	601001-DR-NIMT-CV1-5358
REV	0



LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 53 DEPOSITED PLAN 20068, PART ALLOTMENT 36 PARISH OF MANUREWA	
PROPERTY ADDRESS/LOCATION	18R GORDON ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	2274	1480

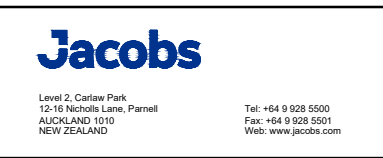
LEGEND	
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	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

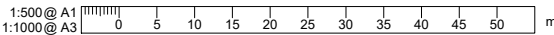
CONSENT ISSUE

REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
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B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	06/10/20	FV	TH	MM	ISSUED FOR INFORMATION		



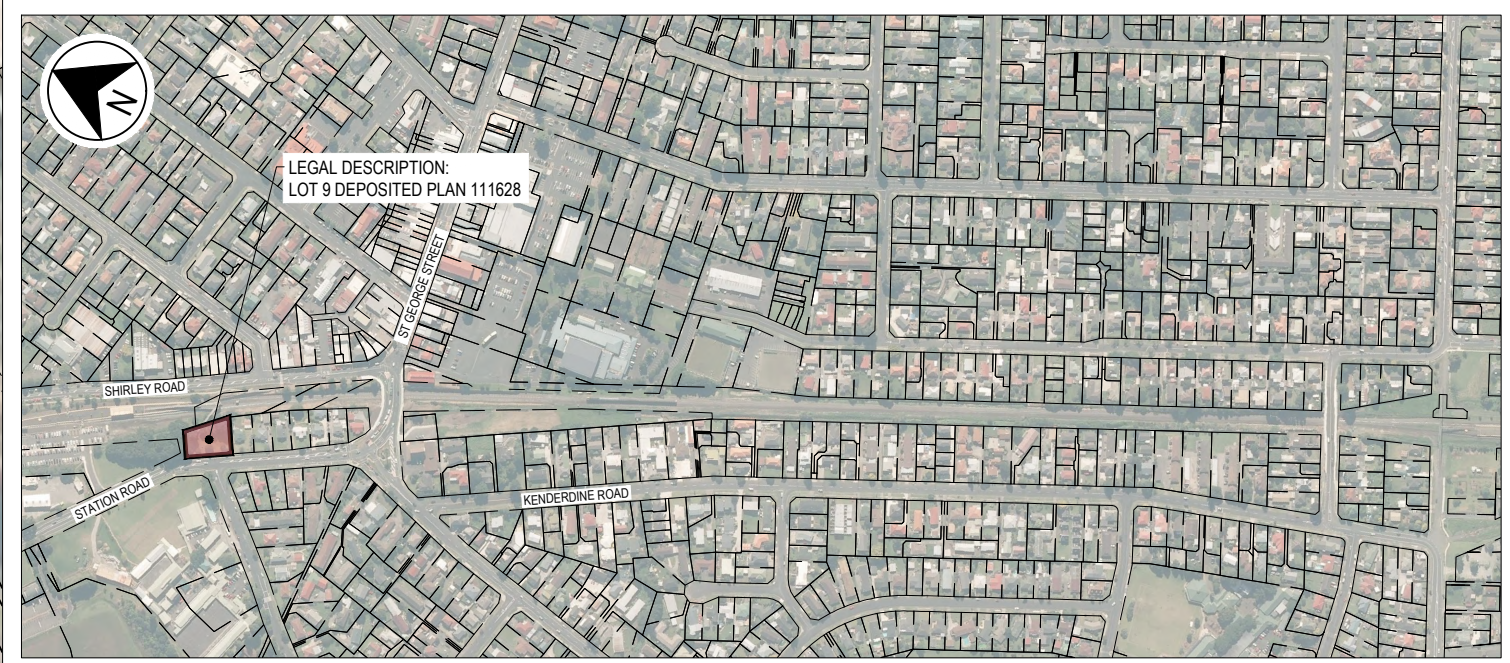
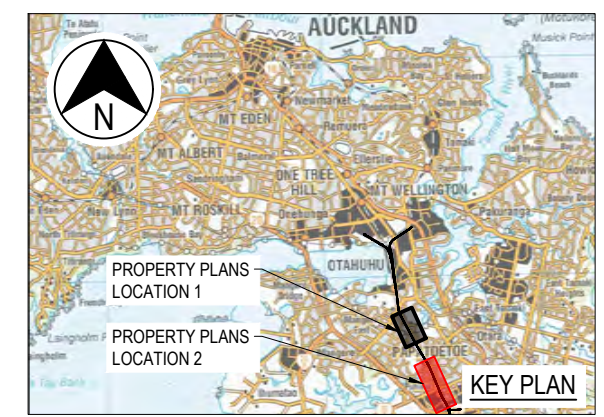
CLIENT	KIWIRAIL		
PROJECT	THIRD MAIN MIDDLEMORE TO PUHINUI		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	10/06/2020	10/06/2020

TITLE	
LAND REQUIREMENT LAYOUT PLAN 18R GORDON ROAD, PAPATOETOE	
SCALE	DRAWING No.
AS SHOWN	601001-DR-NIMT-CV-536-01
REV	0



LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 9 DEPOSITED PLAN 111628	
PROPERTY ADDRESS/LOCATION	21R STATION ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION) (m ²)	AREA UNAFFECTED (m ²)
0	52	1550

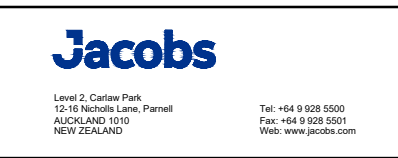
LEGEND	
	LAND REQUIREMENT AREA
	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

CONSENT ISSUE

REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
C	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	06/10/20	FV	TH	MM	ISSUED FOR INFORMATION		



CLIENT	KIWIRAIL		
PROJECT	THIRD MAIN MIDDLEMORE TO PUHINUI		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	10/06/2020	10/06/2020

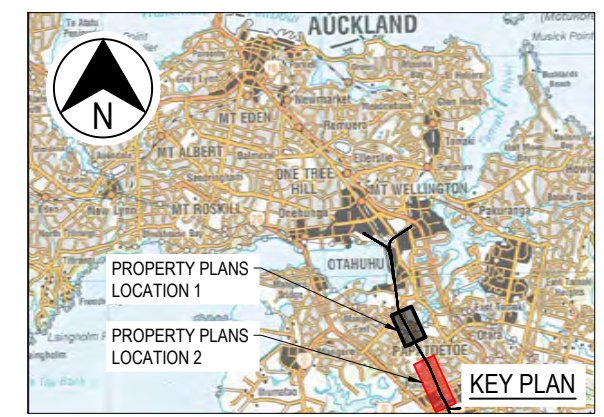
TITLE	LAND REQUIREMENT LAYOUT PLAN 21R STATION ROAD, PAPATOETOE		
SCALE	DRAWING No.	REV	
AS SHOWN	601001-DR-NIMT-CV-530702	0	



1:500 @ A1
 1:1000 @ A3
 0 5 10 15 20 25 30 35 40 45 50 m

LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 1 DEPOSITED PLAN 111628	
PROPERTY ADDRESS/LOCATION	19 STATION ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	134	823

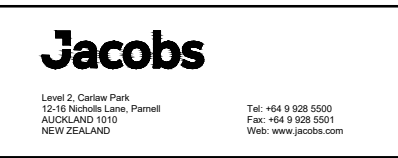
LEGEND	
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	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

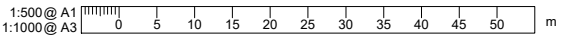
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REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
C	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	10/06/20	FV	TH	MM	ISSUED FOR INFORMATION		



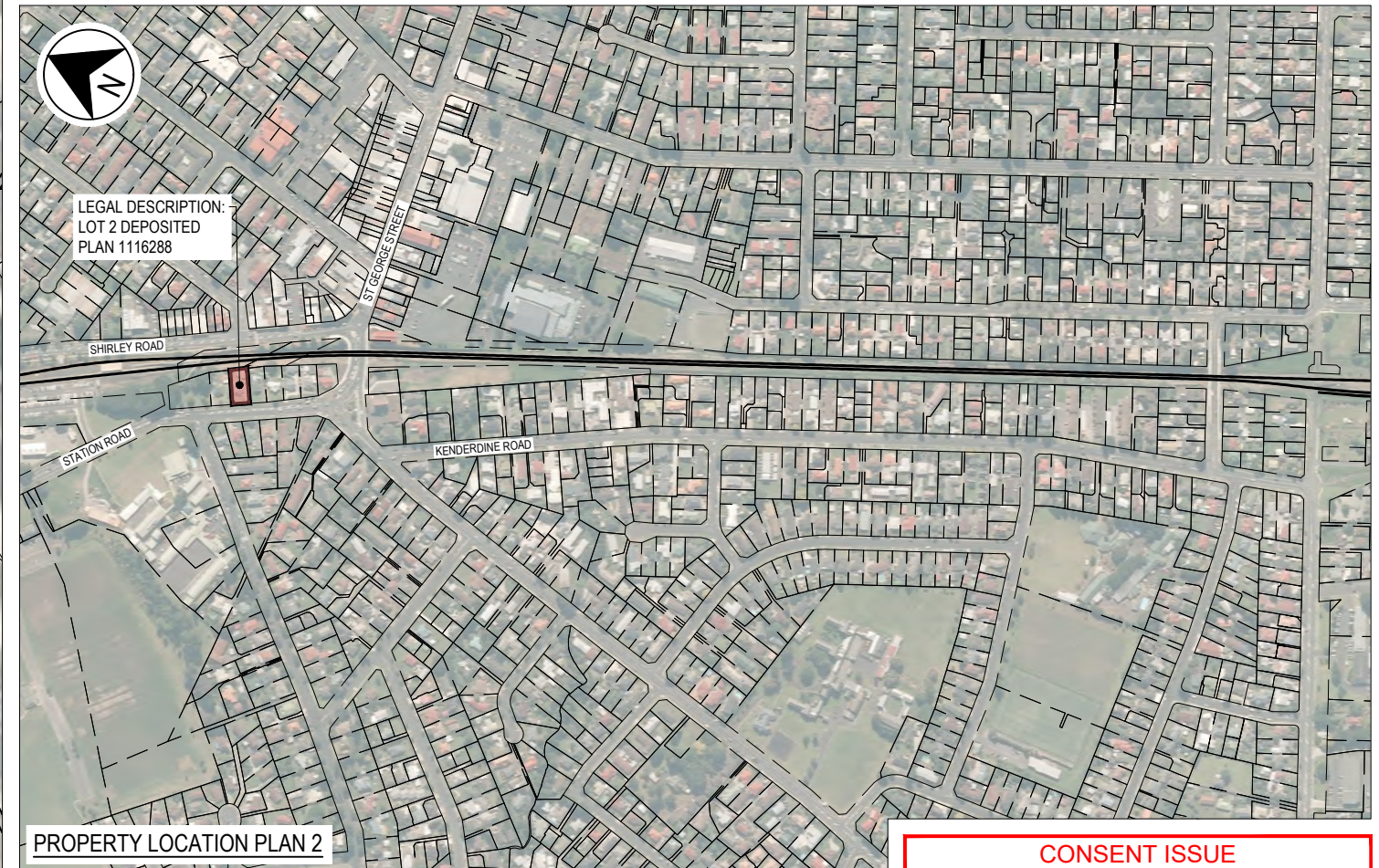
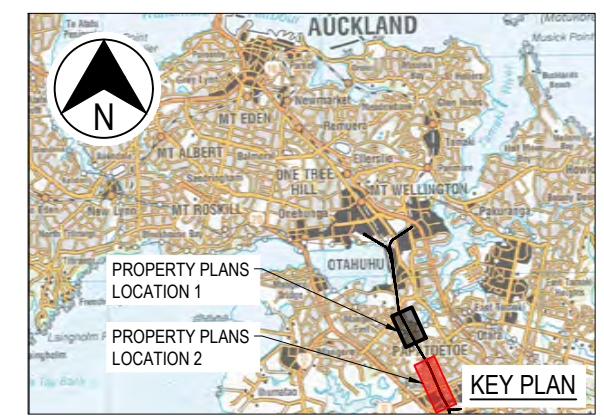
CLIENT	KIWIRAIL		
PROJECT	W2QP - WIRI TO QUAY PARK THIRD RAIL		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	06/10/20	06/10/20

TITLE	LAND REQUIREMENT LAYOUT PLAN 19 STATION ROAD, PAPATOETOE		
SCALE	DRAWING No.	REV	
AS SHOWN	601001-DR-NIMT-CV-538	0	



LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 2 DEPOSITED PLAN 111628	
PROPERTY ADDRESS/LOCATION	17 STATION ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION) (m ²)	AREA UNAFFECTED (m ²)
0	116	698

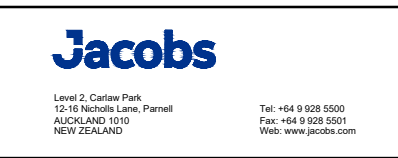
LEGEND	
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	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

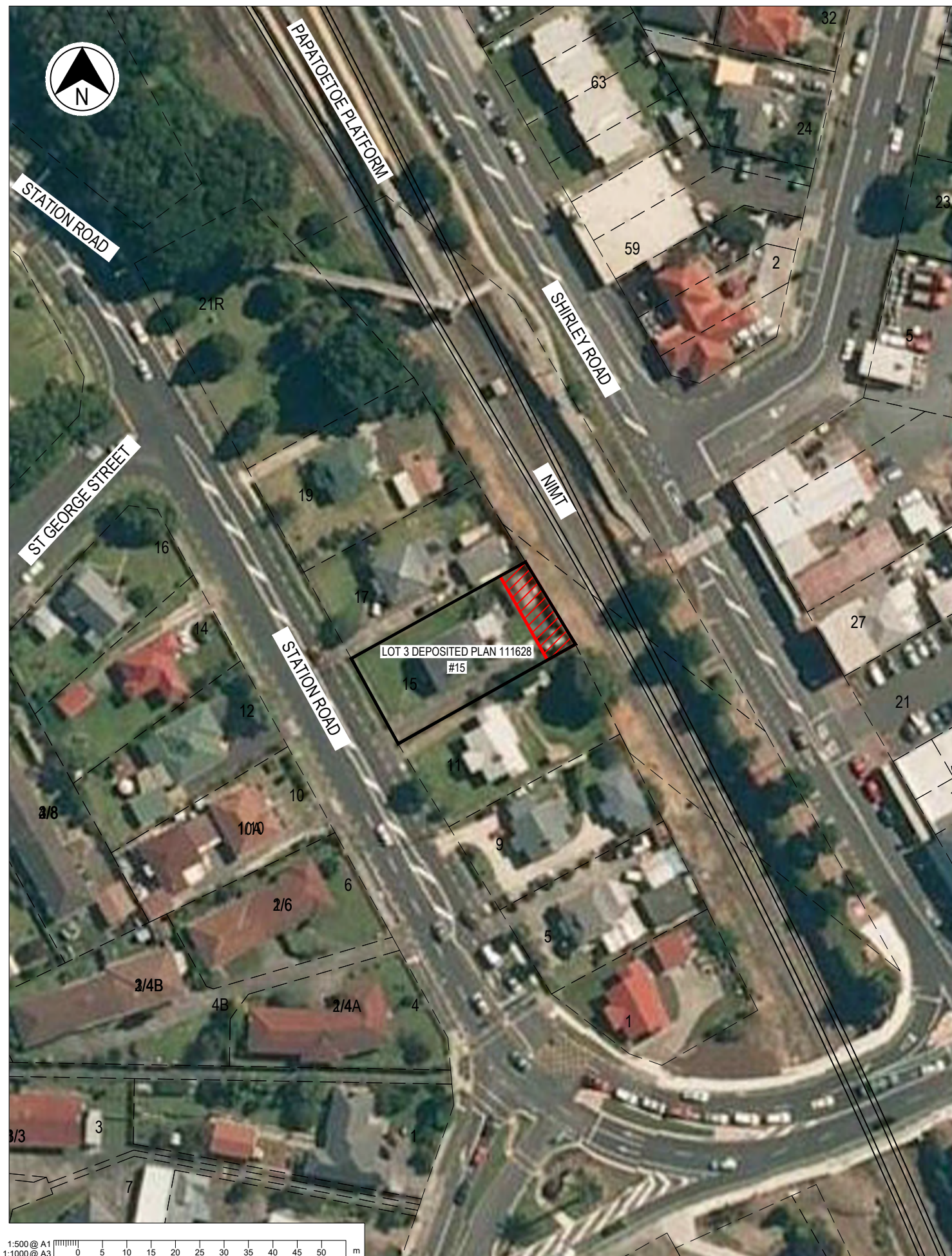
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REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
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B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	06/10/20	FV	TH	MM	ISSUED FOR INFORMATION		



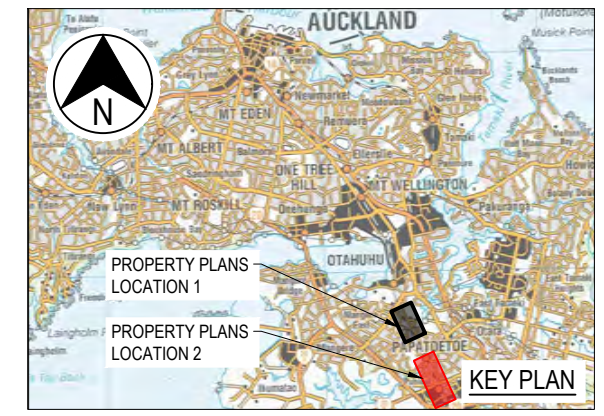
CLIENT	KIWIRAIL		
PROJECT	THIRD MAIN MIDDLEMORE TO PUHINUI		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	10/06/2020	10/06/2020

TITLE	LAND REQUIREMENT LAYOUT PLAN 17 STATION ROAD, PAPATOETOE		
SCALE	DRAWING No.	REV	
AS SHOWN	601001-DR-NIMT-CV-5394	0	



LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 3 DEPOSITED PLAN 111628	
PROPERTY ADDRESS/LOCATION	15 STATION ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	129	692

LEGEND	
	LAND REQUIREMENT AREA
	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

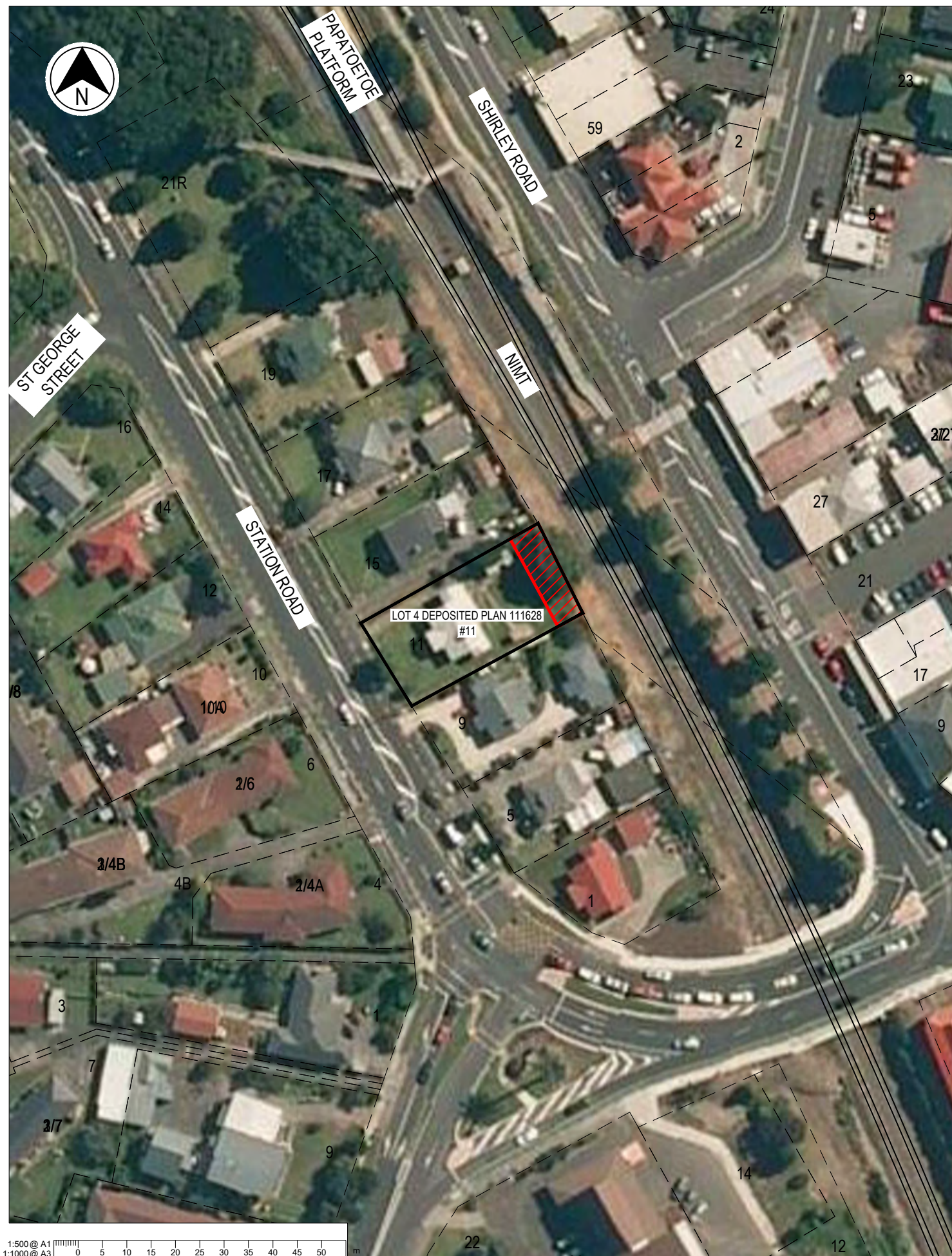
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C	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	10/06/20	FV	TH	MM	ISSUED FOR INFORMATION		



CLIENT	KIWIRAIL
PROJECT	W2QP - WIRI TO QUAY PARK THIRD RAIL
DRAWN	FV
DESIGNED	EG
DRAWING CHECK	NB
DESIGN REVIEW	AC
REVIEWED	TH
DATE	06/10/20
APPROVED	MM
DATE	06/10/20

TITLE	LAND REQUIREMENT LAYOUT PLAN
	15 STATION ROAD, PAPATOETOE
SCALE	AS SHOWN
DRAWING No.	601001-DR-NIMT-CV-HS-00105
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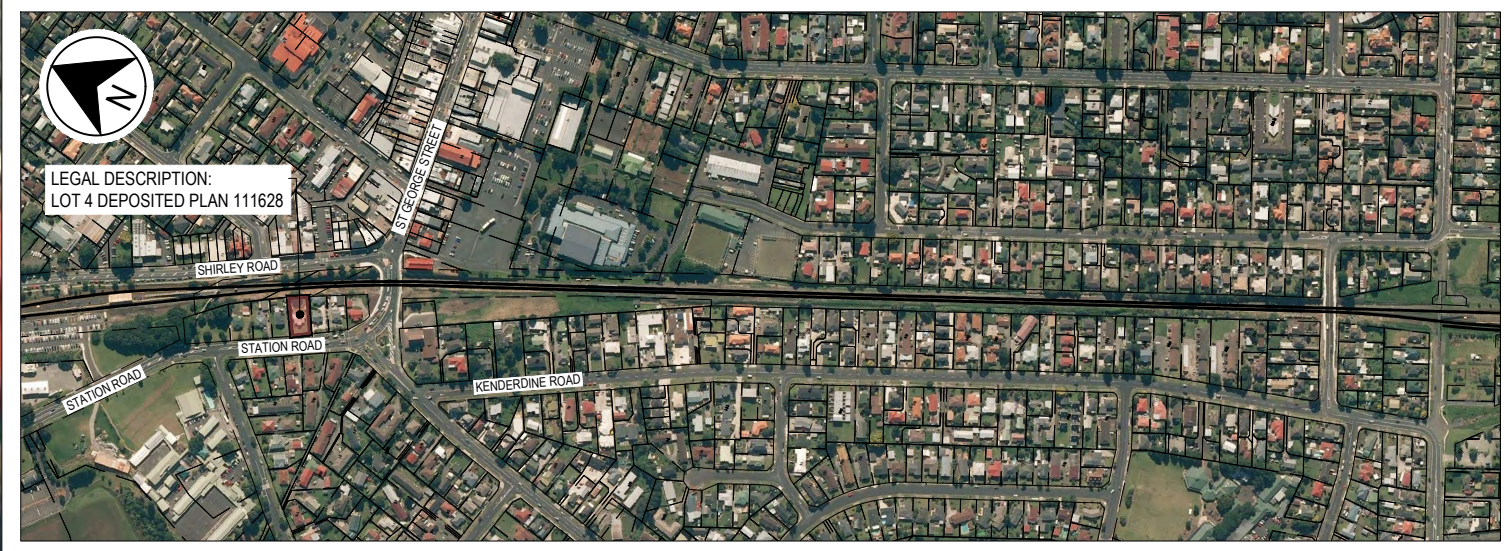
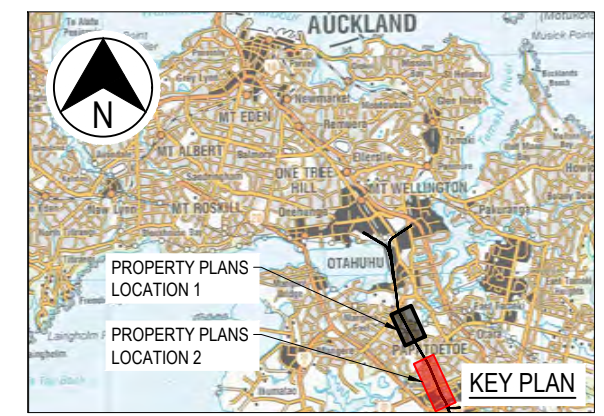


1:500 @ A1
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LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 4 DEPOSITED PLAN 111628	
PROPERTY ADDRESS/LOCATION	11 STATION ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	139	689

LEGEND

- LAND REQUIREMENT AREA
- TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
- PROPERTY BOUNDARY
- CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

CONSENT ISSUE

REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
C	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	10/06/20	FV	TH	MM	ISSUED FOR INFORMATION		



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 12-16 Nicholls Lane, Parnell
 AUCKLAND 1010
 NEW ZEALAND

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 Fax: +64 9 928 5501
 Web: www.jacobs.com

CLIENT	KIWIRAIL		
PROJECT	W2QP - WIRI TO QUAY PARK THIRD RAIL		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	06/10/20	06/10/20

TITLE
LAND REQUIREMENT LAYOUT PLAN
 11 STATION ROAD, PAPATOETOE

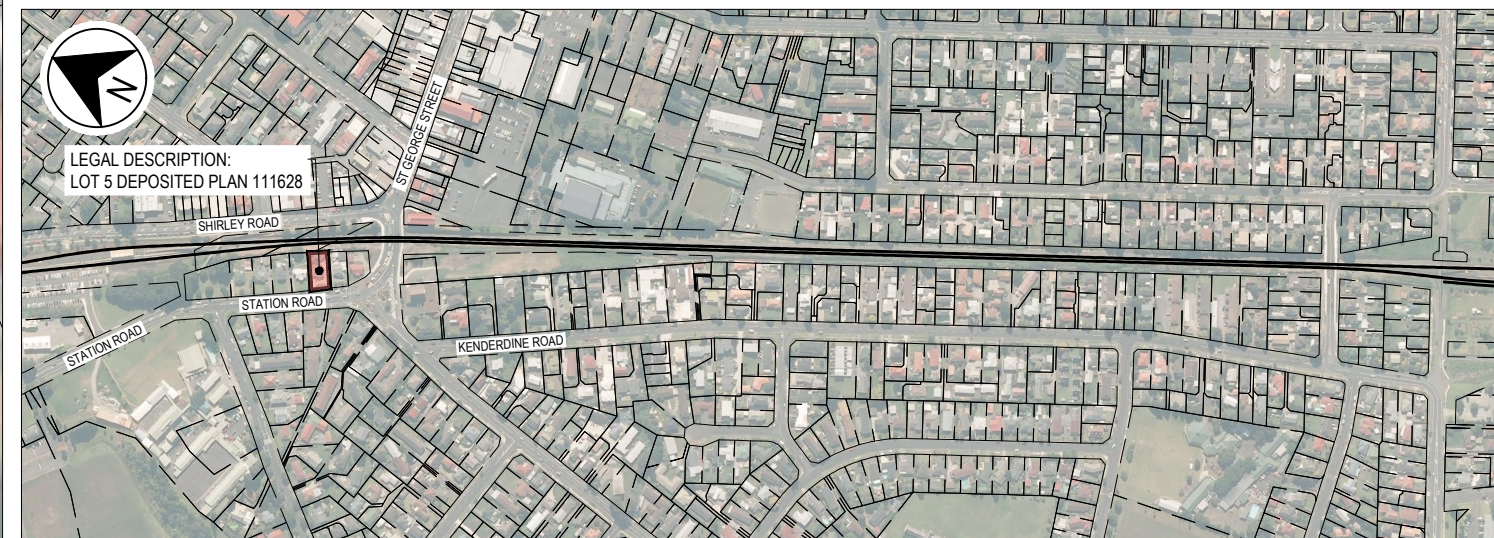
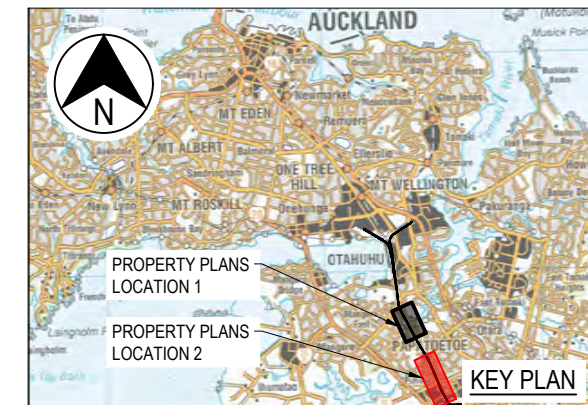
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 REV 0



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1:1000 @ A3

LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 5 DEPOSITED PLAN 111628	
PROPERTY ADDRESS/LOCATION	9 STATION ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION) (m ²)	AREA UNAFFECTED (m ²)
781	0	0

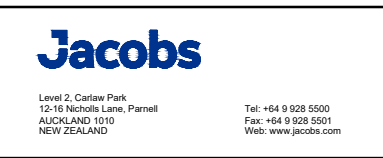
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	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

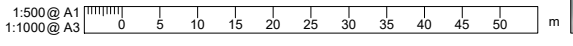
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B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	06/10/20	FV	TH	MM	ISSUED FOR INFORMATION		



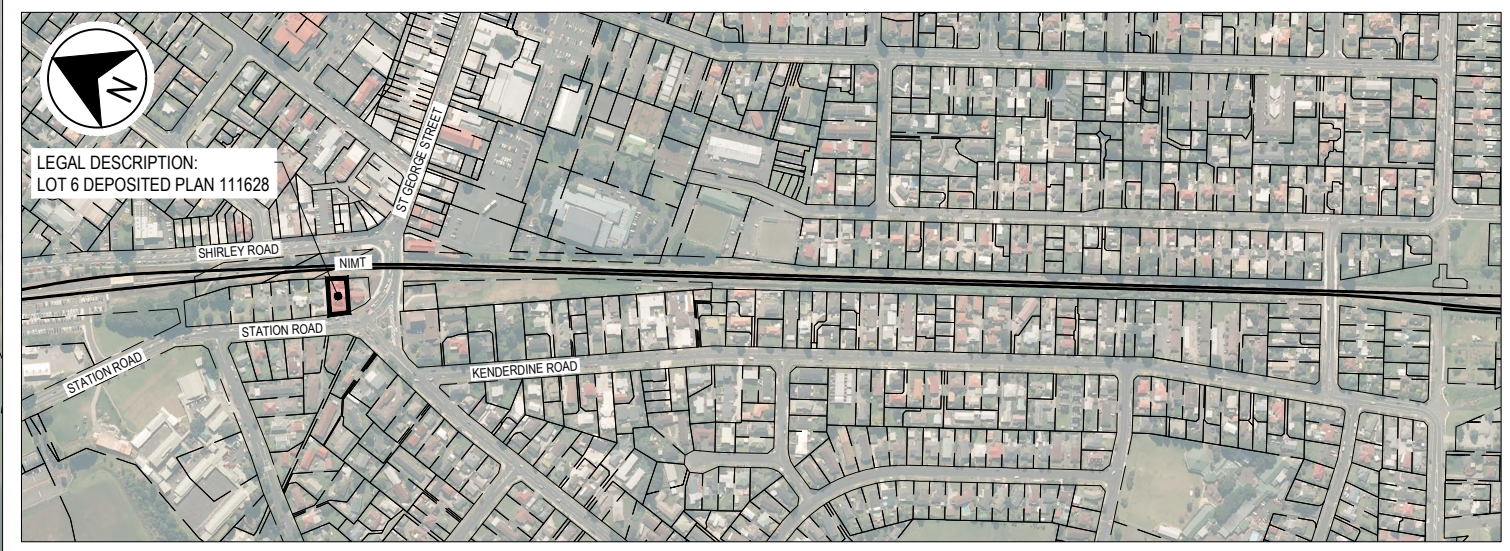
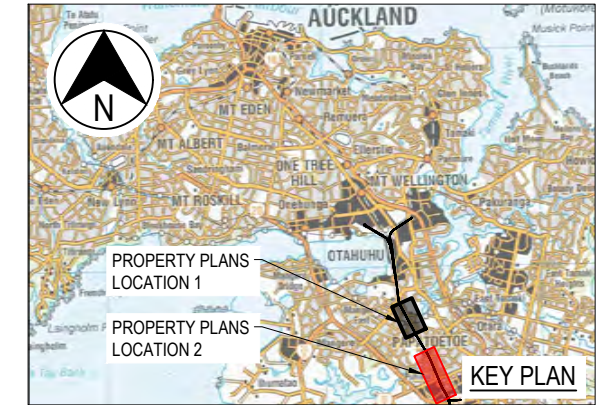
CLIENT	KIWIRAIL		
PROJECT	THIRD MAIN MIDDLEMORE TO PUHINUI		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	10/06/2020	10/06/2020

TITLE	LAND REQUIREMENT LAYOUT PLAN 9 STATION ROAD, PAPATOETOE		
SCALE	DRAWING No.	REV	
AS SHOWN	601001-DR-NIMT-CV-541098	0	



LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 6 DEPOSITED PLAN 111628	
PROPERTY ADDRESS/LOCATION	5 STATION ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION) (m ²)	AREA UNAFFECTED (m ²)
754	0	0

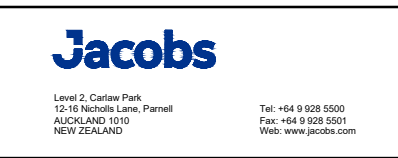
LEGEND	
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	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

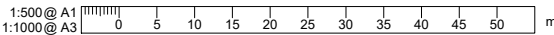
CONSENT ISSUE

REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
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B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	06/10/20	FV	TH	MM	ISSUED FOR INFORMATION		



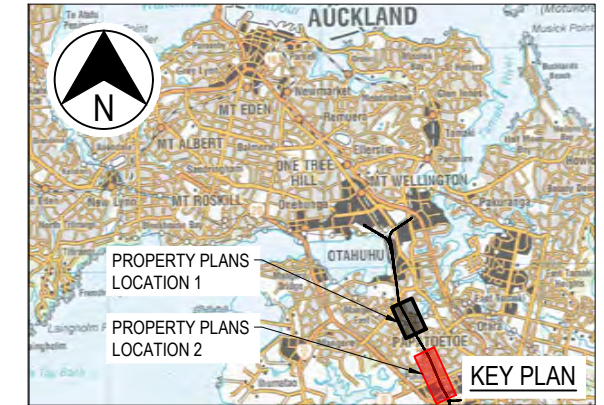
CLIENT	KIWIRAIL		
PROJECT	THIRD MAIN MIDDLEMORE TO PUHINUI		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	10/06/2020	10/06/2020

TITLE	LAND REQUIREMENT LAYOUT PLAN 5 STATION ROAD, PAPATOETOE		
SCALE	DRAWING No.	REV	
AS SHOWN	601001-DR-NIMT-CV-54039	0	



LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 7 DEPOSITED PLAN 111628	
PROPERTY ADDRESS/LOCATION	1 STATION ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION) (m ²)	AREA UNAFFECTED (m ²)
0	129	588

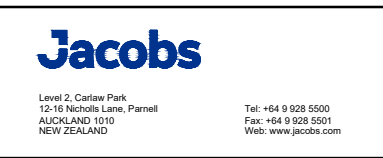
LEGEND	
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	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

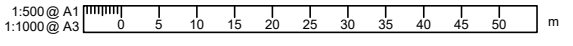
CONSENT ISSUE

REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
C	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	06/10/20	FV	TH	MM	ISSUED FOR INFORMATION		



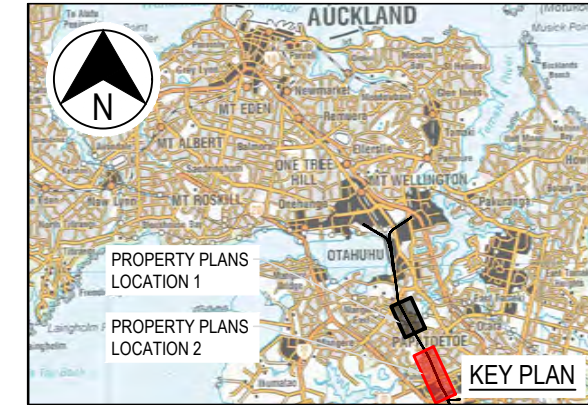
CLIENT	KIWIRAIL		
PROJECT	THIRD MAIN MIDDLEMORE TO PUHINUI		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	10/06/2020	10/06/2020

TITLE	LAND REQUIREMENT LAYOUT PLAN 1 STATION ROAD, PAPATOETOE		
SCALE	DRAWING No.	REV	
AS SHOWN	601001-DR-NIMT-CV	544	0



LAND REQUIREMENTS		
LEGAL DESCRIPTION	PART LOT 1 DEPOSITED PLAN 136372	
PROPERTY ADDRESS/LOCATION	14 WYLLIE ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	136	788

LEGEND	
	LAND REQUIREMENT AREA
	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

CONSENT ISSUE

REV	DATE	DRAWN	REVD	APPD	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
D	27/08/20	MC	TH	MM	RE-ISSUED FOR NOTICE OF REQUIREMENTS		
C	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	06/10/20	FV	TH	MM	ISSUED FOR INFORMATION		



CLIENT		KIWIRAIL	
PROJECT		THIRD MAIN MIDDLEMORE TO PUHINUI	
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	10/06/2020	10/06/2020

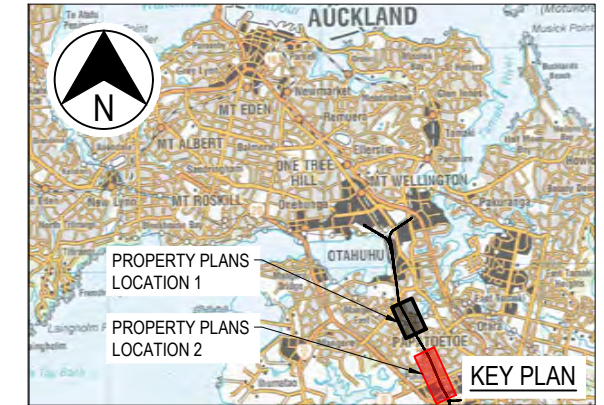
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SCALE	DRAWING No.	REV	
AS SHOWN	601001-DR-NIMT-CV	5/16	0



1:1000 @ A1
1:2000 @ A3

LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 1 DEPOSITED PLAN 152288	
PROPERTY ADDRESS/LOCATION	12 WYLLIE ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
1165	4720	0

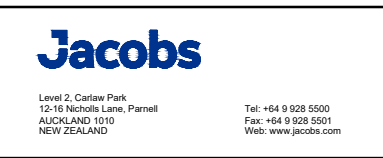
LEGEND	
	LAND REQUIREMENT AREA
	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

CONSENT ISSUE

REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
C	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	06/10/20	FV	TH	MM	ISSUED FOR INFORMATION		



CLIENT	KIWIRAIL		
PROJECT	THIRD MAIN MIDDLEMORE TO PUHINUI		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	10/06/2020	10/06/2020

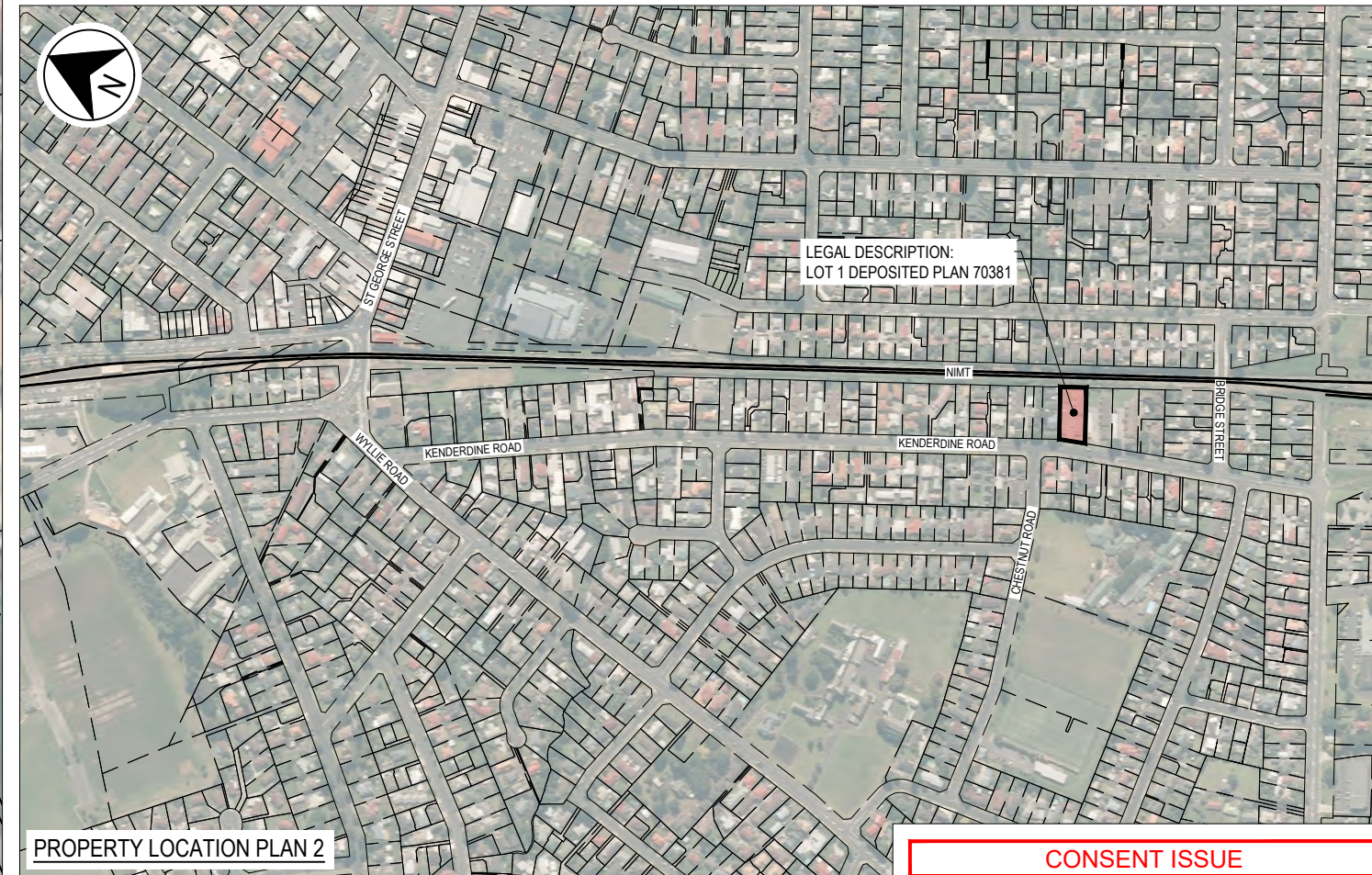
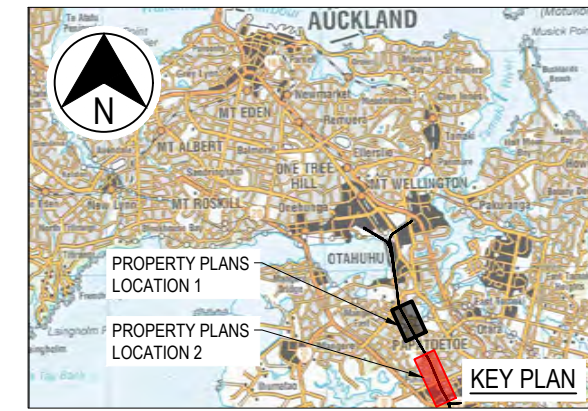
TITLE	LAND REQUIREMENT LAYOUT PLAN 12 WYLLIE ROAD, PAPATOETOE		
SCALE	DRAWING No.	REV	
AS SHOWN	601001-DR-NIMT-CV	546	0



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1:1000 @ A3
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LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 1 DEPOSITED PLAN 70381	
PROPERTY ADDRESS/LOCATION	84 KENDERDINE ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION) (m ²)	AREA UNAFFECTED (m ²)
0	97	1774

LEGEND	
	LAND REQUIREMENT AREA
	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



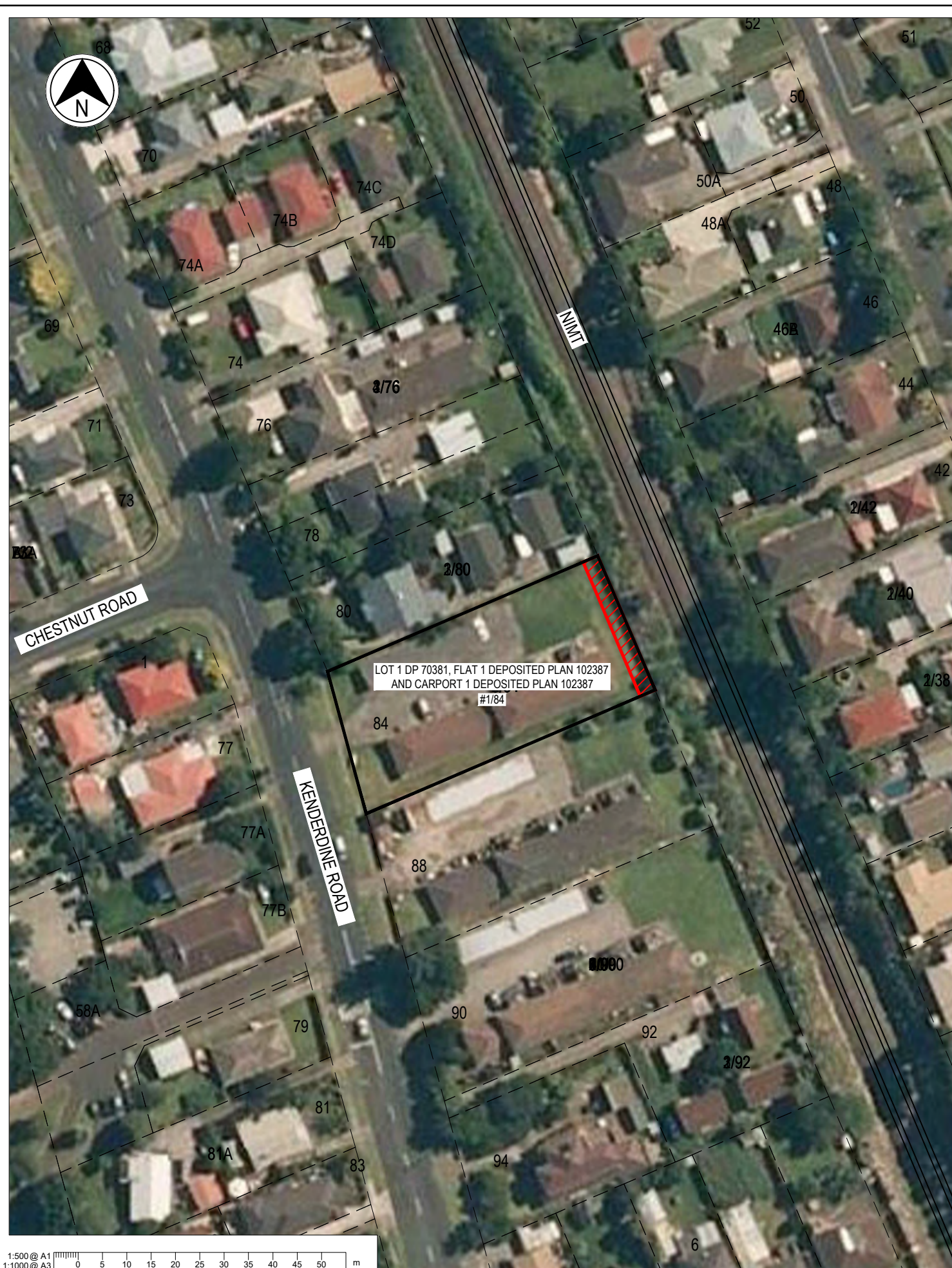
PROPERTY LOCATION PLAN 2

LEGAL DESCRIPTION:
LOT 1 DEPOSITED PLAN 70381

CONSENT ISSUE

REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
C	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
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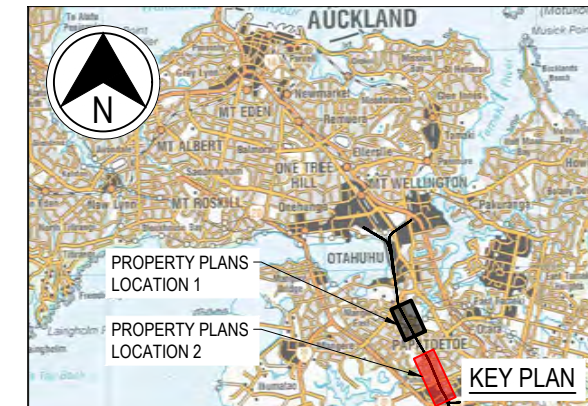
	<p>Level 2, Castlaw Park 12-14 Michells Lane, Parnell AUCKLAND 1010 NEW ZEALAND</p> <p>Tel: +64 9 928 5500 Fax: +64 9 928 5501 Web: www.jacobs.com</p>	CLIENT	KIWIRAIL		TITLE	LAND REQUIREMENT LAYOUT PLAN	
		PROJECT	THIRD MAIN MIDDLEMORE TO PUHINUI		84 KENDERDINE ROAD, PAPATOETOE	SCALE	AS SHOWN
DRAWN	FV	DRAWING CHECK	NB	REVIEWED	TH	APPROVED	MM
DESIGNED	EG	DESIGN REVIEW	AC	DATE	10/06/2020	DATE	10/06/2020
						DRAWING No.	601001-DR-NIMT-CV-54715
						REV	0



LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 1 DP 70381, FLAT 1 DEPOSITED PLAN 102387 AND CARPORT 1 DEPOSITED PLAN 102387	
PROPERTY ADDRESS/LOCATION	1/84 KENDERDINE ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION) (m ²)	AREA UNAFFECTED (m ²)
0	97	1774

LEGEND

- LAND REQUIREMENT AREA
- TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
- PROPERTY BOUNDARY
- CADASTRAL BOUNDARY



REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
C	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
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A	10/06/20	FV	TH	MM	ISSUED FOR INFORMATION		

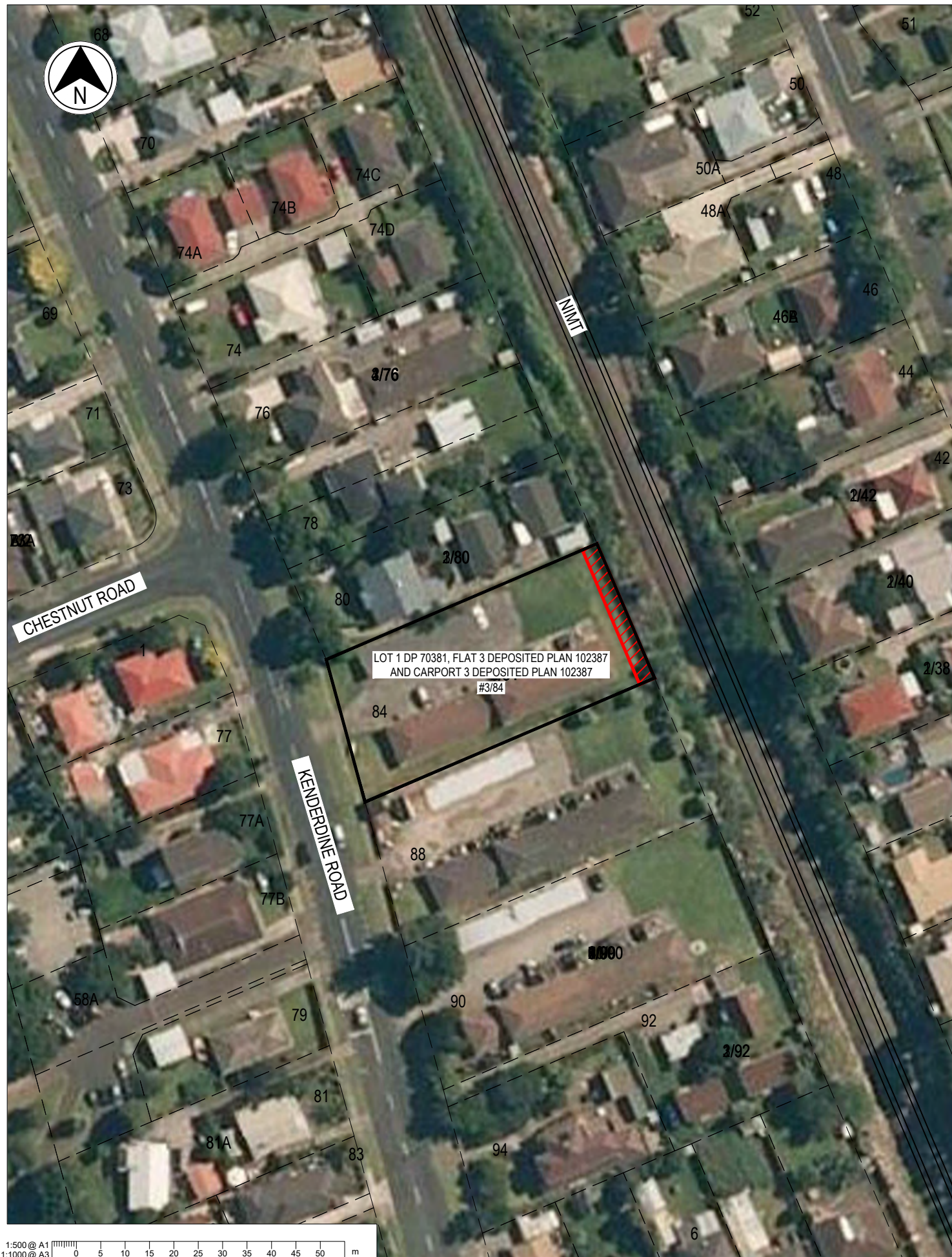
Level 2, Carlaw Park
 12-16 Nicholls Lane, Parnell
 AUCKLAND 1010
 NEW ZEALAND

Tel: +64 9 928 5500
 Fax: +64 9 928 5501
 Web: www.jacobs.com

CLIENT	KIWIRAIL
PROJECT	W2QP - WIRI TO QUAY PARK THIRD RAIL
DRAWN	FV
DESIGNED	EG
DRAWING CHECK	NB
DESIGN REVIEW	AC
REVIEWED	TH
DATE	06/10/20
APPROVED	MM
DATE	06/10/20

TITLE
 LAND REQUIREMENT LAYOUT PLAN
 1/84 KENDERDINE ROAD, PAPATOETOE

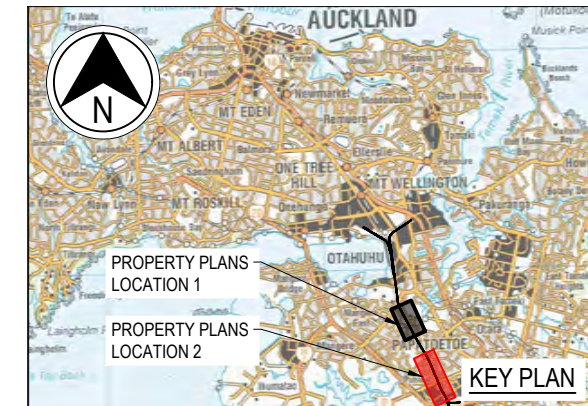
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 REV: 0



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LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 1 DP 70381, FLAT 3 DEPOSITED PLAN 102387 AND CARPORT 3 DEPOSITED PLAN 102387	
PROPERTY ADDRESS/LOCATION	3/84 KENDERDINE ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	97	1774

LEGEND	
	LAND REQUIREMENT AREA
	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

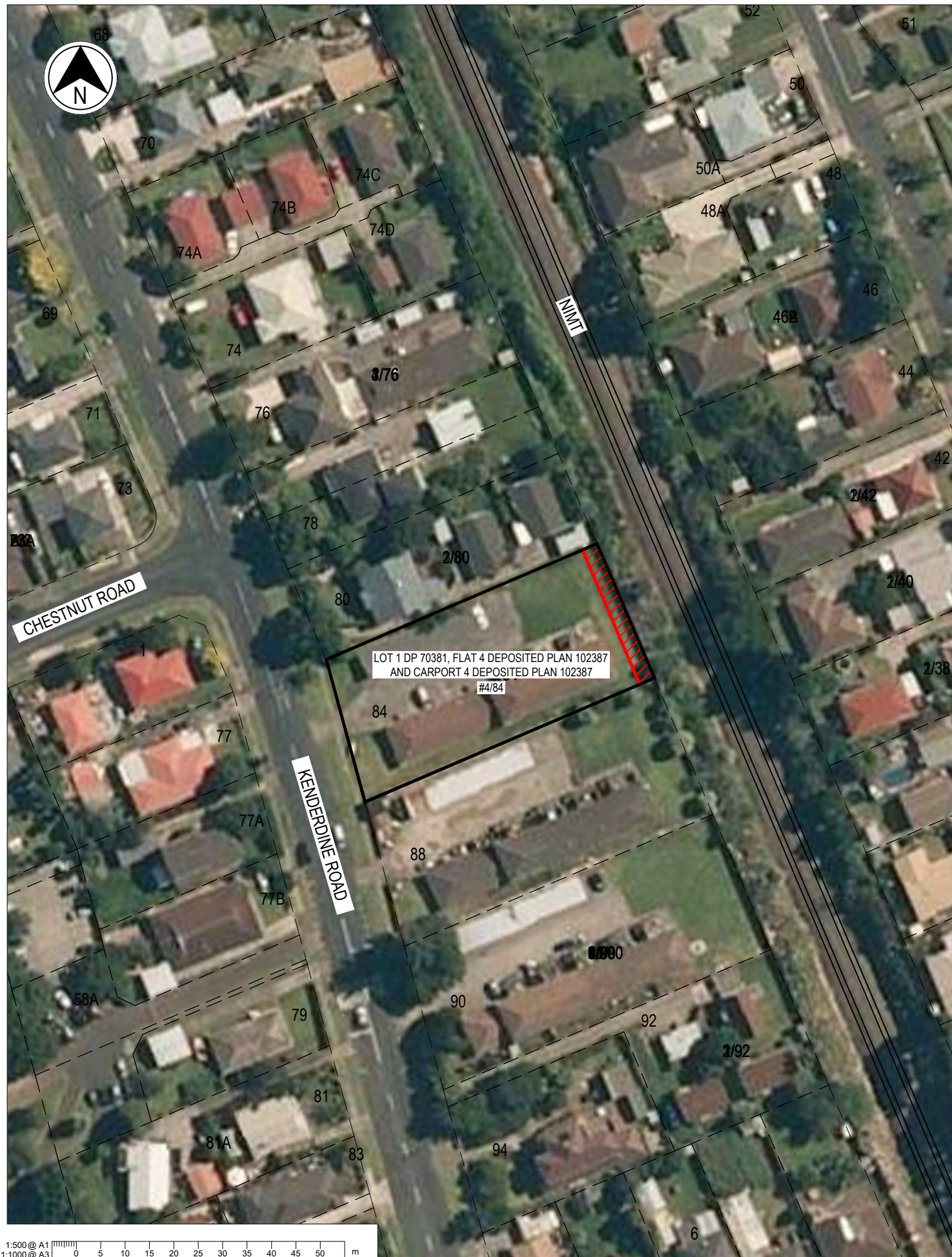
CONSENT ISSUE

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B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	10/06/20	FV	TH	MM	ISSUED FOR INFORMATION		



CLIENT	KIWIRAIL		
PROJECT	W2QP - WIRI TO QUAY PARK THIRD RAIL		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	06/10/20	06/10/20

TITLE	LAND REQUIREMENT LAYOUT PLAN		
	3/84 KENDERDINE ROAD, PAPATOETOE		
SCALE	DRAWING No.	REV	
AS SHOWN	601001-DR-NIMT-CV-HS-0018	550	0

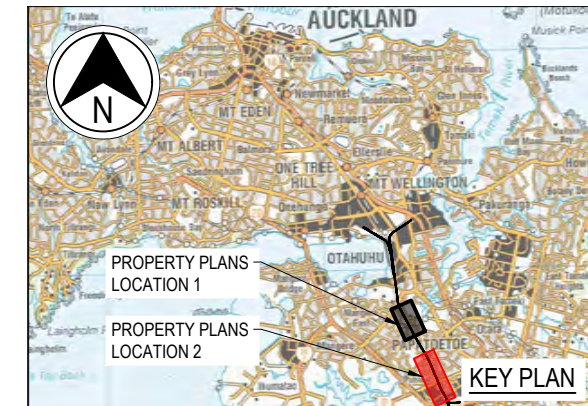


1:500 @ A1
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LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 1 DP 70381, FLAT 4 DEPOSITED PLAN 102387 AND CARPORT 4 DEPOSITED PLAN 102387	
PROPERTY ADDRESS/LOCATION	4/84 KENDERDINE ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	97	1774

LEGEND

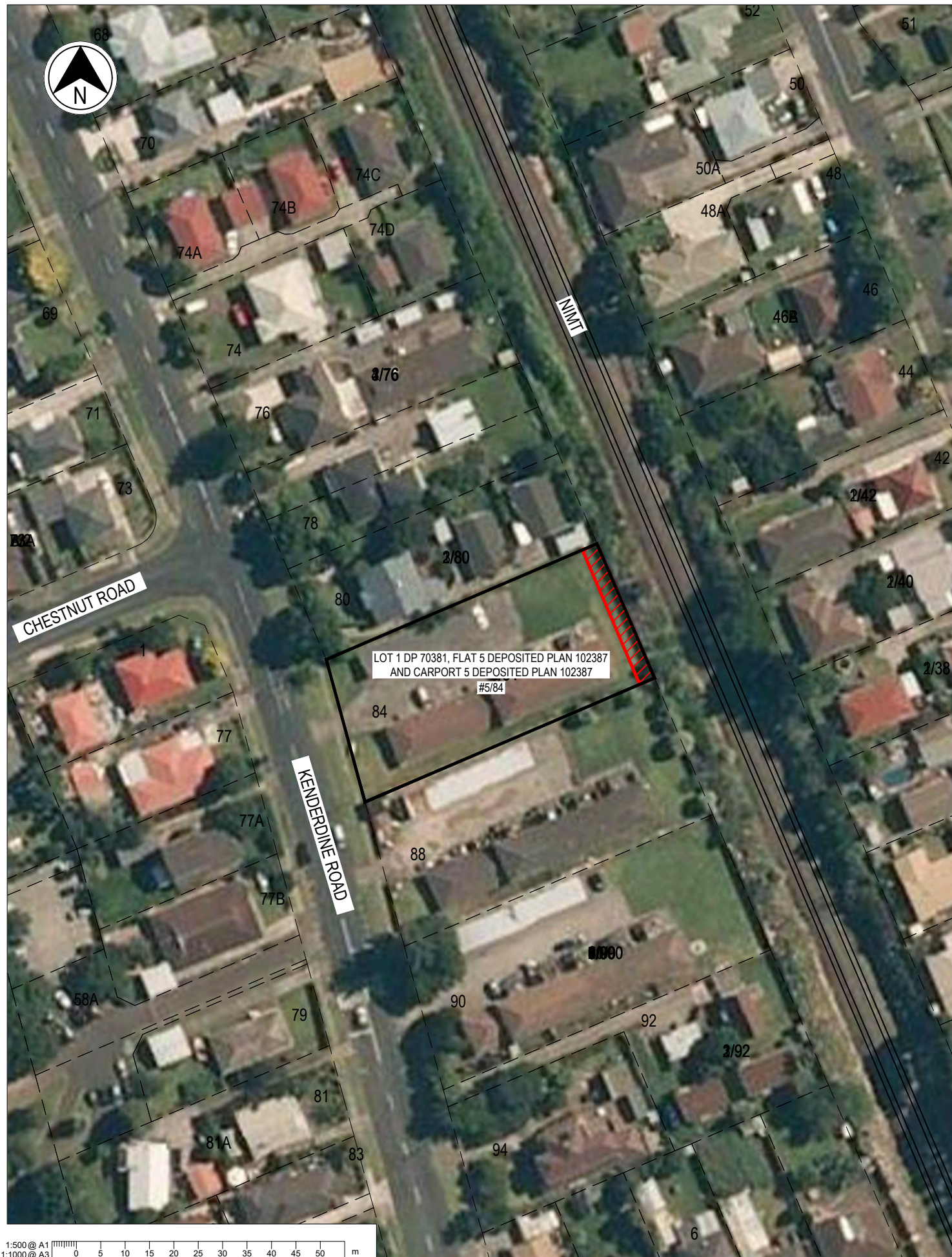
- LAND REQUIREMENT AREA
- TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
- PROPERTY BOUNDARY
- CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

CONSENT ISSUE

				CLIENT: KIWIRAIL PROJECT: W2QP - WIRI TO QUAY PARK THIRD RAIL		TITLE: LAND REQUIREMENT LAYOUT PLAN 4/84 KENDERDINE ROAD, PAPATOETOE	
DRAWN: FV DESIGNED: EG	DRAWING CHECK: NB DESIGN REVIEW: AC	REVIEWED: TH DATE: 06/10/20	APPROVED: MM DATE: 06/10/20	SCALE: AS SHOWN DRAWING No: 601001-DR-NIMT-CV-HS-00119	REV: 0	5519	

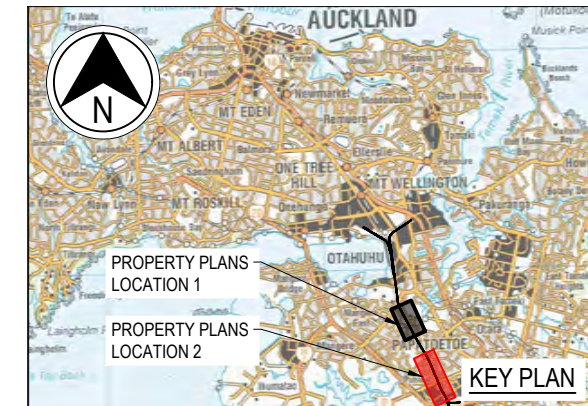


1:500 @ A1
 1:1000 @ A3
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LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 1 DP 70381, FLAT 5 DEPOSITED PLAN 102387 AND CARPORT 5 DEPOSITED PLAN 102387	
PROPERTY ADDRESS/LOCATION	5/84 KENDERDINE ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	97	1774

LEGEND

- LAND REQUIREMENT AREA
- TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
- PROPERTY BOUNDARY
- CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

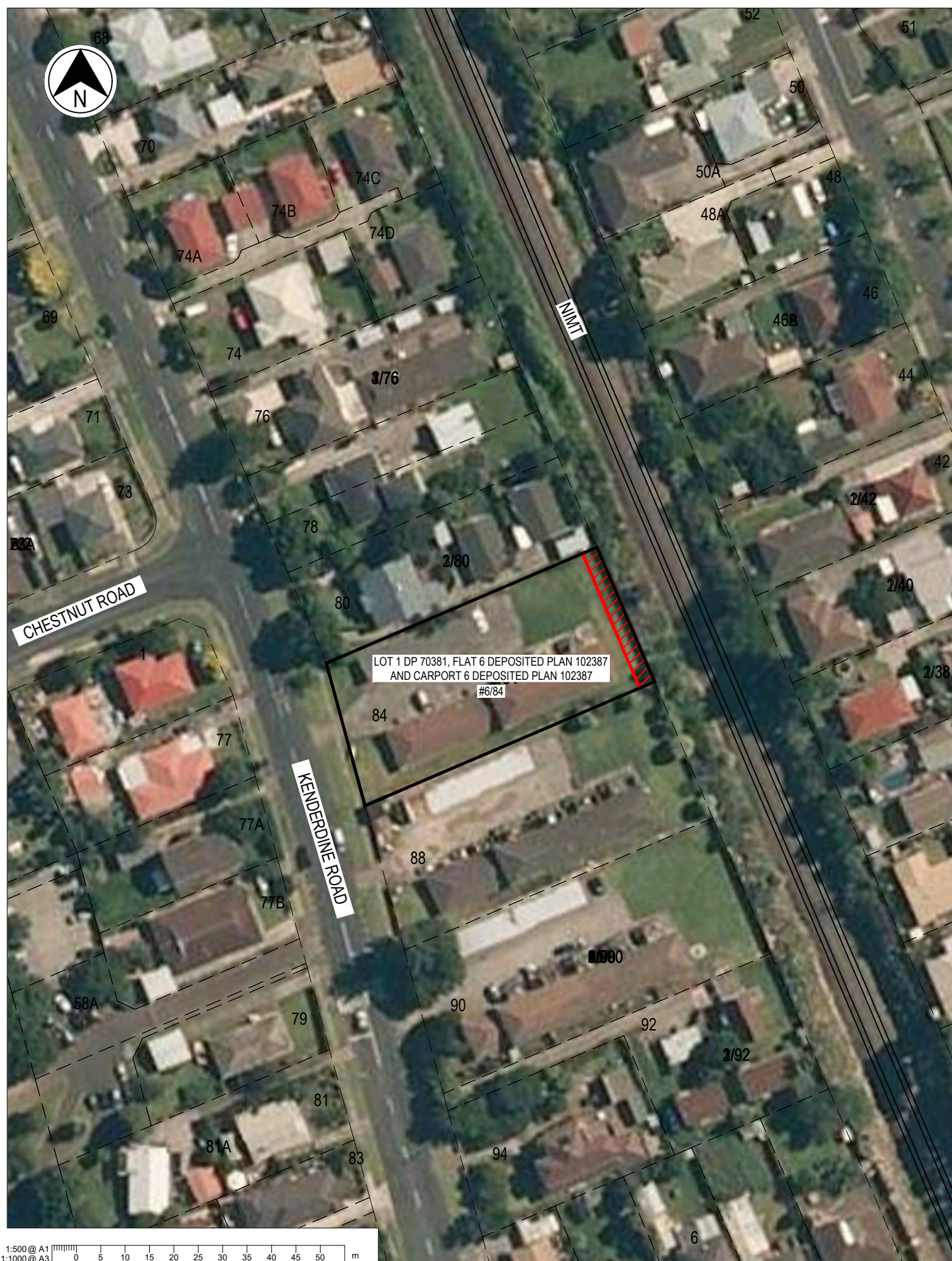
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B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	10/06/20	FV	TH	MM	ISSUED FOR INFORMATION		



CLIENT	KIWIRAIL		
PROJECT	W2QP - WIRI TO QUAY PARK THIRD RAIL		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	06/10/20	06/10/20

TITLE	LAND REQUIREMENT LAYOUT PLAN		
5/84 KENDERDINE ROAD, PAPATOETOE			
SCALE	DRAWING No.	REV	
AS SHOWN	601001-DR-NIMT-CV-HS-00120	552	0

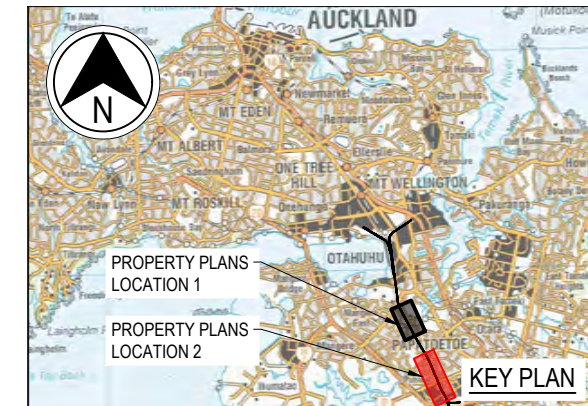


1:500 @ A1
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LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 1 DP 70381, FLAT 6 DEPOSITED PLAN 102387 AND CARPORT 6 DEPOSITED PLAN 102387	
PROPERTY ADDRESS/LOCATION	6/84 KENDERDINE ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	97	1774

LEGEND

- LAND REQUIREMENT AREA
- TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
- PROPERTY BOUNDARY
- CADASTRAL BOUNDARY



CONSENT ISSUE

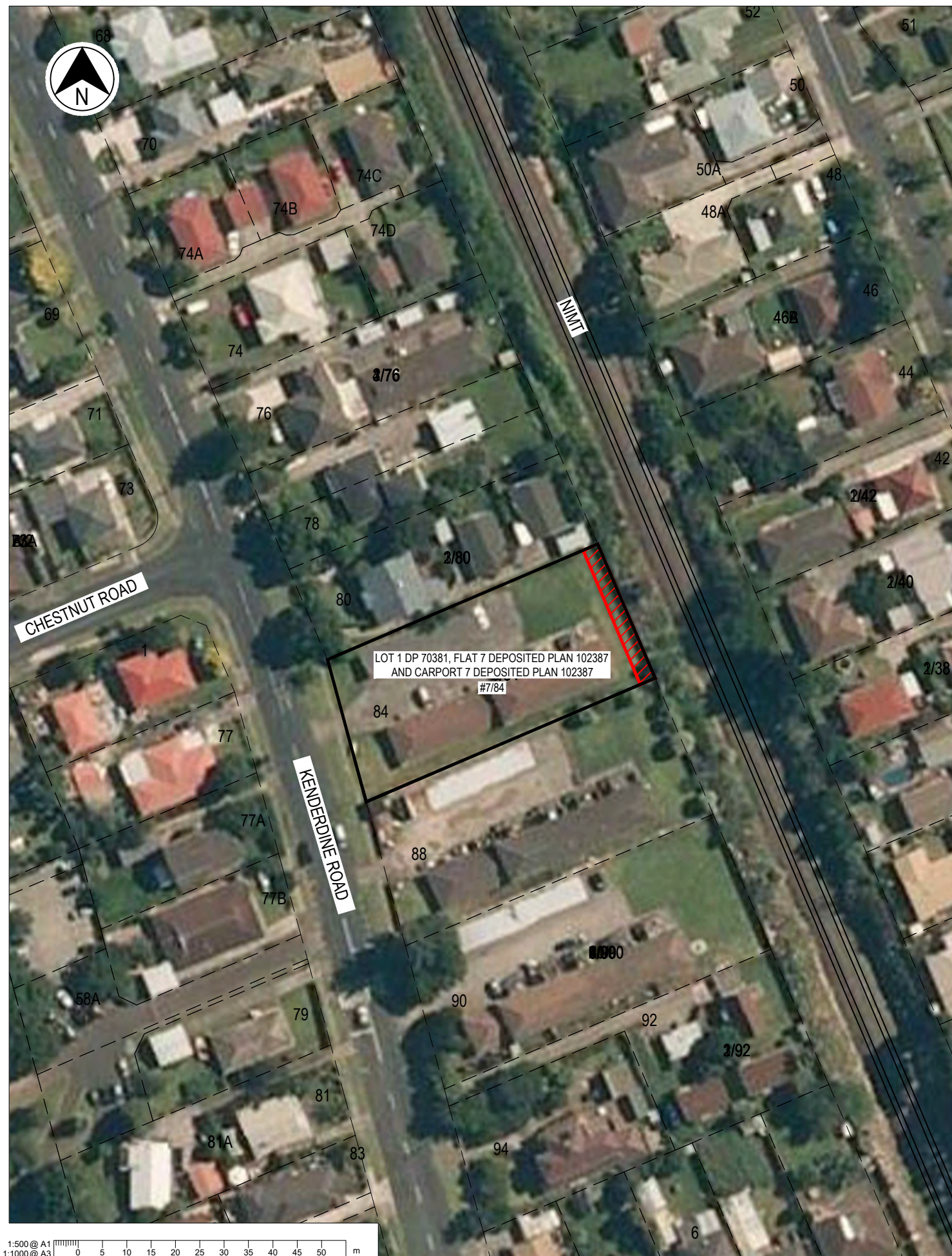
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B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	10/06/20	FV	TH	MM	ISSUED FOR INFORMATION		

Level 2, Carlaw Park
 12-16 Nicholls Lane, Parnell
 AUCKLAND 1010
 NEW ZEALAND

Tel: +64 9 928 5500
 Fax: +64 9 928 5501
 Web: www.jacobs.com

CLIENT	KIWIRAIL		
PROJECT	W2QP - WIRI TO QUAY PARK THIRD RAIL		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	06/10/20	06/10/20

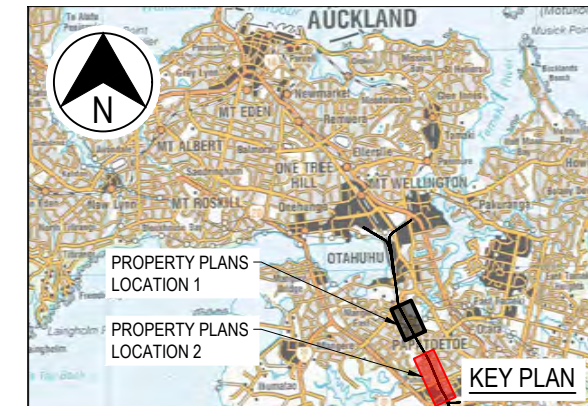
TITLE	LAND REQUIREMENT LAYOUT PLAN		
6/84 KENDERDINE ROAD, PAPATOETOE			
SCALE	DRAWING No.	REV	
AS SHOWN	601001-DR-NIMT-CV-HS-00121	553	0



1:500 @ A1
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LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 1 DP 70381, FLAT 7 DEPOSITED PLAN 102387 AND CARPORT 7 DEPOSITED PLAN 102387	
PROPERTY ADDRESS/LOCATION	7/84 KENDERDINE ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	97	1774

LEGEND	
	LAND REQUIREMENT AREA
	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

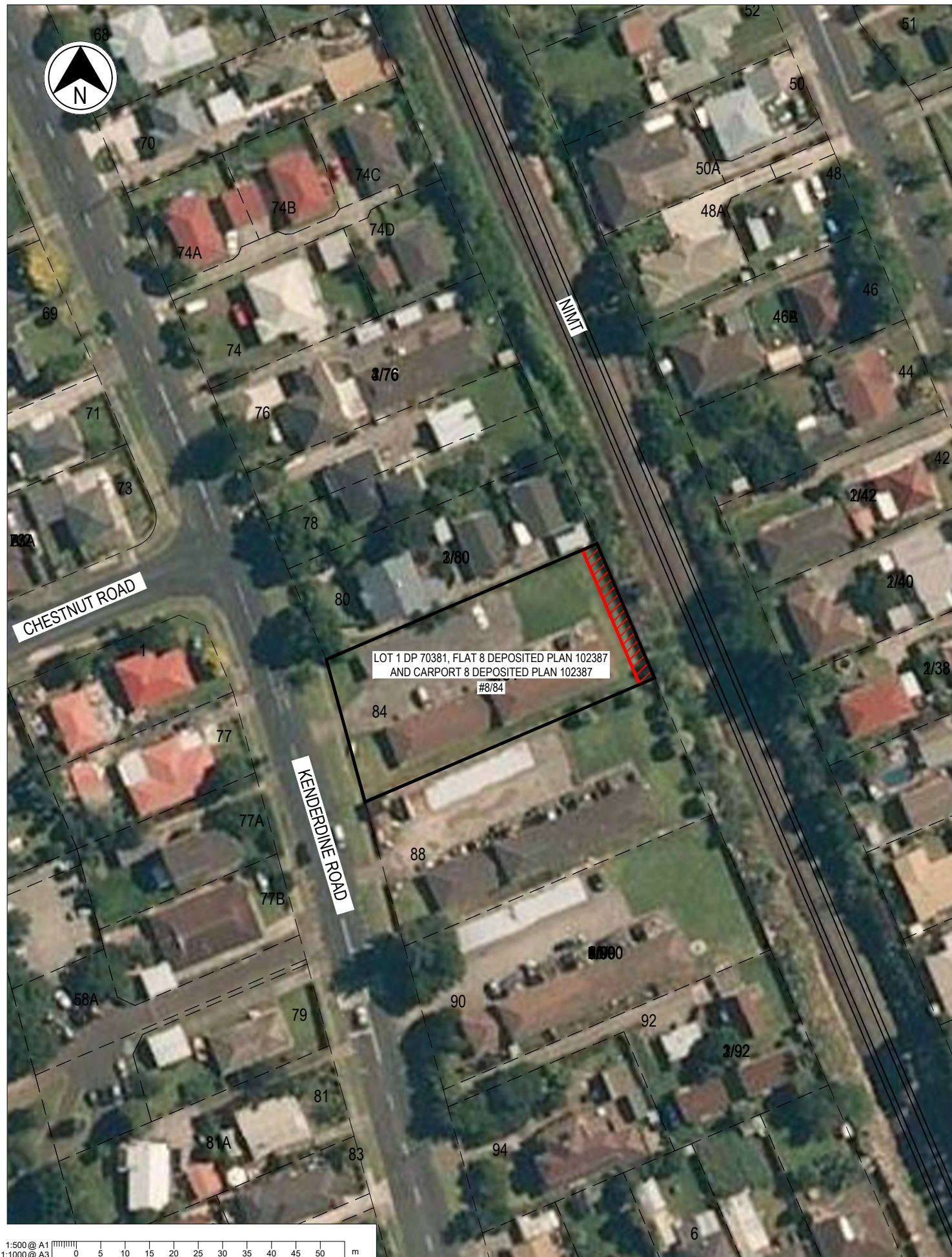
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B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	10/06/20	FV	TH	MM	ISSUED FOR INFORMATION		



CLIENT	KIWIRAIL		
PROJECT	W2QP - WIRI TO QUAY PARK THIRD RAIL		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	06/10/20	06/10/20

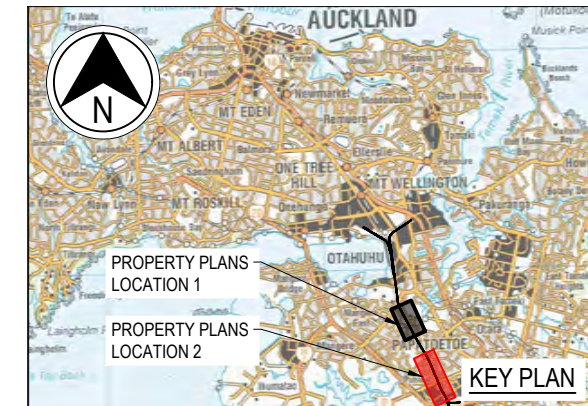
TITLE	LAND REQUIREMENT LAYOUT PLAN		
	7/84 KENDERDINE ROAD, PAPATOETOE		
SCALE	DRAWING No.	REV	
AS SHOWN	601001-DR-NIMT-CV-HS-00122	554	0



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LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 1 DP 70381, FLAT 8 DEPOSITED PLAN 102387 AND CARPORT 8 DEPOSITED PLAN 102387	
PROPERTY ADDRESS/LOCATION	8/84 KENDERDINE ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	97	1774

LEGEND	
	LAND REQUIREMENT AREA
	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

LEGAL DESCRIPTION:
 LOT 1 DP 70381, FLAT 9 DEPOSITED PLAN 102387
 AND CARPORT 9 DEPOSITED PLAN 102387

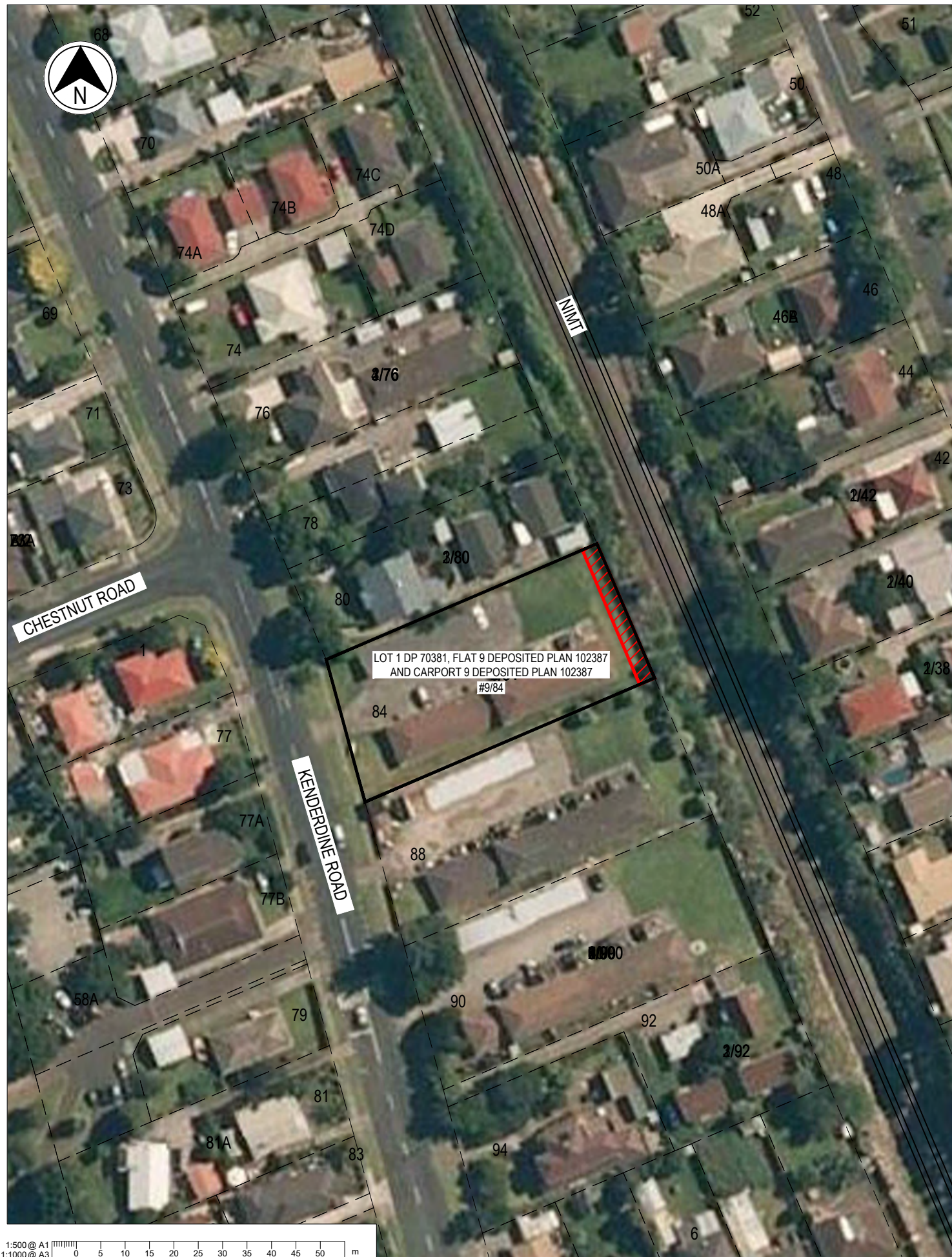
CONSENT ISSUE

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B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	10/06/20	FV	TH	MM	ISSUED FOR INFORMATION		



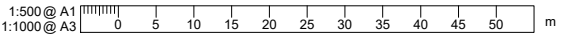
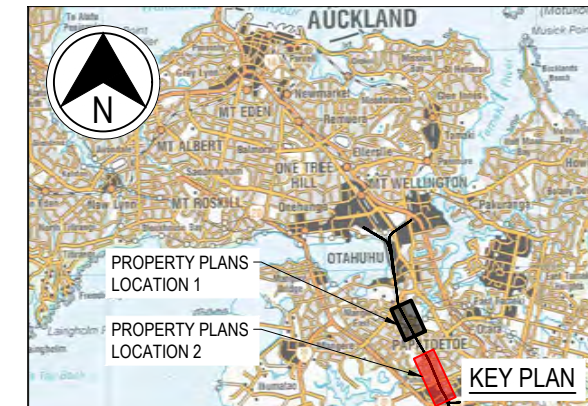
CLIENT	KIWIRAIL		
PROJECT	W2QP - WIRI TO QUAY PARK THIRD RAIL		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	06/10/20	06/10/20

TITLE	LAND REQUIREMENT LAYOUT PLAN		
8/84 KENDERDINE ROAD, PAPATOETOE			
SCALE	DRAWING No.	REV	
AS SHOWN	601001-DR-NIMT-CV-HS-00123	555	0



LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 1 DP 70381, FLAT 9 DEPOSITED PLAN 102387 AND CARPORT 9 DEPOSITED PLAN 102387	
PROPERTY ADDRESS/LOCATION	9/84 KENDERDINE ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	97	1774

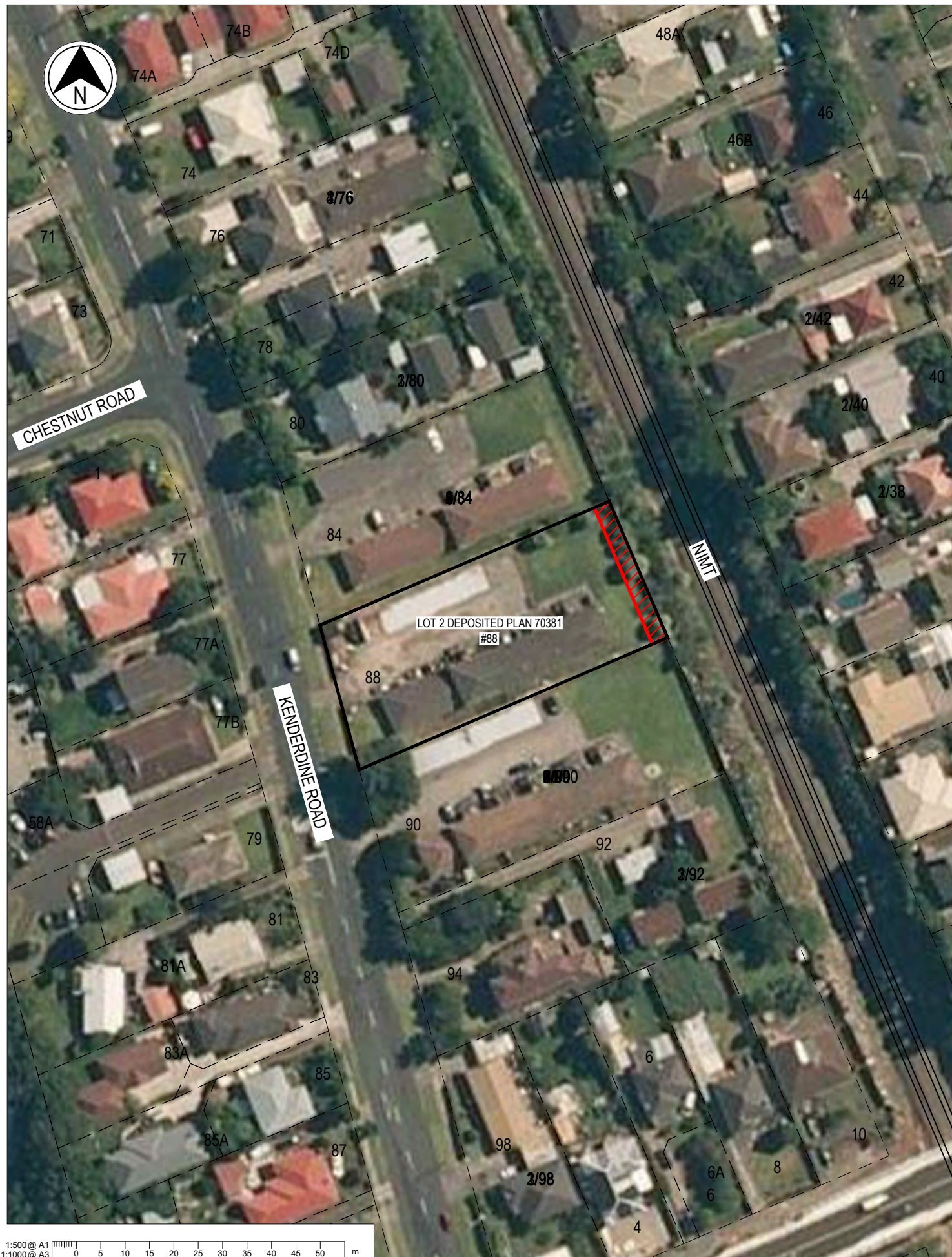
LEGEND	
	LAND REQUIREMENT AREA
	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
C	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	10/06/20	FV	TH	MM	ISSUED FOR INFORMATION		

	<p>Level 2, Carlaw Park 12-16 Nicholls Lane, Parnell AUCKLAND 1010 NEW ZEALAND</p> <p>Tel: +64 9 928 5500 Fax: +64 9 928 5501 Web: www.jacobs.com</p>	CLIENT	KIWIRAIL		TITLE	LAND REQUIREMENT LAYOUT PLAN		
		PROJECT	W2QP - WIRI TO QUAY PARK THIRD RAIL		SCALE	AS SHOWN		
DRAWN	FV	DRAWING CHECK	NB	REVIEWED	TH	APPROVED	MM	
DESIGNED	EG	DESIGN REVIEW	AC	DATE	06/10/20	DATE	06/10/20	
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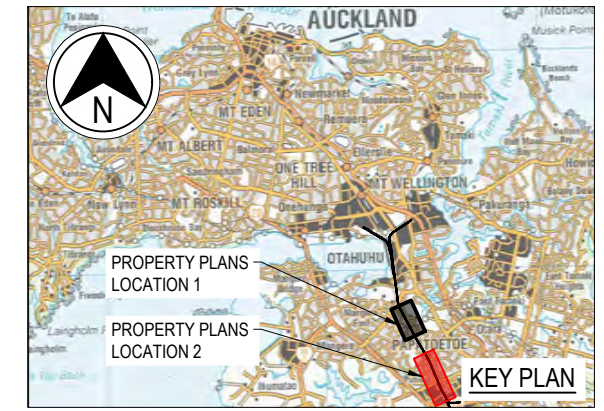
CONSENT ISSUE



1:500 @ A1
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LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 2 DEPOSITED PLAN 70381	
PROPERTY ADDRESS/LOCATION	88 KENDERDINE ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	103	1921

LEGEND	
	LAND REQUIREMENT AREA
	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY

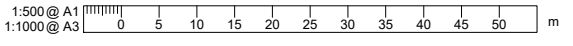
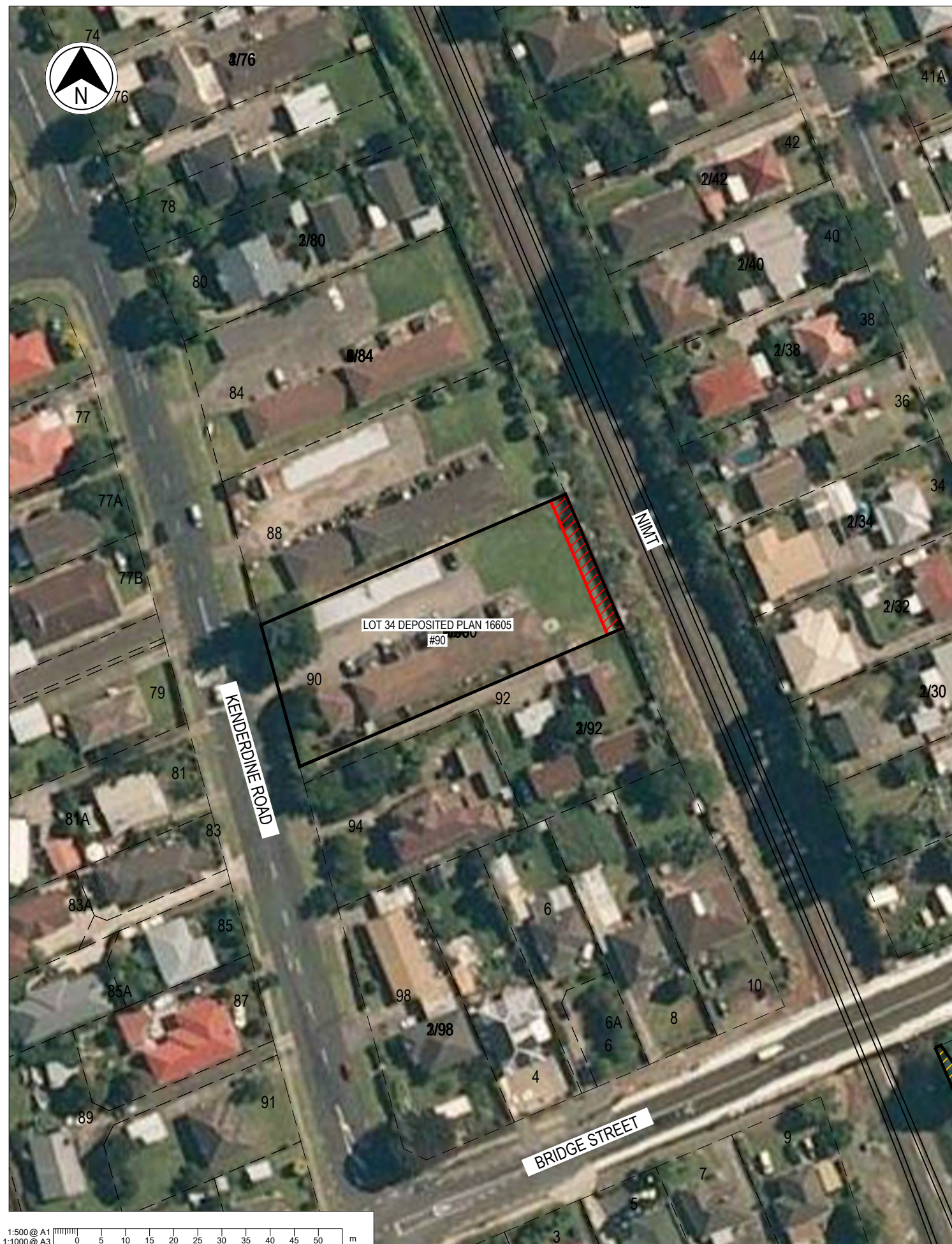


PROPERTY LOCATION PLAN 2

CONSENT ISSUE

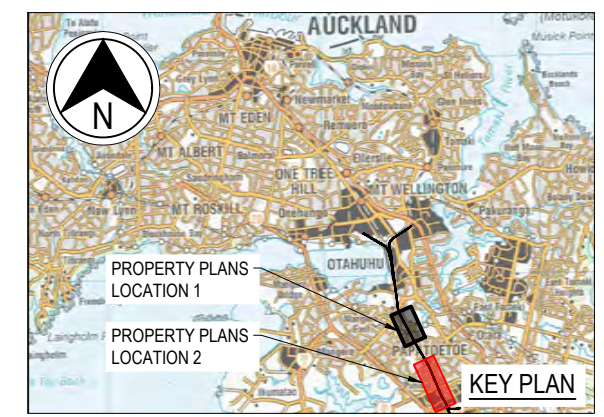
REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
C	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	10/06/20	FV	TH	MM	ISSUED FOR INFORMATION		

	<p>Level 2, Carlaw Park 12-16 Nicholls Lane, Parnell AUCKLAND 1010 NEW ZEALAND</p> <p>Tel: +64 9 928 5500 Fax: +64 9 928 5501 Web: www.jacobs.com</p>	CLIENT	KIWIRAIL	TITLE	LAND REQUIREMENT LAYOUT PLAN		
		PROJECT	W2QP - WIRI TO QUAY PARK THIRD RAIL	88 KENDERDINE ROAD, PAPATOETOE			
DRAWN	FV	DRAWING CHECK	NB	REVIEWED	TH	APPROVED	MM
DESIGNED	EG	DESIGN REVIEW	AC	DATE	06/10/20	DATE	06/10/20
SCALE	AS SHOWN	DRAWING No.	601001-DR-NIMT-CV-55725	REV	0		



LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 34 DEPOSITED PLAN 16605	
PROPERTY ADDRESS/LOCATION	90 KENDERDINE ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION) (m ²)	AREA UNAFFECTED (m ²)
0	103	2034

LEGEND	
	LAND REQUIREMENT AREA
	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

LEGAL DESCRIPTION:
 LOT 34 DEPOSITED PLAN 16605

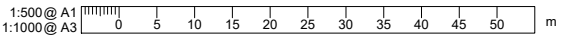
CONSENT ISSUE

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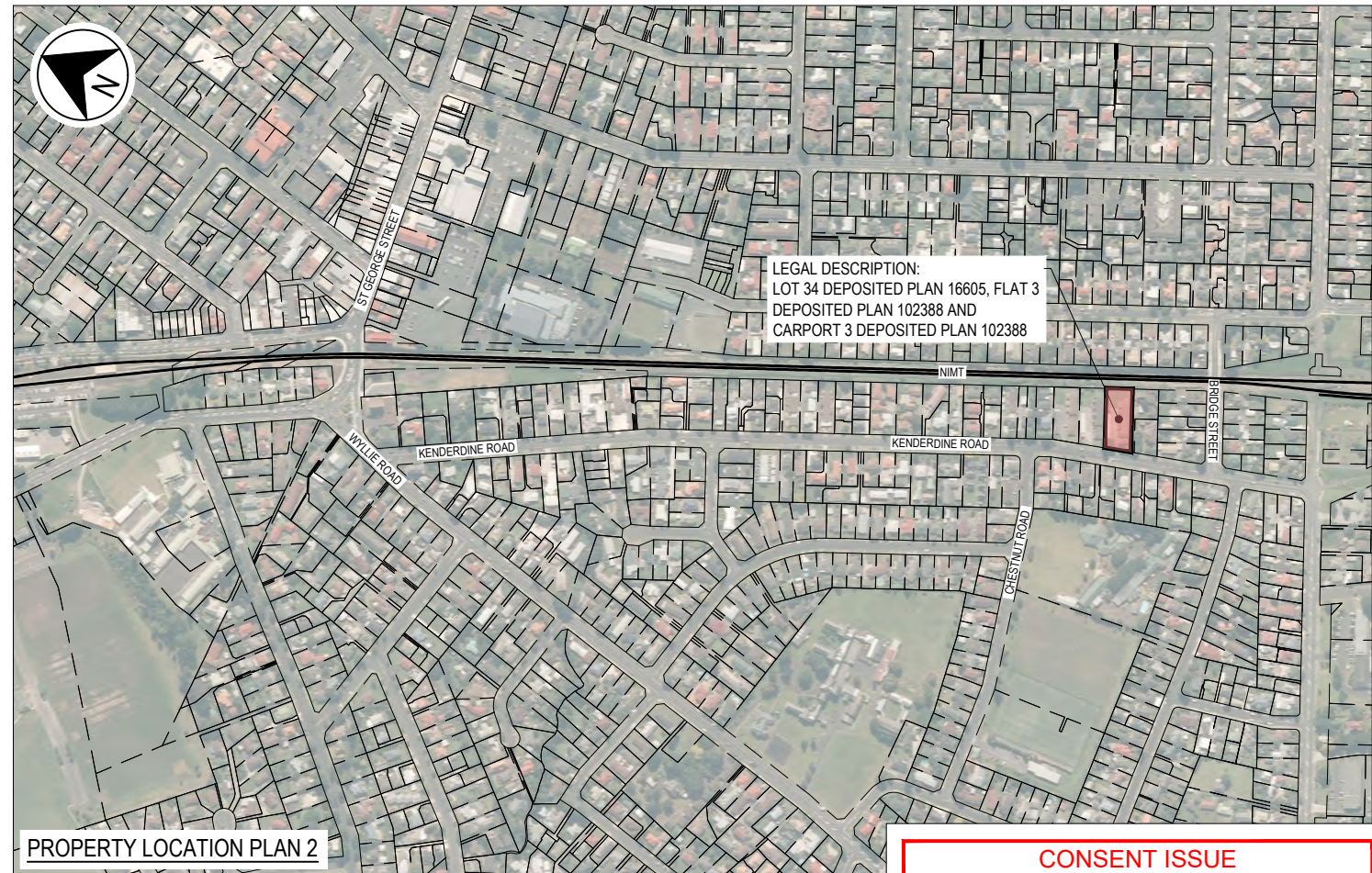
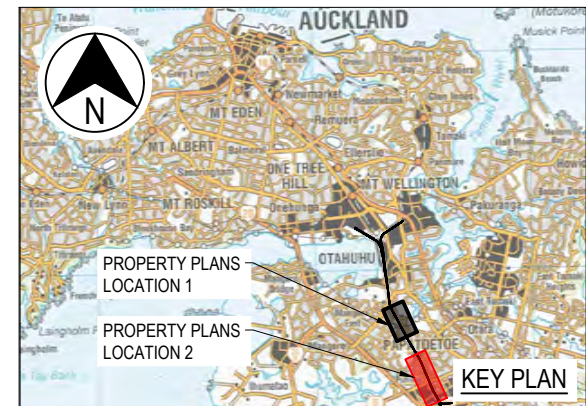
CLIENT	KIWIRAIL		
PROJECT	W2QP - WIRI TO QUAY PARK THIRD RAIL		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	06/10/20	06/10/20

TITLE	LAND REQUIREMENT LAYOUT PLAN		
90 KENDERDINE ROAD, PAPATOETOE			
SCALE	DRAWING No.	REV	
AS SHOWN	601001-DR-NIMT-CV-HS-00126	558	0



LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 34 DEPOSITED PLAN 16605, FLAT 3 DEPOSITED PLAN 102388 AND CARPORT 3 DEPOSITED PLAN 102388	
PROPERTY ADDRESS/LOCATION	3/90 KENDERDINE ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	103	2034

LEGEND	
	LAND REQUIREMENT AREA
	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

CONSENT ISSUE

REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
C	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	06/10/20	FV	TH	MM	ISSUED FOR INFORMATION		

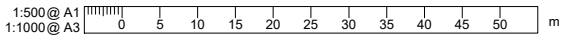
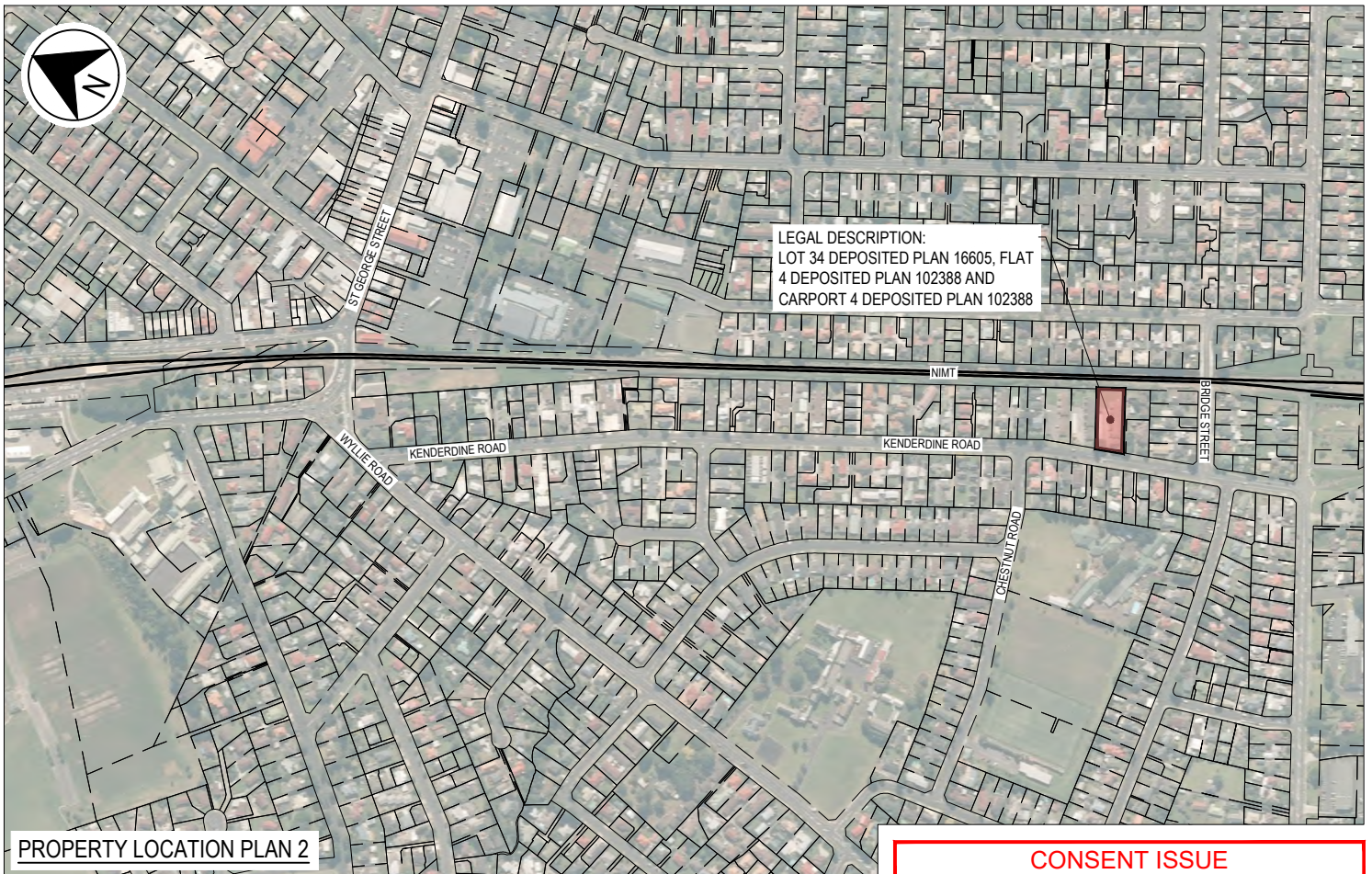
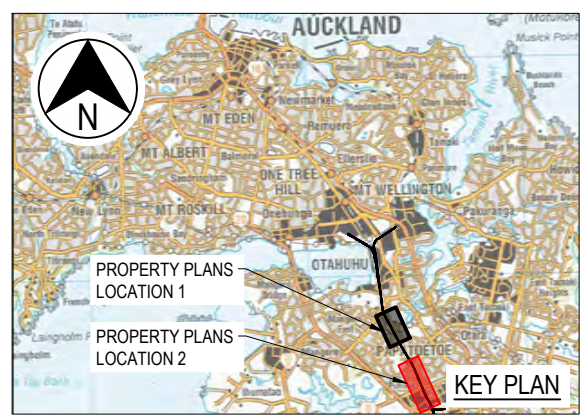
		CLIENT	KIWIRAIL		TITLE	LAND REQUIREMENT LAYOUT PLAN	
		PROJECT	THIRD MAIN MIDDLEMORE TO PUHINUI		SCALE	AS SHOWN	
DRAWN	FV	DRAWING CHECK	NB	REVIEWED	TH	APPROVED	MM
DESIGNED	EG	DESIGN REVIEW	AC	DATE	10/06/2020	DATE	10/06/2020
				DRAWING No.		601001-DR-NIMT-CV-56129	
				REV		0	



LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 34 DEPOSITED PLAN 16605, FLAT 4 DEPOSITED PLAN 102388 AND CARPORT 4 DEPOSITED PLAN 102388	
PROPERTY ADDRESS/LOCATION	4/90 KENDERDINE ROAD, PAPATOETOE, MANUKAU	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	103	2034

LEGEND

- LAND REQUIREMENT AREA
- TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
- PROPERTY BOUNDARY
- CADASTRAL BOUNDARY



REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
C	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	06/10/20	FV	TH	MM	ISSUED FOR INFORMATION		



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CLIENT	KIWIRAIL		
PROJECT	THIRD MAIN MIDDLEMORE TO PUHINUI		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	10/06/2020	10/06/2020

TITLE
LAND REQUIREMENT LAYOUT PLAN
 4/90 KENDERDINE ROAD, PAPATOETOE

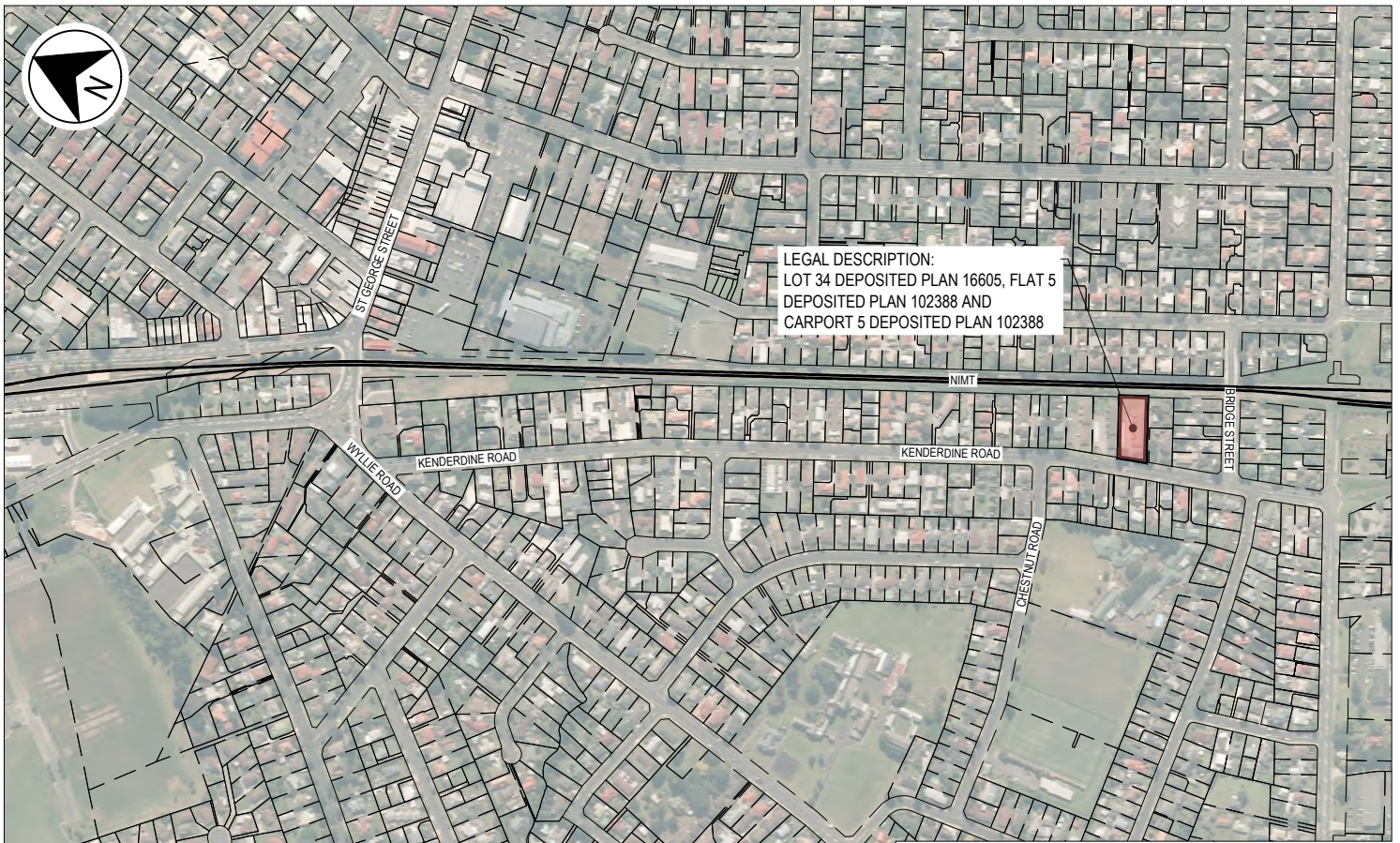
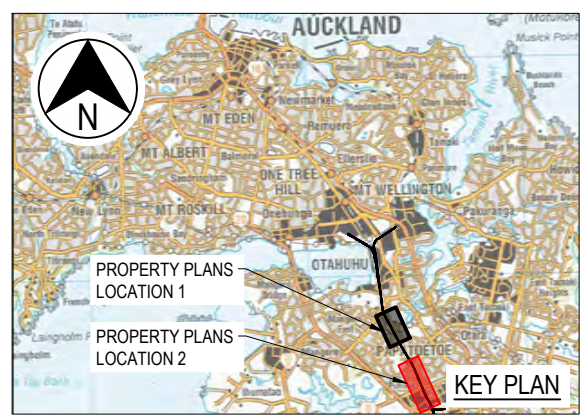
SCALE AS SHOWN DRAWING No. 601001-DR-NIMT-CV-56230 REV 0



LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 34 DEPOSITED PLAN 16605, FLAT 5 DEPOSITED PLAN 102388 AND CARPORT 5 DEPOSITED PLAN 102388	
PROPERTY ADDRESS/LOCATION	5/90 KENDERDINE ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	103	2034

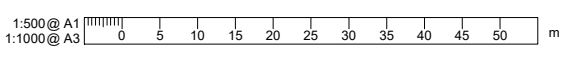
LEGEND

- LAND REQUIREMENT AREA
- TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
- PROPERTY BOUNDARY
- CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

CONSENT ISSUE



REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
C	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	06/10/20	FV	TH	MM	ISSUED FOR INFORMATION		

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Web: www.jacobs.com

CLIENT: KIWIRAIL
PROJECT: THIRD MAIN MIDDLEMORE TO PUHINUI

DRAWN: FV	DRAWING CHECK: NB	REVIEWED: TH	APPROVED: MM
DESIGNED: EG	DESIGN REVIEW: AC	DATE: 10/06/2020	DATE: 10/06/2020

TITLE: LAND REQUIREMENT LAYOUT PLAN
5/90 KENDERDINE ROAD, PAPATOETOE

SCALE: AS SHOWN
DRAWING No: 601001-DR-NIMT-CV-5031
REV: 0

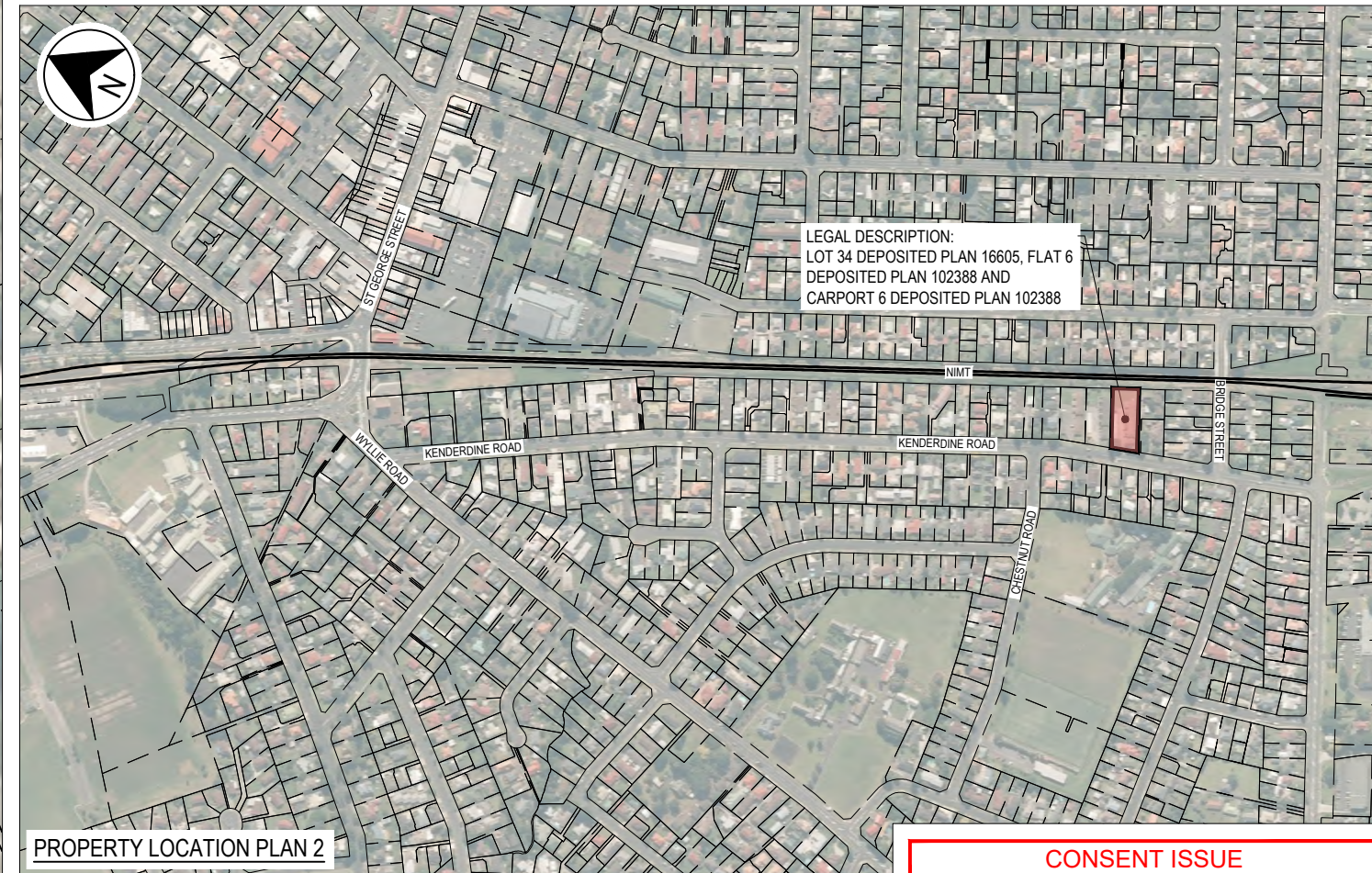
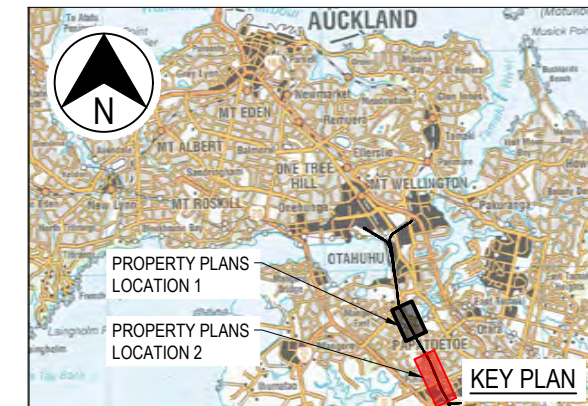


1:500 @ A1
1:1000 @ A3
0 5 10 15 20 25 30 35 40 45 50 m

LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 34 DEPOSITED PLAN 16605, FLAT 6 DEPOSITED PLAN 102388 AND CARPORT 6 DEPOSITED PLAN 102388	
PROPERTY ADDRESS/LOCATION	6/90 KENDERDINE ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	103	2034

LEGEND

- LAND REQUIREMENT AREA
- TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
- PROPERTY BOUNDARY
- CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

CONSENT ISSUE

REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
C	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	06/10/20	FV	TH	MM	ISSUED FOR INFORMATION		

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Fax: +64 9 928 5501
Web: www.jacobs.com

CLIENT: KIWIRAIL

PROJECT: THIRD MAIN MIDDLEMORE TO PUHINUI

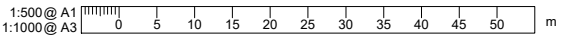
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DESIGNED: EG DESIGN REVIEW: AC DATE: 10/06/2020 DATE: 10/06/2020

TITLE: LAND REQUIREMENT LAYOUT PLAN

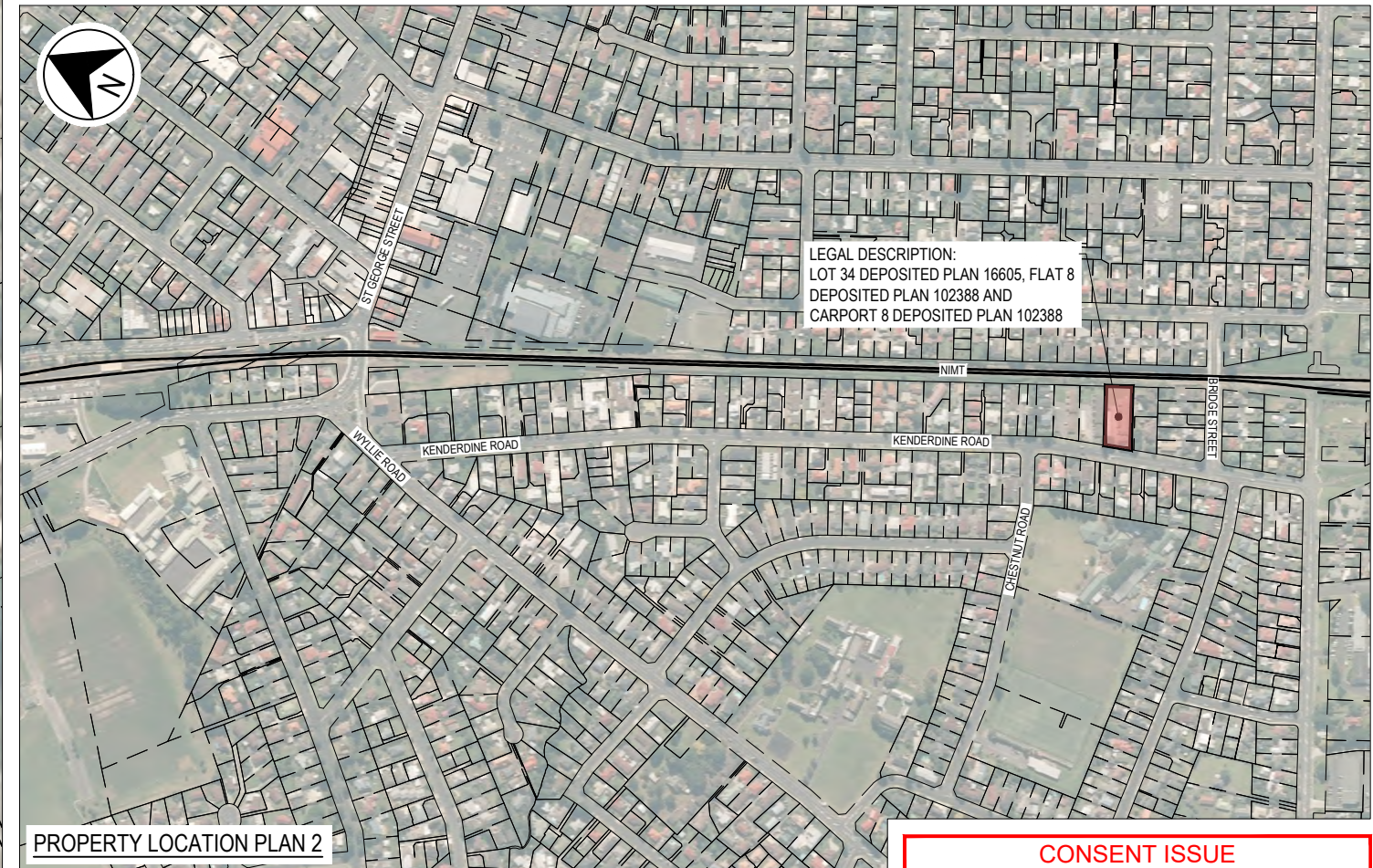
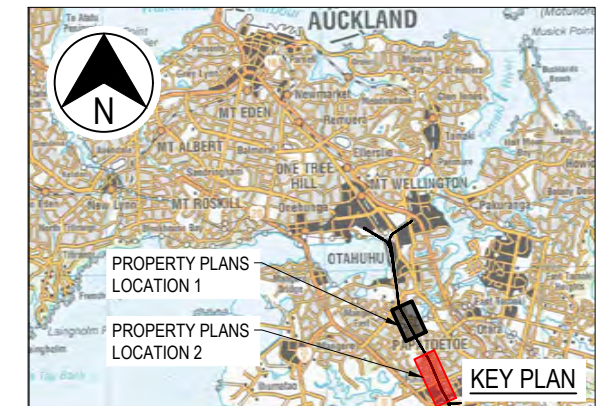
6/90 KENDERDINE ROAD, PAPATOETOE

SCALE: AS SHOWN DRAWING No: 601001-DR-NIMT-CV-564 REV: 0



LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 34 DEPOSITED PLAN 16605, FLAT 8 DEPOSITED PLAN 102388 AND CARPORT 8 DEPOSITED PLAN 102388	
PROPERTY ADDRESS/LOCATION	8/90 KENDERDINE ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	103	2034

LEGEND	
	LAND REQUIREMENT AREA
	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



CONSENT ISSUE

REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
C	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	06/10/20	FV	TH	MM	ISSUED FOR INFORMATION		

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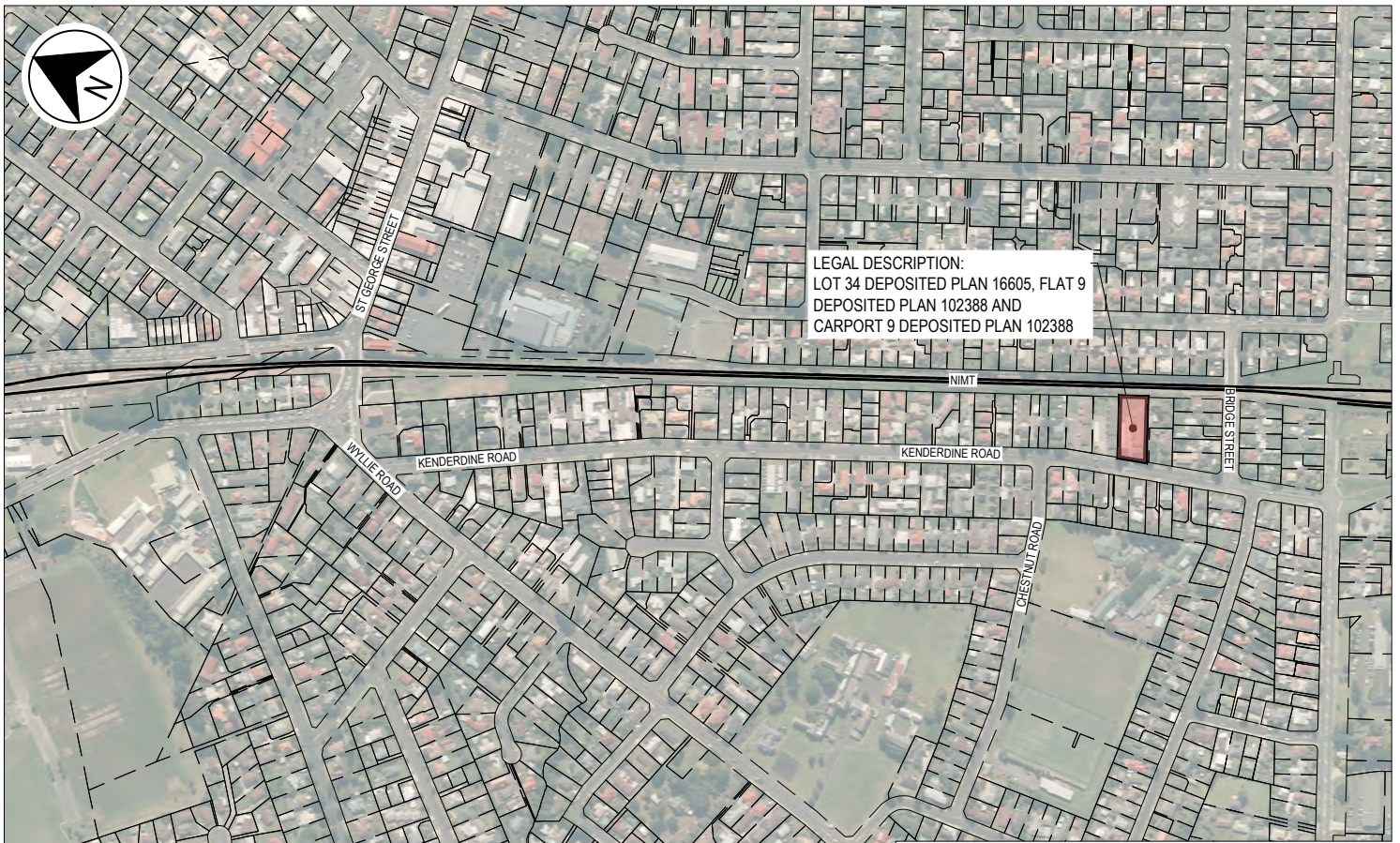
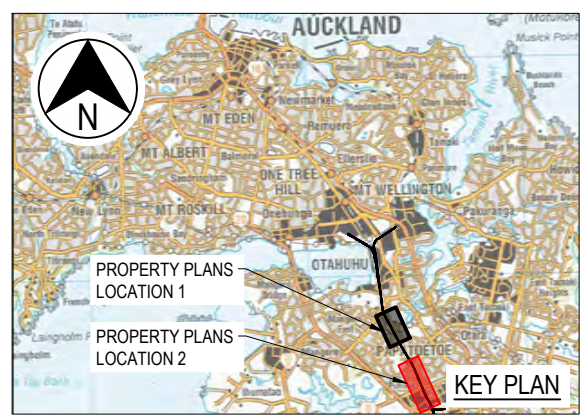
CLIENT	KIWIRAIL		
PROJECT	THIRD MAIN MIDDLEMORE TO PUHINUI		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	10/06/2020	10/06/2020

TITLE	LAND REQUIREMENT LAYOUT PLAN		
8/90 KENDERDINE ROAD, PAPATOETOE			
SCALE	DRAWING No.	REV	
AS SHOWN	601001-DR-NIMT-CV-506-34	0	



LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 34 DEPOSITED PLAN 16605, FLAT 9 DEPOSITED PLAN 102388 AND CARPORT 9 DEPOSITED PLAN 102388	
PROPERTY ADDRESS/LOCATION	9/90 KENDERDINE ROAD, PAPATOETOE, MANUKAU	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	103	2034

LEGEND	
	LAND REQUIREMENT AREA
	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



1:500 @ A1
1:1000 @ A3

REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
C	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	06/10/20	FV	TH	MM	ISSUED FOR INFORMATION		



CLIENT	KIWIRAIL		
PROJECT	THIRD MAIN MIDDLEMORE TO PUHINUI		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	10/06/2020	10/06/2020

TITLE	LAND REQUIREMENT LAYOUT PLAN		
9/90 KENDERDINE ROAD, PAPATOETOE			
SCALE	DRAWING No.	REV	
AS SHOWN	601001-DR-NIMT-CV-560735	0	



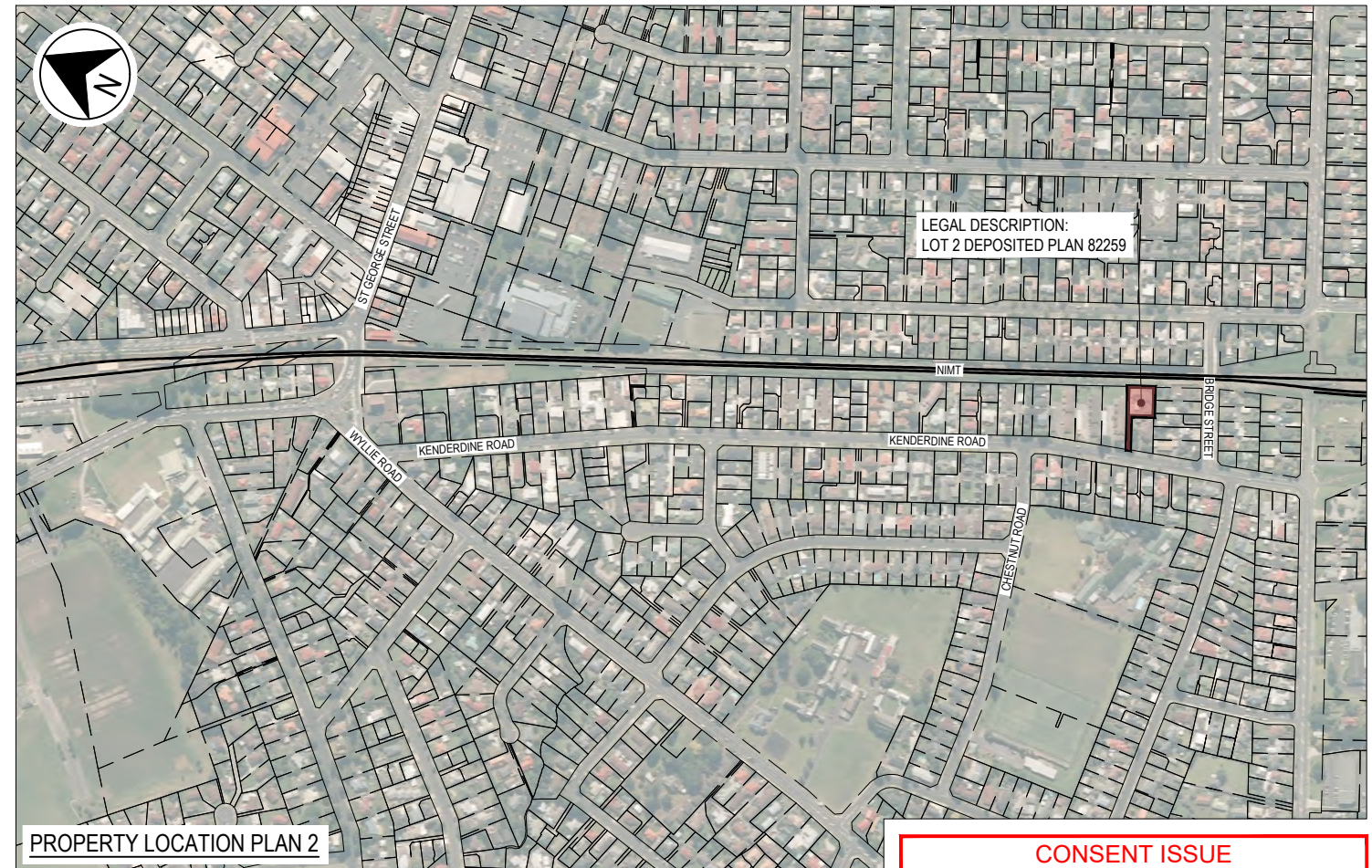
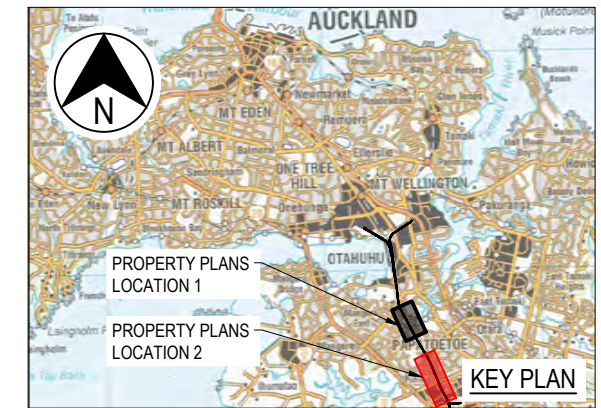


1:500 @ A1
1:1000 @ A3
0 5 10 15 20 25 30 35 40 45 50 m

LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 2 DEPOSITED PLAN 82259	
PROPERTY ADDRESS/LOCATION	92 KENDERDINE ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	106	1069

LEGEND

- LAND REQUIREMENT AREA
- TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
- PROPERTY BOUNDARY
- CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

CONSENT ISSUE

REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
C	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	06/10/20	FV	TH	MM	ISSUED FOR INFORMATION		



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CLIENT	KIWIRAIL		
PROJECT	THIRD MAIN MIDDLEMORE TO PUHINUI		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	10/06/2020	10/06/2020

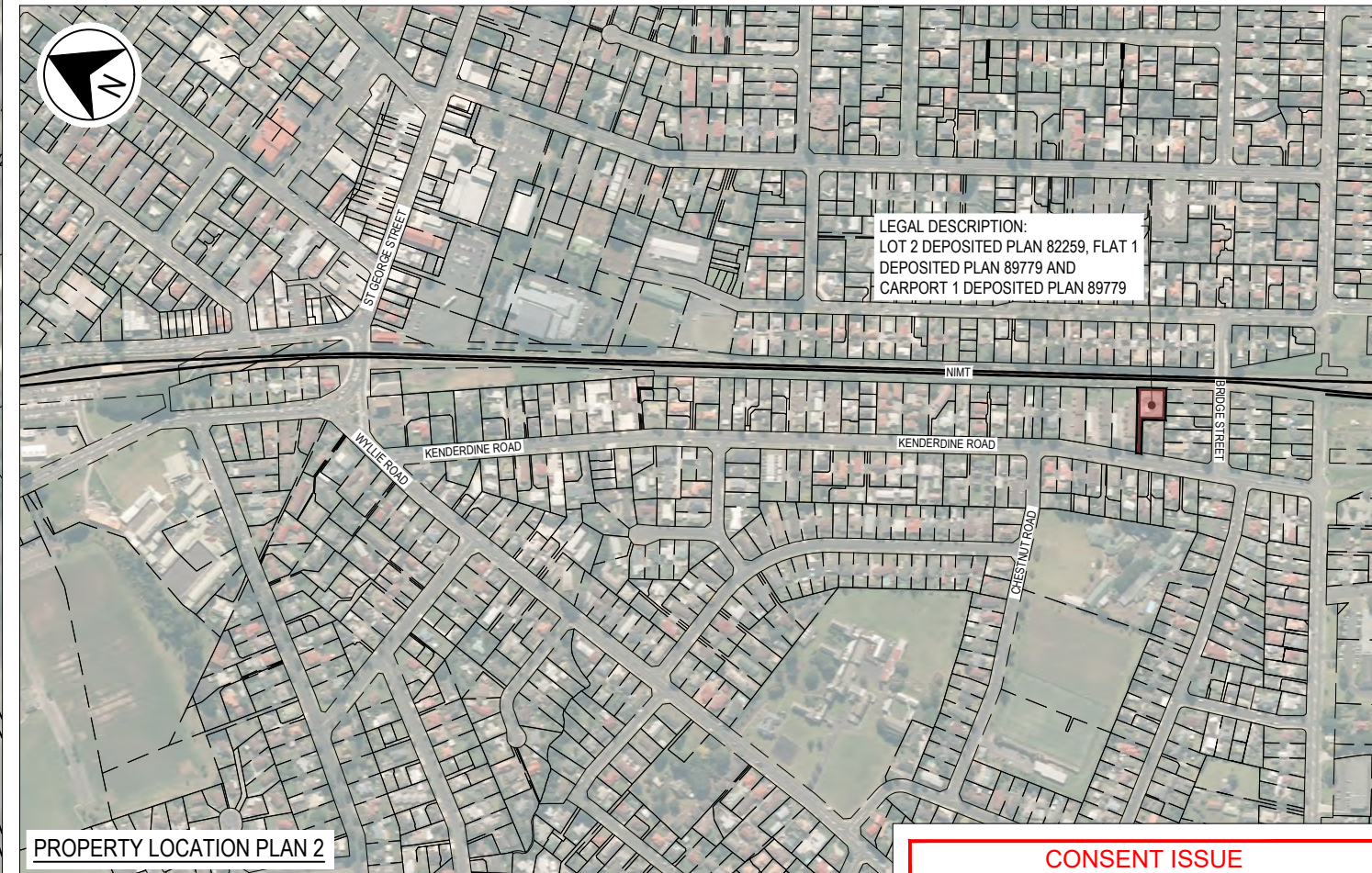
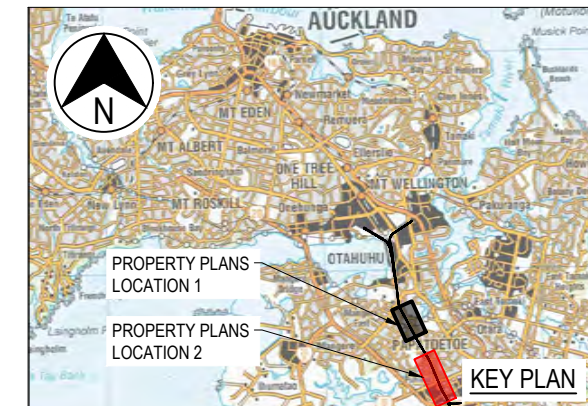
TITLE	LAND REQUIREMENT LAYOUT PLAN 92 KENDERDINE ROAD, PAPATOETOE		
SCALE	DRAWING No.	REV	
AS SHOWN	601001-DR-NIMT-CV-570-038	0	



1:500 @ A1
1:1000 @ A3
0 5 10 15 20 25 30 35 40 45 50 m

LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 2 DEPOSITED PLAN 82259, FLAT 1 DEPOSITED PLAN 89779 AND CARPORT 1 DEPOSITED PLAN 89779	
PROPERTY ADDRESS/LOCATION	1/92 KENDERDINE ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	106	1069

LEGEND	
	LAND REQUIREMENT AREA
	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

LEGAL DESCRIPTION:
LOT 2 DEPOSITED PLAN 82259, FLAT 1 DEPOSITED PLAN 89779 AND CARPORT 1 DEPOSITED PLAN 89779

CONSENT ISSUE

REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
C	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	06/10/20	FV	TH	MM	ISSUED FOR INFORMATION		



CLIENT	KIWIRAIL		
PROJECT	THIRD MAIN MIDDLEMORE TO PUHINUI		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	10/06/2020	10/06/2020

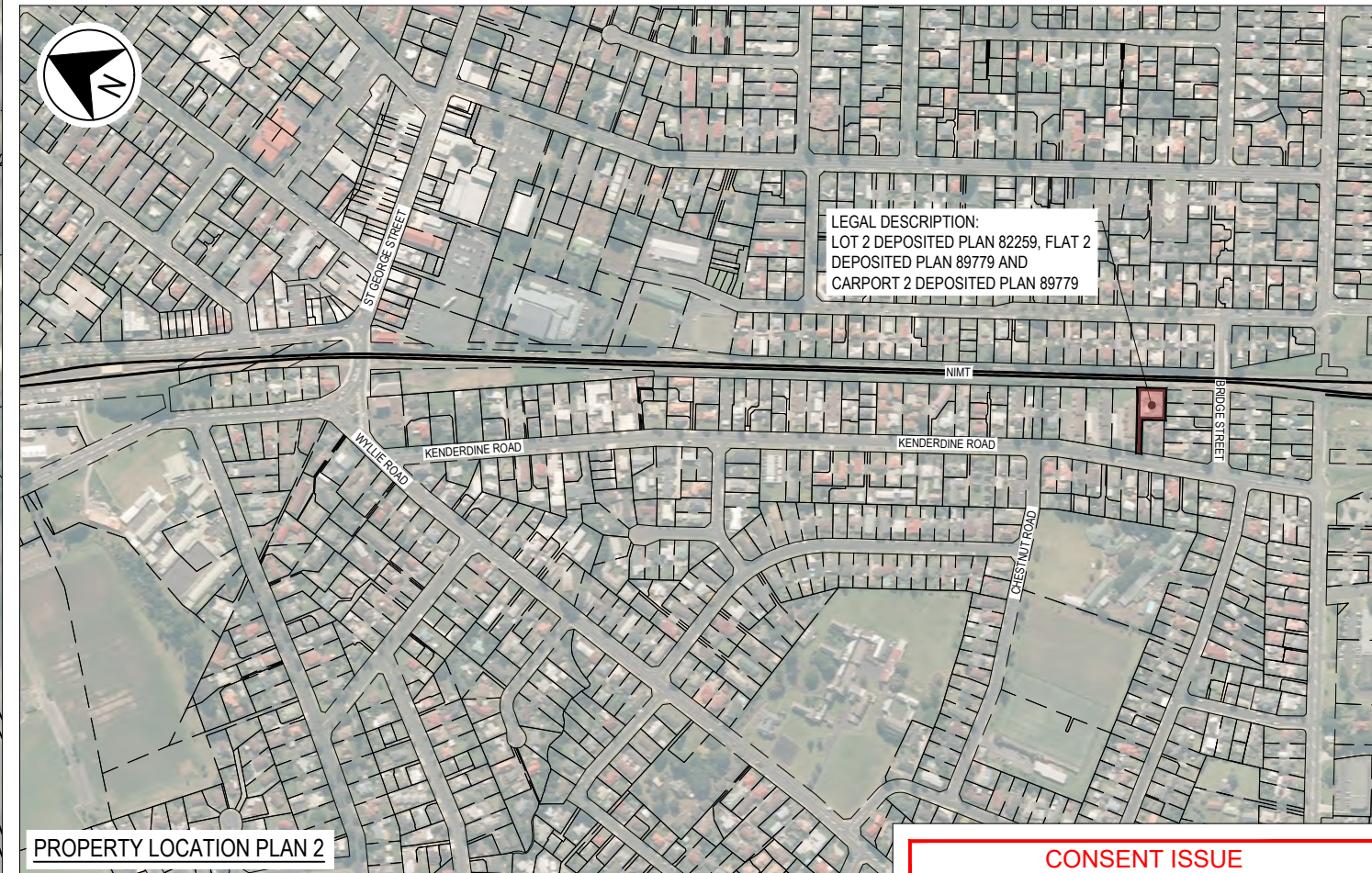
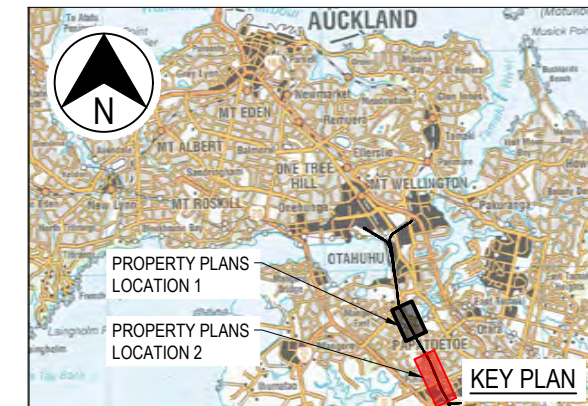
TITLE	LAND REQUIREMENT LAYOUT PLAN		
	1/92 KENDERDINE ROAD, PAPATOETOE		
SCALE	DRAWING No.	REV	
AS SHOWN	601001-DR-NIMT-CV-570139	0	



1:500 @ A1
1:1000 @ A3
0 5 10 15 20 25 30 35 40 45 50 m

LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 2 DEPOSITED PLAN 82259, FLAT 2 DEPOSITED PLAN 89779 AND CARPORT 2 DEPOSITED PLAN 89779	
PROPERTY ADDRESS/LOCATION	2/92 KENDERDINE ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	106	1069

LEGEND	
	LAND REQUIREMENT AREA
	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

LEGAL DESCRIPTION:
LOT 2 DEPOSITED PLAN 82259, FLAT 2
DEPOSITED PLAN 89779 AND
CARPORT 2 DEPOSITED PLAN 89779

CONSENT ISSUE

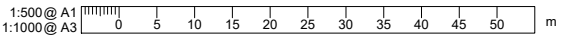
REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
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B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	06/10/20	FV	TH	MM	ISSUED FOR INFORMATION		

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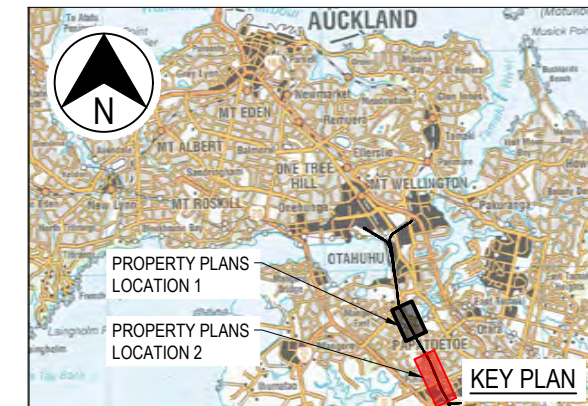
CLIENT	KIWIRAIL		
PROJECT	THIRD MAIN MIDDLEMORE TO PUHINUI		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	10/06/2020	10/06/2020

TITLE	LAND REQUIREMENT LAYOUT PLAN 2/92 KENDERDINE ROAD, PAPATOETOE		
SCALE	DRAWING No.	REV	
AS SHOWN	601001-DR-NIMT-CV-572	0	



LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 2 DEPOSITED PLAN 82259, FLAT 3 DEPOSITED PLAN 89779 AND CARPORT 3 DEPOSITED PLAN 89779	
PROPERTY ADDRESS/LOCATION	3/92 KENDERDINE ROAD, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	106	1069

LEGEND	
	LAND REQUIREMENT AREA
	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

LEGAL DESCRIPTION:
LOT 2 DEPOSITED PLAN 82259, FLAT 3
DEPOSITED PLAN 89779 AND
CARPORT 3 DEPOSITED PLAN 89779

CONSENT ISSUE

REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
C	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
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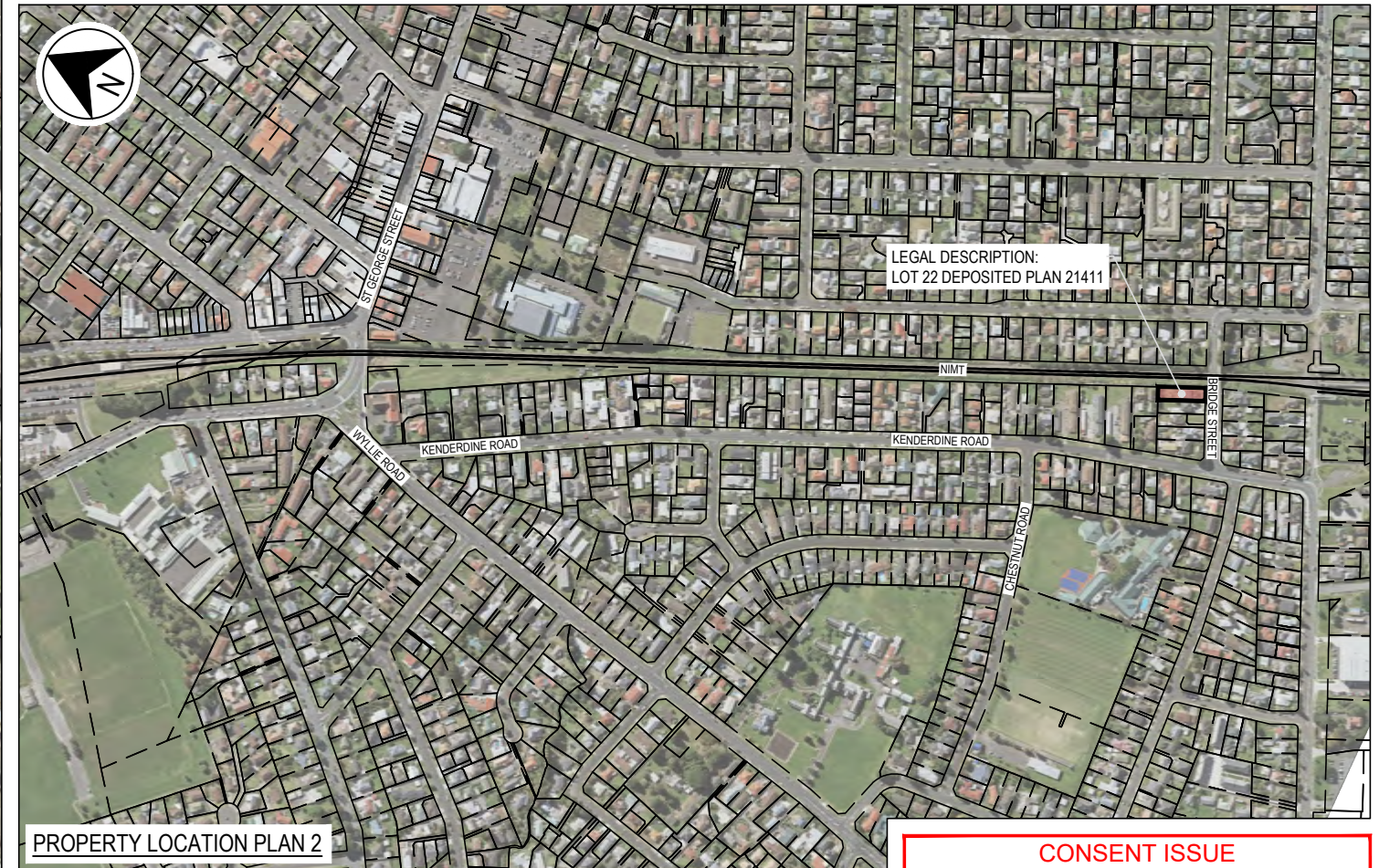
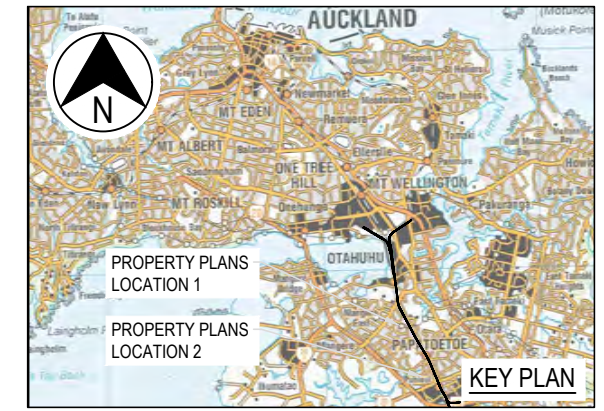
	<p>Level 2, Carlaw Park 12-14 Michells Lane, Parnell AUCKLAND 1010 NEW ZEALAND</p> <p>Tel: +64 9 928 5500 Fax: +64 9 928 5501 Web: www.jacobs.com</p>	CLIENT KIWIRAIL	TITLE LAND REQUIREMENT LAYOUT PLAN 3/92 KENDERDINE ROAD, PAPATOETOE
		PROJECT THIRD MAIN MIDDLEMORE TO PUHINUI	SCALE AS SHOWN
DRAWN FV	DRAWING CHECK NB	REVIEWED TH	APPROVED MM
DESIGNED EG	DESIGN REVIEW AC	DATE 10/06/2020	DATE 10/06/2020
DRAWING No. 601001-DR-NIMT-CV-570-41			REV 0



1:500 @ A1
1:1000 @ A3

LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 22 DEPOSITED PLAN 21411	
PROPERTY ADDRESS/LOCATION	10 BRIDGE STREET, PAPATOETOE, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	165	676

LEGEND	
	LAND REQUIREMENT AREA
	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY

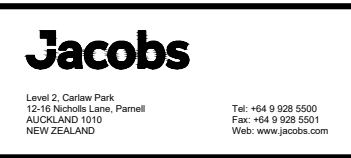


PROPERTY LOCATION PLAN 2

LEGAL DESCRIPTION:
LOT 22 DEPOSITED PLAN 21411

CONSENT ISSUE

REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
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C	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
B	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		
A	10/06/20	FV	TH	MM	ISSUED FOR INFORMATION		



CLIENT	KIWIRAIL
PROJECT	W2QP - WIRI TO QUAY PARK THIRD RAIL
DRAWN	FV
DESIGNED	EG
DRAWING CHECK	NB
DESIGN REVIEW	AC
REVIEWED	TH
DATE	06/10/20
APPROVED	
DATE	

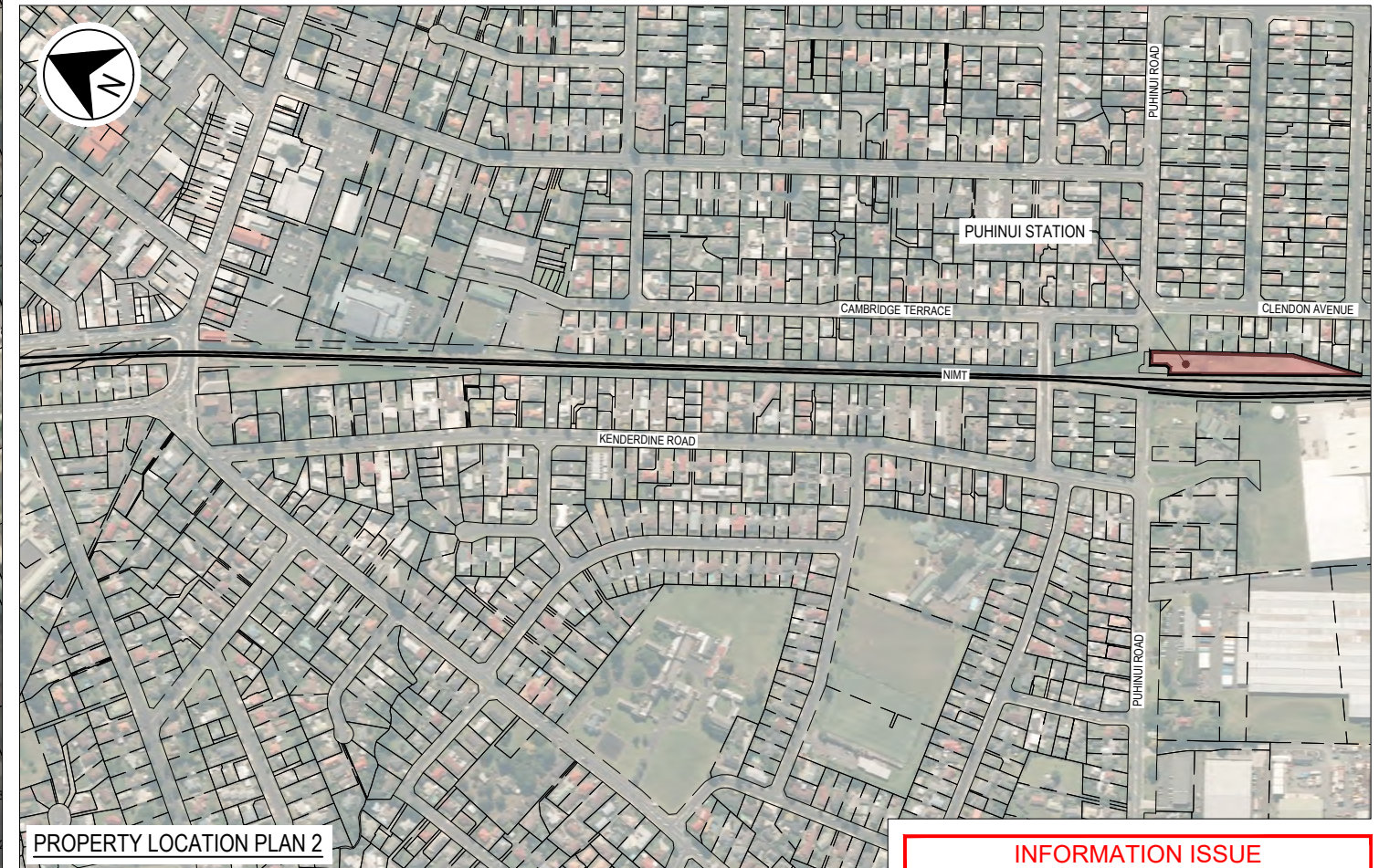
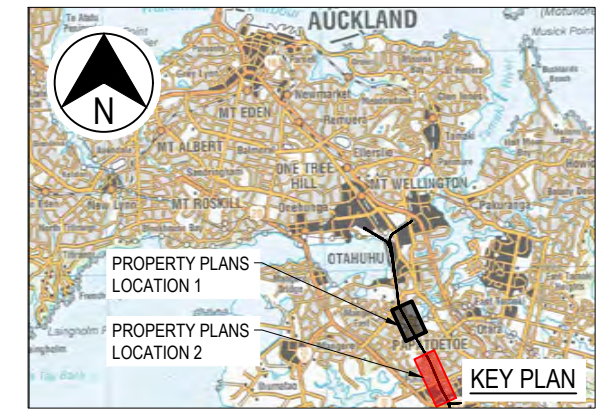
TITLE	LAND REQUIREMENT LAYOUT PLAN
	10 BRIDGE STREET, PAPATOETOE
SCALE	AS SHOWN
DRAWING No.	601001-DR-NIMT-CV1-01006
REV	0



1:1000 @ A1
1:2000 @ A3
0 10 20 30 40 50 60 70 80 90 100 m

LAND REQUIREMENTS		
LEGAL DESCRIPTION	RAILWAY	
PROPERTY ADDRESS/LOCATION	PUHINUI STATION, PAPATOETOE	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION) (m ²)	AREA UNAFFECTED (m ²)
5172	0	0

LEGEND	
	LAND REQUIREMENT AREA
	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

INFORMATION ISSUE

REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
B	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
A	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		

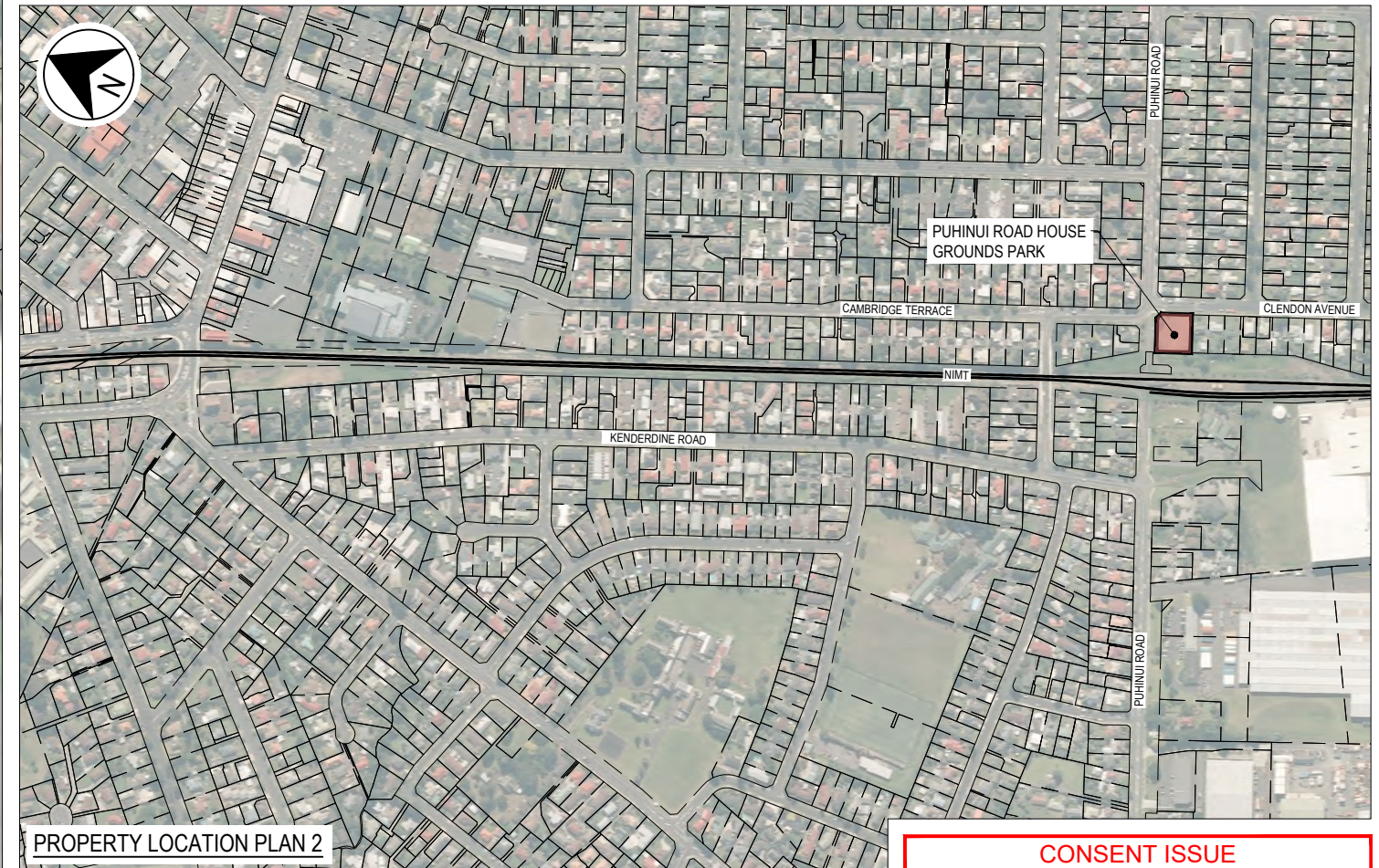
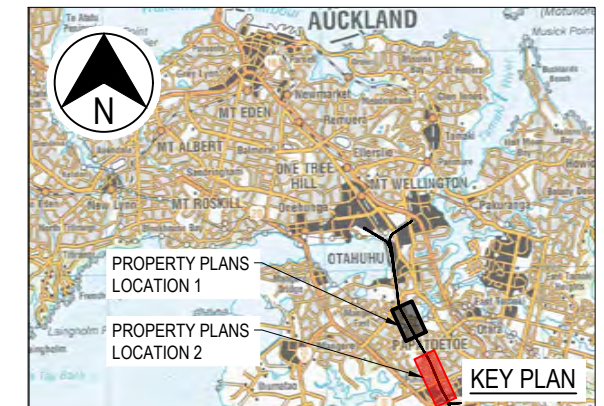
	 Level 2, Castlaw Park 12-16 Michells Lane, Parnell AUCKLAND 1010 NEW ZEALAND Tel: +64 9 928 5500 Fax: +64 9 928 5501 Web: www.jacobs.com	CLIENT KIWIRAIL	TITLE LAND REQUIREMENT LAYOUT PLAN PUHINUI STATION, PAPATOETOE	
		PROJECT THIRD MAIN MIDDLEMORE TO PUHINUI	SCALE AS SHOWN	DRAWING No. 601001-DR-NIMT-CV-575-143
DRAWN MC	DRAWING CHECK NB	REVIEWED TH	APPROVED MM	DATE 07/07/2020
DESIGNED EG	DESIGN REVIEW AC	DATE 07/07/2020	DATE 07/07/2020	



1:500 @ A1
1:1000 @ A3

LAND REQUIREMENTS		
LEGAL DESCRIPTION	-	
PROPERTY ADDRESS/LOCATION	PUHINUI ROAD HOUSE GROUNDS PARK, PAPATOETOE	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION) (m ²)	AREA UNAFFECTED (m ²)
0	1764	0

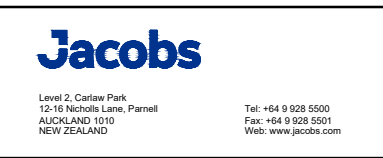
LEGEND	
	LAND REQUIREMENT AREA
	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

CONSENT ISSUE

REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
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A	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		



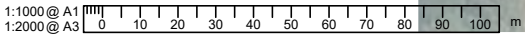
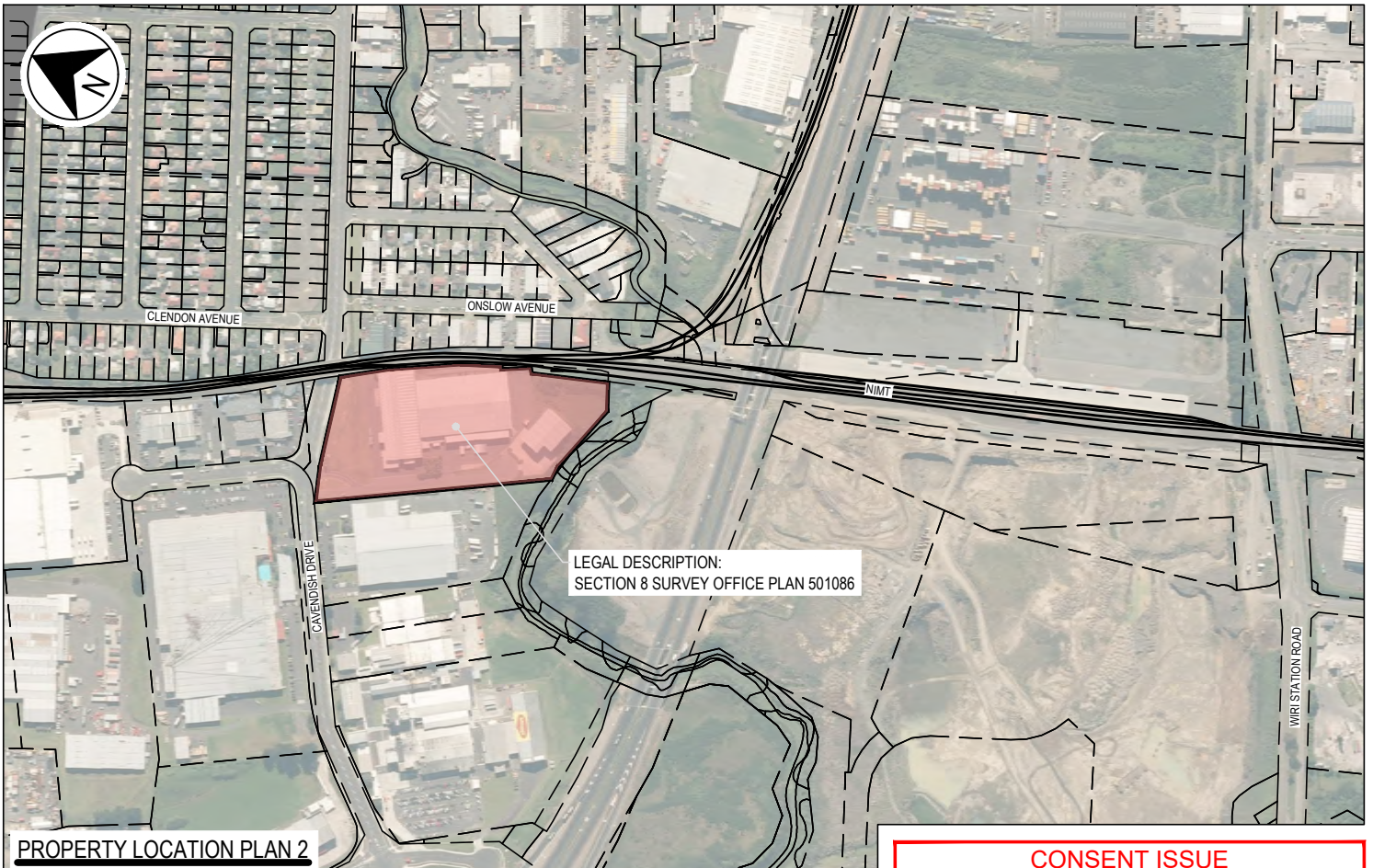
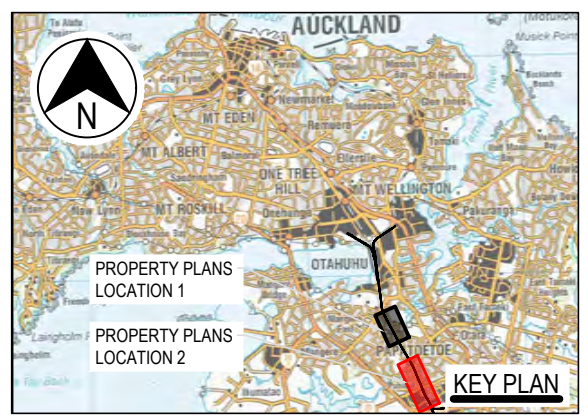
CLIENT	KIWIRAIL		
PROJECT	THIRD MAIN MIDDLEMORE TO PUHINUI		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
MC	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	07/07/2020	07/07/2020

TITLE	LAND REQUIREMENT LAYOUT PLAN PUHINUI ROAD HOUSE GROUNDS PARK, PAPATOETOE		
SCALE	DRAWING No.	REV	
AS SHOWN	601001-DR-NIMT-CV-5500-043	0	

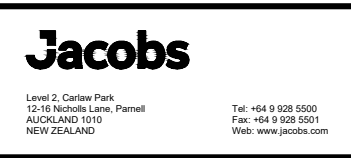


LAND REQUIREMENTS		
LEGAL DESCRIPTION	SECTION 8 SURVEY OFFICE PLAN 501086	
PROPERTY ADDRESS/LOCATION	212 CAVENDISH DRIVE, MANUKAU, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION m ²)	AREA UNAFFECTED (m ²)
0	8372	32188

LEGEND	
	LAND REQUIREMENT AREA
	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
	PROPERTY BOUNDARY
	CADASTRAL BOUNDARY

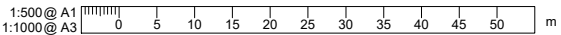


REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
C	27/08/20	MC	TH	MM	RE-ISSUED FOR NOTICE OF REQUIREMENT		
B	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
A	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		



CLIENT	KIWIRAIL		
PROJECT	THIRD MAIN MIDDLEMORE TO PUHINUI		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	07/07/2020	07/07/2020

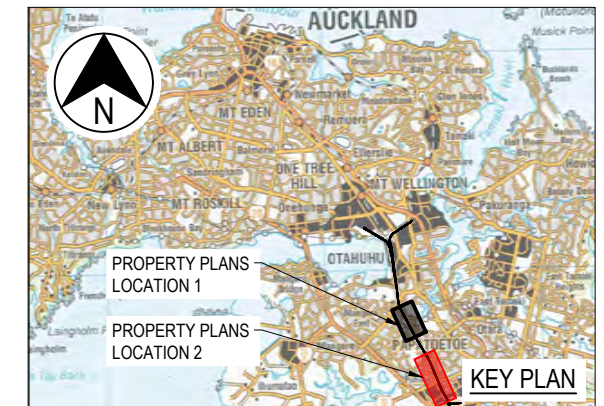
TITLE	LAND REQUIREMENT LAYOUT PLAN 212 CAVENDISH DRIVE, MANUKAU		
SCALE	DRAWING No.	REV	
AS SHOWN	601001-DR-NIMT-CV-5074	0	



LAND REQUIREMENTS		
LEGAL DESCRIPTION	ROAD	
PROPERTY ADDRESS/LOCATION	SOUTH-WESTERN MOTORWAY, WIRI, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION) (m ²)	AREA UNAFFECTED (m ²)
486	0	0

LEGEND

- LAND REQUIREMENT AREA
- TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
- PROPERTY BOUNDARY
- CADASTRAL BOUNDARY



REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
B	14/07/20	MC	TH	MM	ISSUED FOR NOTICE OF REQUIREMENT		
A	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		



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CLIENT	KIWIRAIL		
PROJECT	THIRD MAIN MIDDLEMORE TO PUHINUI		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
EV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	07/07/2020	07/07/2020

TITLE	LAND REQUIREMENT LAYOUT PLAN SOUTH-WESTERN MOTORWAY, WIRI		
SCALE	DRAWING No.	REV	
AS SHOWN	601001-DR-NIMT-CV-578	0	

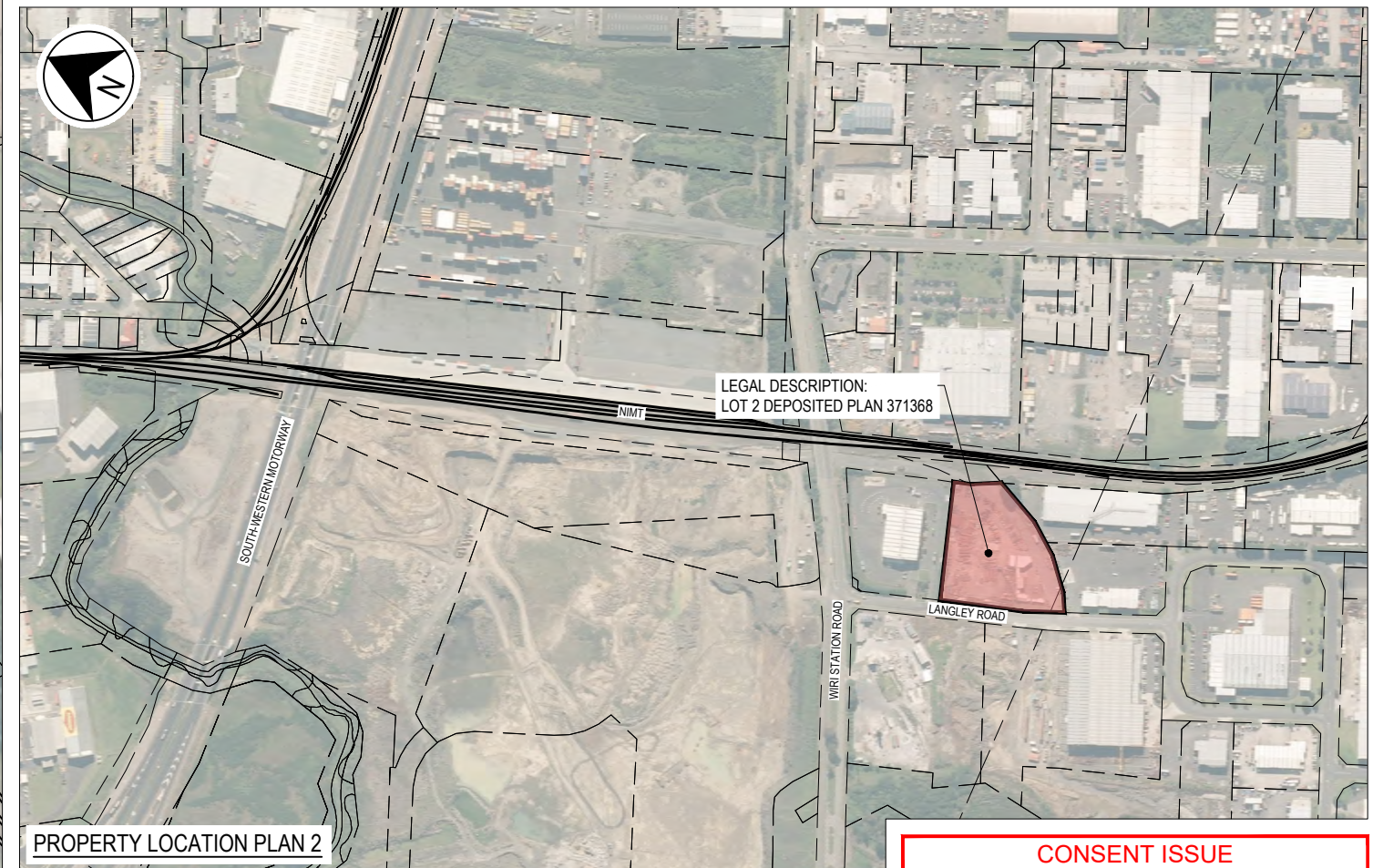
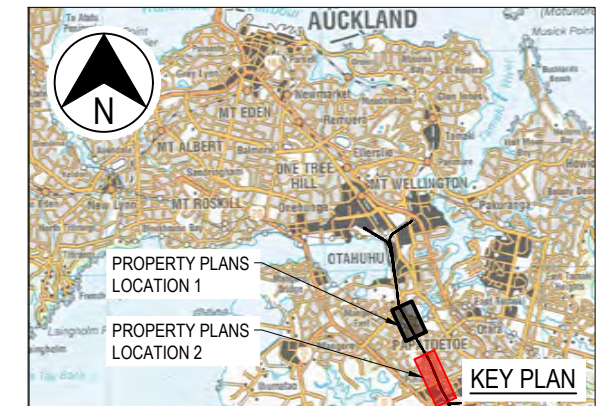


1:1000 @ A1
1:2000 @ A3
0 10 20 30 40 50 60 70 80 90 100 m

LAND REQUIREMENTS		
LEGAL DESCRIPTION	LOT 2 DEPOSITED PLAN 371368	
PROPERTY ADDRESS/LOCATION	12 LANGLEY ROAD, MANUREWA, AUCKLAND	
LAND REQUIREMENT AREA (m ²)	TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION) (m ²)	AREA UNAFFECTED (m ²)
0	3565	12443

LEGEND

- LAND REQUIREMENT AREA
- TEMPORARY OCCUPATION FOR CONTRACTORS (DURING CONSTRUCTION)
- PROPERTY BOUNDARY
- CADASTRAL BOUNDARY



PROPERTY LOCATION PLAN 2

LEGAL DESCRIPTION:
LOT 2 DEPOSITED PLAN 371368

CONSENT ISSUE

REV	DATE	DRAWN	REV'D	APP'D	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
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A	07/07/20	MC	TH	MM	ISSUED FOR INFORMATION		



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CLIENT	KIWIRAIL		
PROJECT	THIRD MAIN MIDDLEMORE TO PUHINUI		
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
FV	NB	TH	MM
DESIGNED	DESIGN REVIEW	DATE	DATE
EG	AC	07/07/2020	07/07/2020

TITLE	LAND REQUIREMENT LAYOUT PLAN 12 LANGLEY ROAD, MANUREWA		
SCALE	DRAWING No.	REV	
AS SHOWN	601001-DR-NIMT-CV	570	0



Wiri to Quay Park Project

Notice of Requirement

IA233800-NP-RPT-0001 | D

September 2020

KiwiRail Holdings Limited



Project Name

Project No: IA233800
 Document Title: Notice of Requirement for W2QP
 Document No.: IA233800-NP-RPT-0001
 Revision: D
 Document Status: FINAL
 Date: September 2020
 Client Name: KiwiRail Holdings Limited
 Client No: 601001-01-INI-0002
 Project Manager: Melissa Merlo
 Author: Tim Hegarty and Therese Malcon
 File Name: [J:\IE\Projects\02_New Zealand\IA233800\02 Documents\Planning\Package 2 - NoR\Post-Lodgement\Wiri to Quay Park Project NoR AEE Version D - For Release .docx](#)

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Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
A	5/6/2020	First Draft	TH TM	LL	LL	
B	9/6/2020	Draft for Client Review	TH TM	LL	LL/MM	PW
C	5/7/2020	Release Version	TH TM	LL/KM	LL	PW
D	21/8/2020	Updated Release Version to reflect altered land take requirements	TH	AH	AH	PW

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Glossary of terms and abbreviations

Term/abbreviation	Definition
AEE	Assessment of Environmental Effects
AT	Auckland Transport
Auckland Plan	The Auckland Plan 2050
AUP(OP)	Auckland Unitary Plan (Operative in Part)
CMDHB	Counties Manukau District Health Board
CNVMP	Construction and Vibration Management Plan
CRL	City Rail Link
CTMP	Construction Traffic Management Plan
EMU	Electric Motor Unit
ESCP	Erosion and Sediment Control Plan
Flood Plain	Area projected to flood during a 1 in 100 AEP Event
GD01	Auckland Council Guidance Document 01 <i>"Stormwater Management Devices in the Auckland Region"</i>
GD05	Auckland Council Guidance Document 05 <i>"Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region"</i>
HNZ	Heritage New Zealand Pouhere Taonga
KiwiRail	KiwiRail Holdings Limited
NIMT	North Island Main Trunk Line
NoR	Notice of Requirement
NPS-FM	National Policy Statement for Freshwater Management
NPS-UDC	National Policy Statement on Urban Development Capacity
NZTA	New Zealand Transport Agency/Waka Kotahi
OLE	Overhead Line Equipment
OLFP	Overland Land Flow Path
P2P	Papakura to Pukekohe Project
POA	Ports of Auckland Limited
PWA	Public Works Act
RMA	Resource Management Act 1991
SH20	State Highway 20
TEU	Twenty-Foot Equivalent
TP108	Auckland Council Technical Publication 108 <i>"Guidelines for stormwater runoff modelling in the Auckland Region"</i>
Vodafone	Vodafone New Zealand
W2QP	Wiri to Quay Park Project
Watercare	Watercare Services Limited

Executive Summary

KiwiRail Holdings Limited (KiwiRail), is the State-Owned Enterprise responsible for the construction, maintenance and operation of New Zealand's rail network. KiwiRail is currently undertaking significant investment to improve Auckland's rail network. This investment is driven by the importance of heavy rail to delivering a quality compact urban form for Auckland, to meet demands for additional passenger service capacity and to address growth in freight volumes.

Heavy rail is critical infrastructure that is recognised for its ability to efficiently and safely transport large numbers of passengers and significant volumes of freight. Investment in Auckland's rail network is needed to provide for current and forecasted population growth (particularly in south Auckland), support Auckland's economy and contribute to a reduction in greenhouse gas emissions. The benefits of heavy rail are recognised by strategic, spatial and statutory planning documents, including the Auckland Plan 2050 and the Auckland Unitary Plan (Operative in Part) (AUP(OP)).

This assessment of environment effects (AEE) supports the Notice of Requirement (NoR) to alter AUP(OP) designation 6302, thereby enabling the Wiri to Quay Park Project (W2QP). This NoR responds to KiwiRail's need to acquire and use land that is adjacent to, but outside of the existing corridor. KiwiRail requires this land for construction activities (e.g. access and laydown areas) and permanent occupation by rail infrastructure (e.g. retaining walls, tracks, signals). The alteration to designation includes land located along the existing designated rail corridor at Middlemore Station, Mangere East, Papatoetoe Station, Bridge Street/Puhinui Station, Manukau and Wiri. The NoR also seeks to designate an area that runs below State Highway 20 (SH20), which is currently not shown as being designated (but forms part of the rail corridor) due to a previous mapping error.

Specifically, the alteration to designation will support the delivery of works associated with W2QP, including rail improvements at Quay Park, Westfield Junction, Wiri Junction and between Middlemore Station and Wiri. These works have been developed into four distinct packages of works located between Quay Park and Wiri Junction which are subject to individual resource consent applications and Outline Plans. The additional land required by this NoR is required to provide for the delivery of Package 2 (as described in Section 1) and the assessment is therefore limited to those environmental effects associated with the construction and operation of Package 2 outside the existing rail designation (i.e. Middlemore to Wiri Junction).¹ This NoR is seeking an alteration to the existing designation enabling and the acquisition of 3.6 ha of land (1.15 ha permanent and 2.45 ha temporary) outside the existing designated rail corridor to enable the Package 2 works.

During the development of W2QP and in particular this NoR, KiwiRail has engaged with a range of stakeholders, including mana whenua, the Māngere-Ōtāhuhu and Ōtara-Papatoetoe local boards, affected landowners, the Counties Manukau District Health Board (CMDHB) and Auckland Transport (AT). This engagement is ongoing and will continue as design progresses and as additional statutory approvals are sought.

This NoR addresses the statutory requirements of the RMA, including an assessment of alternatives, a review of relevant Auckland Council strategic and statutory planning documents, National Policy Statements and an assessment of the project's environmental effects. The AEE is supported by a range of technical assessments including noise and vibration, flooding, historic heritage, arboricultural, traffic and contamination. The AEE concludes that the project works will have no more than minor adverse effects overall, which can be largely managed with the implementation of good practice construction management measures. This AEE also confirms that the works are consistent with section 171 and Part 2 of the RMA.

Given the above factors, it is considered that Auckland Council can recommend that KiwiRail confirm the alteration to designation 6302, as proposed by this NoR.

Please note that this AEE has been updated to reflect an amended land-take in August 2020. Details of these changes are provided in the section 92 response from KiwiRail (dated 24 August 2020).

¹ As noted in Section 1, Package 2 involves the works between Middlemore Station and Wiri Junction. It does not include the works at Wiri Junction, Westfield Junction or Quay Park.

PART A: NOTICE OF REQUIREMENT

Pursuant to Section 168(1), (2) and Clause 4 of the First Schedule, Resource Management Act 1991

To: Auckland Council

1. Notice of Requirement

KiwiRail Holdings Limited gives notice of requirement (NoR) to alter their designation referenced as follows in the Auckland Unitary Plan: Operative in Part:

ID:6302 - North Island Main Trunk (NIMT) Railway Line from Buckland to Britomart Station, Auckland Central.

A copy of the existing designation is provided as Appendix A.

2. The sites to which the NoR applies

The affected sites that relate to this NoR are detailed in Table 1 and the record of titles are provided in Appendix B and the land requirement plans for the Project are provided at Appendix C.

The NoR provides for an alteration to the existing designation and the addition of 3.6 ha of land to the rail corridor's current 175 ha footprint. Approximately 1.15 ha of this is permanently required with 2.45 ha required temporarily to support construction.

Table 1: Sites affected by the NoR

Property address	Legal Description	Type of Ownership	Temporary or Permanent Acquisition
64 Rosella Road, Mangere East	Lot 13 DP 19494	Private	Permanent (1,014 m ²)
100 Hospital Road, Papatoetoe	Lot 240-241 Deposited Plan 43645, Part Lot 13 Deposited Plan 2989, Allotment 237 Parish Of Manurewa And Section 12-14, Section 37 And Part Section 11 Block Vi Otahuhu Survey District	Public	Permanent (2032 m ²) Temporary (1963 m ²)
Road Reserve – Orakau Road	N/A	Public	Permanent (23 m ²) Temporary (444 m ²)
18R Gordon Road, Papatoetoe	Lot 53 DP 20068, Pt Allot 36 Psh of Manurewa	Public	Temporary (2,274 m ²)

Notice of Requirement for W2QP

Property address	Legal Description	Type of Ownership	Temporary or Permanent Acquisition
1 Station Road, Papatoetoe	Lot 7 DP 111628	Private	Temporary (129 m ²)
5 Station Road, Papatoetoe	Lot 6 DP 111628	Private	Permanent (717 m ²)
9 Station Road, Papatoetoe	Lot 5 DP 111628	Private	Permanent (781 m ²)
11 Station Road, Papatoetoe	Lot 4 DP 111628	Private	Temporary (139 m ²)
15 Station Road, Papatoetoe	Lot 3 DP 111628	Private	Temporary (129 m ²)
17 Station Road, Papatoetoe	Lot 2 DP 111628	Private	Temporary (116 m ²)
19 Station Road, Papatoetoe	Lot 1 DP 111628	Private	Temporary (134 m ²)
21R Station Road, Papatoetoe	Lot 9 DP 111628	Public	Temporary (52 m ²)
12 Wyllie Road, Papatoetoe	Lot 1 DP 152288	Private	Permanent (1,165 m ²) Temporary (4,720 m ²)
14 Wyllie Road, Papatoetoe	Pt Lot 1 P 136372	Private	Temporary (136 m ²)
84 Kenderdine Road, Papatoetoe	Lot 1 DP 70381	Private	Temporary (97 m ²)
1/84 Kenderdine Road Papatoetoe Auckland	Lot 1 DP 70381, FLAT 1 DP 10238		
2/84 Kenderdine Road Papatoetoe Auckland	Lot 1 DP 70381, FLAT 2 DP 10238		
3/84 Kenderdine Road Papatoetoe Auckland	Lot 1 DP 70381, FLAT 3 DP 10238		
4/84 Kenderdine Road Papatoetoe Auckland	Lot 1 DP 70381, FLAT 4 DP 10238		
5/84 Kenderdine Road Papatoetoe Auckland	Lot 1 DP 70381, FLAT 5 DP 10238		
6/84 Kenderdine Road Papatoetoe Auckland	Lot 1 DP 70381, FLAT 6 DP 10238		

Notice of Requirement for W2QP

Property address	Legal Description	Type of Ownership	Temporary or Permanent Acquisition
7/84 Kenderdine Road Papatoetoe Auckland	Lot 1 DP 70381, FLAT 7 DP 10238		
8/84 Kenderdine Road Papatoetoe Auckland	Lot 1 DP 70381, FLAT 8 DP 10238		
9/84 Kenderdine Road Papatoetoe Auckland	Lot 1 DP 70381, FLAT 8 DP 10238		
88 Kenderdine Road, Papatoetoe	Lot 2 DP 70381	Private	Temporary (103 m ²)
90 Kenderdine Road Papatoetoe	Lot 34 DP 16605	Private	Temporary (103 m ²)
1/90 Kenderdine Road, Papatoetoe	Lot 34 DP 16605, FLAT 1 DP 102388,		
2/90 Kenderdine Road, Papatoetoe	Lot 34 DP 16605, FLAT 2 DP 102388,		
3/90 Kenderdine Road, Papatoetoe	Lot 34 DP 16605, FLAT 3 DP 102388, CARPORT 3 DP 102388		
4/90 Kenderdine Road, Papatoetoe	Lot 34 DP 16605, FLAT 4 DP 102388,		
5/90 Kenderdine Road, Papatoetoe	Lot 34 DP 16605, FLAT 3 DP 102388, CARPORT 5 DP 102388		
6/90 Kenderdine Road, Papatoetoe	Lot 34 DP 16605, FLAT 6 DP 102388,		
7/90 Kenderdine Road, Papatoetoe	Lot 34 DP 16605, FLAT 7 DP 102388,		
8/90 Kenderdine Road, Papatoetoe	Lot 34 DP 16605, FLAT 8 DP 102388, CARPORT 8 DP 102388		
9/90 Kenderdine Road, Papatoetoe	Lot 34 DP 16605, FLAT 9 DP 102388,		
10/90 Kenderdine Road, Papatoetoe	Lot 34 DP 16605, FLAT 10 DP 102388,		

Notice of Requirement for W2QP

Property address	Legal Description	Type of Ownership	Temporary or Permanent Acquisition
11/90 Kenderdine Road, Papatoetoe	Lot 34 DP 16605, FLAT 11 DP 102388, CARPORT 11 DP 102388		
92 Kenderdine Road, Papatoetoe	Lot 2 DP 82259	Private	Temporary(106 m ²)
1/92 Kenderdine Road, Papatoetoe	Lot 2 DP 82259, FLAT 1 DP 89779, CARPORT 1 DP 89779	Private	Temporary (106 m ²)
2/92 Kenderdine Road, Papatoetoe	Lot 2 DP 82259, FLAT 2 DP 89779,		
3/92 Kenderdine Road, Papatoetoe	Lot 2 DP 82259, FLAT 3 DP 89779,		
10 Bridge Street, Papatoetoe	Lot 22 DP 21411	Private	Temporary (165 m ²)
Puhinui Road – Unformed Road	Road Reserve	Public	Permanent (5172 m ²)
Puhinui Road – Council Reserve	N/A	Public	Temporary (1764 m ²)
212 Cavendish Drive, Manukau	Sect 8 SO 501086	Private	Temporary (8372 m ²)
Section of SH20/Rail Corridor	N/A	Public	Permanent (486 m ²)
12 Langley Road, Manurewa	Lot 2 DP 371368	Private	Temporary (3565 m ²)

In summary the following land areas are required by this NoR for the W2QP as compared the land area of the existing designation:

Total area of existing NIMT designation	Total Temporary Acquisition	Total Permanent Acquisition
175 hectares	2.45 ha	1.15 ha

A further description of the environment is provided in Section 4 of the AEE.

3. The nature of the proposed public work

The wider project includes proposed public works at Quay Park, Westfield Junction, Wiri Junction and between Middlemore Station and Wiri Junction. These works include new tracks, crossovers, signals, overhead electrical infrastructure (OLE) and other associated rail assets. Further detail of the wider project is provided in Section 1 of the AEE.

The NoR will specifically provide for the construction of a third track for the North Island Main Trunk Line (NIMT) including:

- Installation of a new 3.6 km track between Middlemore Station and Wiri Junction;
- An upgraded Middlemore Station, including an extension of an existing pedestrian bridge, the provision of a new pedestrian bridge for fire egress and the provision of a 6-car platform (with future proofing for a future 9-car platform);
- Reorganisation of car parking at Middlemore Hospital to address physical severance;
- Installation of above ground rail infrastructure;
- The construction of retaining walls to stabilise railway cuttings;
- Utility relocations; and
- Stormwater infrastructure.

The NoR also provides the opportunity to correct the following mapping error in the AUP(OP):

- The previous exclusion of the designation from the outer northbound track beneath SH20 at Wiri.

Refer to Section 6 of the AEE for further detail on the proposed works.

4. The nature of the proposed conditions that will apply

The NoR provides for an alteration to the existing designation and the addition of 3.6 ha of land to the rail corridor's current 175 ha footprint. Most of the physical works required for the third main (e.g. OLE, tracks, drainage) will be located inside the existing designation, where rail operations have occurred for over 100 years. There are no relevant conditions attached to the existing designation and any potential adverse effects associated with works within the designation managed by the district plan provisions in the AUP(OP) are managed via the Outline Plan process. Due to the minor addition of 3.6ha with only 1.15 ha of this being permanently required (with more than 0.5 ha of this permanent land take being unformed road adjacent to Puhinui Station), it is proposed that this approach continues, and no further conditions are proposed.

It is also noted that regional resource consents are required for bulk earthworks, disturbance of contaminated soil, stormwater discharges and minor streamworks. These resource consents will be supported by conditions of consent as they relate to the potential adverse effects of construction related activities. An Archaeological Authority from Heritage New Zealand Pouhere Taonga will also be sought to address all works in the project footprint.

The scope and scale of works required will be further refined through the detailed design process and the mitigation, management plans or offsetting required will be implemented via by conditions imposed on either the project's resource consents or Archaeological Authority.

5. The effects that the public work will have on the environment and the ways in which any adverse effects will be mitigated

Refer to section 7 of the AEE for detail on the effects of the proposal. In summary, the project will have significant positive effects on the environment associated with the resulting increased capacity of the NIMT. The additional land required will enable additional passenger and freight services to be safely constructed to support the provision of quality compact urban growth in Auckland, assist in mitigating the causes of climate change and improve the integrated functioning of Auckland's strategic transport network.

The project will have localised adverse environmental effects that are considered to be no more than minor in extent. These include those resulting from:

- Construction noise and vibration;
- Construction traffic;
- The potential disturbance of contaminated soil;
- Visual amenity;
- Temporary loss of dwellings; and
- Temporary disruption to the operation of Middlemore Hospital.

6. The extent to which alternative sites, routes, and methods have been considered

Three potential key options to improve network capacity on this section of the NIMT were considered:

1. Do nothing; or
2. Construct an additional track along the western side of the existing corridor; or
3. Construct an additional track along the eastern side of the existing corridor.

Option 2 has been selected as it meets the project's objectives. Further detail regarding the assessment of alternatives is provided in Section 5 of the AEE.

7. Reasonable necessity for the public work and designation

The public work and alteration to the designation are reasonably necessary for achieving the objectives of the Requiring Authority. This is discussed in detail in section 10 of this AEE.

In summary, the public work and alteration to designation is reasonably necessary for achieving the following project objectives:

1. Facilitate the expected/planned growth of freight and passenger services on the Auckland Metro rail network.
2. Operate rail services in a manner which protects the safety of operators, passengers and adjoining residents/workers.
3. Operate rail services in a manner which minimises adverse environmental effects.

4. Future-proofs the corridor for additional rail capacity improvements.

The alteration to the designation and work is necessary to achieve these objectives as the proposed infrastructure is not specifically provided for under the AUP(OP)'s zone-based controls or the specific provisions for infrastructure (Chapter E26). Permanently extending the designation to include the additional 3.6 ha of land will ensure that the corridor is protected for the ongoing construction, operation and maintenance of the national rail infrastructure and that this is not altered by changes to the AUP(OP), or limited by development on adjacent sites. In addition, it provides the flexibility required to develop the corridor in a manner which supports the project's objectives.

Furthermore, the use of a designation as a planning tool enables flexibility and for detailed design to be confirmed at a later date but through its identification on the AUP(OP)'s planning maps will provide notice to the public that a public work is intended.

8. Consultation with parties that are likely to be affected

Consultation has been undertaken and is ongoing, including with the following parties:

- Iwi;
- Auckland Transport;
- Counties Manukau District Health Board;
- Māngere-Ōtāhuhu and the Ōtara-Papatoetoe Local Boards;
- Auckland Council Community Facilities; and
- Private landowners.

Refer to Section 8 of the AEE for detail.

9. Information required

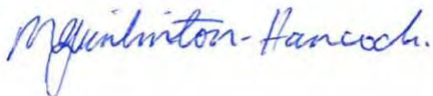
KiwiRail attaches the following information required to be included in this notice by a plan or proposed plan, or any regulation made under the Resource Management Act 1991:

- Land Requirement Plans;
- Assessment of Effects on the Environment Report;
- Records of Title;
- Site Plans;
- Transport Impact Assessment;
- Historic Heritage Assessment;

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- Flooding Assessment;
- Arboricultural Assessment;
- Ground Contamination Assessment; and
- Noise and Vibration Assessment.

Signed for KiwiRail by Michelle Grinlinton-Hancock, Senior RMA Advisor, under delegated authority of KiwiRail Holdings Limited.



Dated – 14 July 2020

Address for Service:

Attention: Michelle Grinlinton-Hancock

KiwiRail Holdings Limited

2 Bunny Street, Wellington 6011

PO Box 593, Wellington 6140

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PART B: ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

1. Introduction

KiwiRail Holdings Limited (KiwiRail) is undertaking a series of improvements across Auckland's Metro rail network, collectively referred to as the Wiri to Quay Park (W2QP) Project (the 'project'). With a capital expenditure of \$315 million, the project will help ease congestion on some of the busiest sections of Auckland's Metro rail network, as well as provide for future growth demand for both passenger and freight services. The project will also improve network resilience and assist in reducing greenhouse gas emissions (by reducing private and heavy vehicle use).

W2QP is broken down into four separate spatially based packages of work (running northwards from Wiri):

- Package 1: *Wiri Junction* - Additional tracks and crossovers to improve the functioning of Wiri Junction.
- Package 2: *Wiri to Middlemore* - A new 3.6 km section of track between Middlemore Station and Wiri Junction, as well as the upgrading of Middlemore Station. These works will increase the capacity of the NIMT and future proof Middlemore Station for 9-car services.
- Package 3: *Westfield Junction* - A new layover track on the NIMT eastern line to provide timetable flexibility to cross the Westfield Junction, as well as works within the Westfield Yard to ensure that freight operations do not foul the mainline and impact other rail services.
- Package 4: *Quay Park* - A 1 km track extension and mainline connections into the Ports of Auckland (POA) freight facility, thereby allowing for faster entry and exit into and out of the Port.

Works are due to commence mid to late 2020 and will take approximately three years to complete².

This NoR is seeking an alteration to the existing designation and the acquisition of 3.6ha of land (1.15 ha permanent and 2.45 ha temporary) outside the existing designated rail corridor to enable the works provided by Package 2. This acquisition will enable construction access and works and/or structures associated with the third main, including the upgrading of Middlemore Station. As such, KiwiRail proposes to alter the existing designation (AUP(OP) ID 6302) to incorporate the additional land required for these works. A copy of the land requirement plans detailing the extent of the proposed alteration and the temporary/permanent occupation requirements of KiwiRail are provided as Appendix C.

This assessment of environment effects (AEE) details the following:

- The roles and responsibilities of KiwiRail;
- The reasons for the works;
- A description of the existing environment;
- A description of the proposed works and supporting technical drawings;
- An assessment of alternatives;
- An assessment of actual and potential effects, supported by technical reports;
- A summary of consultation undertaken by KiwiRail;
- A notification recommendation; and
- An assessment of the proposal against section 171 and Part 2 of the RMA.

² It should be noted that the works addressed by the NoR are scheduled to commence in mid-2021.

2. KiwiRail’s Role and Responsibilities

2.1 KiwiRail’s National Role and Network

KiwiRail is the State-Owned Enterprise responsible for the construction, maintenance and operation of New Zealand’s rail network. The network extends across New Zealand, connecting primary producers to urban centres and ports, while also providing the network infrastructure for passenger rail services in Auckland, Wellington and some intercity services. KiwiRail also supports New Zealand’s tourism sector with the Northern Explorer (Auckland to Wellington), Tranz Alpine (Christchurch to Greymouth) and Coastal Pacific (Picton to Christchurch) services. Lastly, it includes a maritime branch, with three interisland ferries providing transport for passengers, private vehicles and rail freight between the North and South Islands.

KiwiRail’s national network (Figure 2-1) includes more than 3700 km of track and 1300 bridges, with over 200 locomotives available to transport both freight and passengers. Additionally, KiwiRail employs more than 3,700 New Zealanders³.



Figure 2-1: New Zealand Rail Network

³ Draft New Zealand Rail Plan, KiwiRail, 2019.

2.2 The Benefits and Importance of KiwiRail's National Network

The importance of the rail network to New Zealand's economy is demonstrated by the significant volume of freight and passengers it carries every year. On an annual basis, KiwiRail transports approximately 25% of New Zealand's exports, carries over 1 million tourists and provides the infrastructure for 34 million commuter journeys⁴.

The use of rail for the above-mentioned freight and passenger services delivers a variety of benefits to New Zealand, including environmental and safety benefits. The environmental benefits include support for a national reduction in greenhouse gas emissions, noting that transporting a tonne of freight by rail generates 66% less emissions than road transport⁵. A reduction in emissions is also achieved by commuter passenger services which reduce the number of private vehicles on the roads and improve local air quality conditions. These environmental benefits are enhanced by the increasing use of electric motor units (EMUs) for commuter services, which use electrical power rather than diesel.

Rail freight services also support community health and wellbeing goals set by the New Zealand Government, particularly the target to reduce the national road toll. Work by EY Limited estimates that rail has the potential to eliminate approximately 271 road safety incidents a year as a result of a reduced dependence on road freight transport⁶. As such, by reducing heavy vehicles on New Zealand's roads and state highways, KiwiRail's network helps provide a safer environment for smaller private vehicles, cyclists and pedestrians.

Community wellbeing is also supported by the inclusive nature of rail passenger services. Passenger rail provides improved accessibility to places of learning, earning and community participation for a broad range of residents in the Wellington and Auckland regions. The inclusive nature of rail has also been increased by the gradual upgrading of train stations and rolling stock to provide step-free access, enabling the differently abled to enjoy the connectivity benefits of rail. A program is also underway to increase the availability of bicycle parking facilities at stations to enable the safe and secure parking of bicycles while patrons use rail services.

Rail services are also critical to the growth of the national economy and regional productivity given its role as an efficient transport mode for freight and people. The current rail network transports approximately 25% of New Zealand's exports per annum and provides a vital connection between primary producers and the nation's ports. Current export volumes are expected to continue to grow over the coming decades, with freight tonnage anticipated to increase up to 55% by 2042⁷.

2.3 National Rail Challenges and Future Investments

The current national rail network faces several challenges to meet the forecasted growth of freight. Line capacity, aging assets and missing connections all impact its ability to meet this growing demand. Despite these challenges, the New Zealand Government has identified the national rail network as a critical component of the nation's wider transport sector and has provided funding to assist the network to meet future growth demands. Given this strategic direction set by central government, KiwiRail and the Ministry of Transport have produced the Draft New Zealand Rail Plan (the Rail Plan), which identifies several areas in which investment is required.

⁴ *Ibid*

⁵ *Ibid*

⁶ The Value of Rail in New Zealand, EY for the Transport Agency, 2016.

⁷ Transport Outlook Future State, Ministry of Transport, November 2017.

Over the next 10 years, KiwiRail proposes to invest in the following:

- A network renewals and maintenance programme, including works to tracks, bridges, tunnels and signals;
- A programme of safety improvements at level crossings;
- Replacement of locomotives and wagons with more an efficient and reliable fleet;
- Improvement and upgrading of maintenance facilities, including those at Hutt Valley, Auckland and Christchurch; and
- New Inter-islander vessels and docking facility upgrades.

Further ahead, other potential investments include:

- Double tracking between Auckland and Hamilton;
- Re-opening the Stratford to Okahukura Line;
- Increasing axel weights to 20 tonnes plus between Auckland and Tauranga and 18 tonnes plus elsewhere;
- Completion of rail upgrades in Northland; and
- Increased regional services.

While the Rail Plan is still draft and undergoing a public consultation process, it provides a clear direction for the future of New Zealand's rail network and will allow rail investment to be aligned with both the upcoming Government Policy Statement 2021 and future budget decisions.

2.4 The Auckland Rail Network

At a regional level, KiwiRail's network is critical infrastructure for Auckland's economic wellbeing, provision of managed growth and social cohesion. Within the Auckland Region, KiwiRail is responsible for the operation and maintenance of both the Metro rail network and sections of the NIMT outside the urban area, although Auckland Transport (AT) is responsible for the operation of passenger services and related station investment.

As shown in Figure 2-2, the Auckland Metro Network consists of four lines:

- The Southern Line, which runs from Pukekohe to Britomart⁸;
- The Eastern Line, which runs from Manukau to Britomart;
- The Western Line, which runs from Swanson to Britomart; and
- The Onehunga Line, which runs from Onehunga to Britomart.

⁸ Services between Pukekohe and Papakura are currently reliant on a diesel locomotive shuttle service. However, the planned Papakura to Pukekohe Project will introduce the corridor infrastructure needed to support EMUs.

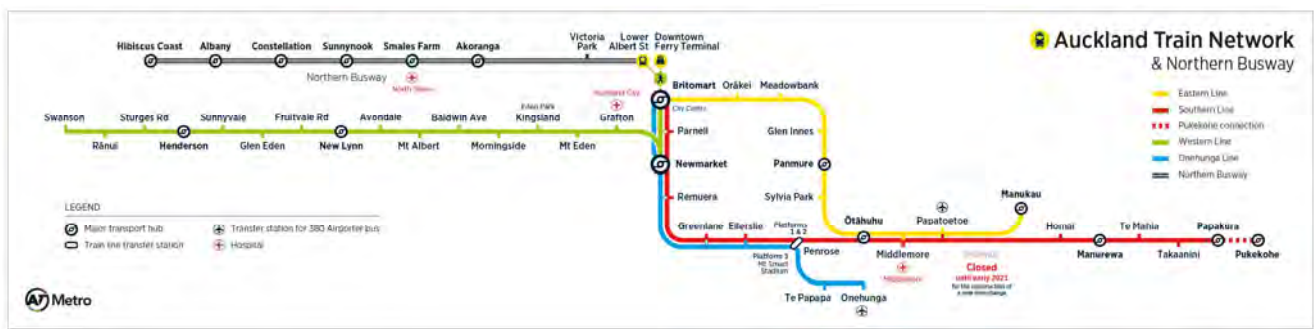


Figure 2-2: Auckland Metro Rail Network

Currently the 41⁹ stations across the Auckland network serve between 1.7 and 1.9 million commuter journeys per month, with patronage varying on public holidays, during school/tertiary institute holidays and currently due to restrictions associated with COVID-19. Significant investment in this network is currently underway with the construction of City Rail Link (CRL) in Auckland, that includes a new 3.45 km tunnel between Britomart and Mt Eden station and extending eight station platforms to accommodate nine car trains (current passenger trains have a maximum of six cars).

The CRL project is New Zealand’s largest infrastructure project and will transform the Auckland rail network by doubling passenger capacity. By turning Britomart into a through station (rather than a terminus), and providing two new stations on the network (Aotea and Karangahape Road) peak hour passenger numbers are expected to rise to 54,000/hr. The extra demand expected to be generated by CRL, requires upgrades to other sections of the rail network to accommodate both an increase in the number of passenger services and increased train length.

It is noted that rail is also critical to managing the growth of Auckland. Strategic planning documents, such as the Auckland Plan 2050, highlight the important role that passenger rail has in the coming decades. As the population of Auckland approaches two million, passenger rail becomes more critical for the efficient movement of people. Given Auckland’s existing high levels of road congestion and private motor vehicle dependency, these strategic documents identify the need for passenger rail services to have greater capacity, improved resilience and greater frequency.

The urban growth plans for Auckland also rely on the development of transit orientated developments (TODs) at public transport hubs, including train stations. An example of the future role of rail is provided at Mount Eden Station, where the rail upgrades associated with CRL also provide for a TOD. This urban growth model will require additional infrastructure investment to meet rail passenger service demands.

The New Zealand Government is planning to reintroduce intercity services between Auckland and Hamilton. These services are due to commence in the second half of 2020, with one morning service from Hamilton to Auckland and a return service operating in the early evening. Depending on the success of this trial, reintroduction of additional intercity services may occur. While these services provide community and environmental benefits, they rely on the same corridors as current freight and passenger services. As such, they place additional pressure on the network’s capacity.

The limited track capacity and crossovers also impacts on network resilience, as a malfunctioning train has the potential to shut down the corridor to other services. Currently, the Auckland rail network can experience a number of service cancellations per month due to train breakdowns and other network issues. The resultant service cancellations impact the reliability of rail and reduces public confidence in rail as an alternative to private vehicle use, thereby undermining the rail passenger targets sought by AT.

⁹ Puhinui Station is currently closed for upgrade works.

It is also noted that the Auckland rail network is important for the movement of freight. Freight movements through and across Auckland are dominated by both movements to and from the inland port at Te Papapa and the POA on the Waitemata Harbour. During 2019, the POA handled more than 939,000 TEUs¹⁰, with 107,800 of these moved via rail. Currently, the POA features four parallel rail lines, each of which are 500m long and which hold 128 rail wagons. However, the POA’s 30-year plan seeks to undertake significant automation of its operations, which will increase port capacity to 1.6 million TEUs. As such, additional capacity for freight will be required within Auckland’s rail network to minimise the volume of freight movements via the region’s roads and state highways.

The passenger and freight rail services described above are required to share the same tracks and rail corridors. While scheduling and larger capacity trains (e.g. switching from 6-car to 9-car passenger services) can alleviate some of the demand pressures on the network, investment in additional track capacity is also required. This investment can allow faster passenger services (including potential express services) to leapfrog slower trains.

At a micro level, there are several key junctions on the Auckland rail network which experience high demand and illustrate the capacity issues facing KiwiRail. The most highly trafficked of these is at Westfield, where the NIMT, the North Auckland Line (NAL) and a spur to the Te Papapa inland port all converge at the same junction.

KiwiRail (in conjunction with AT) is planning significant investment into the network to increase the capacity and improve resilience. The planned investment and its benefits are detailed in Table 2-1.

Table 2-1: Planned Rail Investment for the Auckland Region

Major Projects / Investments	Works Proposed	Summary of Benefits
Wiri to Quay Park	Construction of a third main on sections of the NIMT, junction upgrades at Wiri and Westfield.	<p>Increased corridor capacity.</p> <p>Ability to provide future 9-car services at Middlemore.</p> <p>Additional siding capacity for Port of Auckland.</p> <p>Supports urban intensification.</p> <p>Increased network resilience.</p>
Papakura to Pukekohe	<p>Electrification of 19 km of NIMT in South Auckland.</p> <p>Establishing three new stations for greenfield growth areas.</p> <p>Upgrades of Pukekohe Station.</p> <p>Track and bridge upgrading/replacement.</p>	<p>EMUs will be able to travel from Pukekohe, removing need for a diesel locomotive based service between Papakura and Pukekohe.</p> <p>Rail infrastructure will be in place to service new growth areas.</p> <p>Improved network resilience.</p>
CRL	Construction of a new rail link between Mount Eden Station and Britomart.	Increased capacity for passenger services.

¹⁰ Twenty-Foot Equivalent Units – this is the standard measure for a shipping container.

Major Projects / Investments	Works Proposed	Summary of Benefits
	<p>New stations at Karangahape Road and Albert Street.</p> <p>TODs at Karangahape Road and Mount Eden Stations.</p>	<p>Reduced travel times to city on Western Line.</p> <p>Britomart Station no longer a terminus.</p> <p>Increased range of services on rail network.</p> <p>Supports urban intensification.</p>
Station Upgrades	Upgrading of 8 stations (excluding Middlemore) ¹¹ to accommodate 9-car passenger services.	Increased passenger capacity on the network.

Overall, while the Auckland rail network faces a number of challenges, not least due to the region’s population growth, a range of investments are planned to alleviate demand pressures and support Auckland Council’s strategic vision for the city. A critical component of this infrastructure investment is the current project, with a description of its objectives and role in meeting the network’s challenges detailed in Section 3.3 of the AEE.

¹¹ Middlemore Station is excluded given its inclusion in this NoR.

3. Reasons for the Works

3.1 Issues and Potential Responses

As discussed in Section 2 of the AEE, the NIMT is a nationally significant transport corridor. It connects the POA to inland ports and the regions, while also supporting the provision of frequent passenger services. Currently the demand for both freight and passenger services generates scheduling difficulties, given the need to ensure minimum safe distances between trains and the limited number of sidings and crossovers to allow services to pass each other.

The demand pressures on the NIMT are projected to increase significantly over the coming decades as Auckland grows. This demand will be driven by the following:

- Increased TEU traffic to and from the Port of Auckland;
- Increased bulk freight (e.g. timber, aggregate) moving through Auckland;
- Increased Metro passenger rail services to accommodate commuter demand;
- A regional growth model which relies on transit orientated development and urban intensification dependent on high frequency public transport;
- Auckland Council's strategic goals to increase patronage of public transport services; and
- The reintroduction of intercity rail services between Auckland and Hamilton (and potentially other centres).

These demands place additional pressure on the existing rail network and its ability to maintain safe operations. In order to address these demands, a variety of potential responses are possible and can be split between methods to make current rail services more efficient or investment in new/upgraded heavy rail infrastructure.

The first potential response is the reduction in safety distances between rail services. This could allow for additional rail services but comes with increased risk to safety of KiwiRail staff, AT rail crews and passengers. Adequate separation distances are required between rail services to enable trains to stop safely should lines be blocked by other services. Without these separation distances there is an increased risk of collisions, resulting in injuries, fatalities and property damage. As such, this response is not considered appropriate to relieve pressure on the NIMT.

Another option is to increase the number of carriages on passenger services, thereby increasing service capacity without needing to increase the frequency of services. This option is being employed gradually across the rail network, with the current project future proofing for 9-car services (above the maximum 6-car services currently operating) at Middlemore Station. However, this option will require AT to purchase additional carriages and the upgrading of a number of stations across the entire Metro network to increase their length to accommodate the longer trains. This option will provide for additional passenger capacity, but it will not address the freight service demands. While this investment will partially resolve some capacity issues, other approaches are still needed to help alleviate overall pressure on the NIMT.

Given the clash between freight and passenger services, another option is to schedule more freight services outside of work hours (i.e. 7 am to 7 pm). Currently, the majority of freight services operate outside these hours, with the majority of freight services occurring during the late evening and early morning. However, while this use of scheduling helps minimise service clashes, the increased demand for freight services could potentially require more services during working hours. In addition, efficient freight transport is time dependent and delays caused by current freight service scheduling can negatively impact the suitability of moving higher value goods by rail and also impacts on businesses willingness to use rail over road.

In addition to investment in passenger services, investment in heavy rail infrastructure was also identified as a potential option. This includes constructing a new rail corridor or improving the capacity of the existing corridor. The area within Auckland's Rural Urban Boundary (RUB) includes a lack of significant areas of undeveloped land, which limits potential to build a new rail corridor. While the AUP(OP) includes a designation for the Avondale to Southdown Line (AUP(OP) Reference: ID6303), operating a service along this corridor will not alleviate capacity issues on the NIMT between Middlemore and Wiri Junction, while the topography between Mount Roskill and Onehunga would make providing a heavy rail corridor on this alignment difficult¹². Constructing an additional corridor through South Auckland (i.e. between Westfield and Wiri Junctions) would require the acquisition of numerous private properties. A new corridor would be costly and has the potential to result in community severance and other environmental effects. Given these factors, the construction of new rail corridor is not a practicable option at this time.

The option to increase the number of tracks within the existing corridor is both an affordable and practicable option. The majority of the existing designated corridor has adequate space to incorporate a third main, with only minimal property acquisitions required. The construction of a third main provides the following benefits:

- Minimises the need to take significant areas of land;
- Allows the third main works to leverage off existing rail investment on the NIMT (e.g. the works at Puhinui Station);
- Reduced construction costs;
- Minimisation of environmental impacts;
- Reduced community severance and disruption;
- Provides an opportunity to improve existing infrastructure assets (e.g. Middlemore Station); and
- Alignment with Auckland Council's regional growth strategy and plans.

Given the above benefits, this NoR for the amendment of the existing designation has been prepared to provide for the construction of a third main between Middlemore and Wiri Junction for the NIMT.

3.2 Need to alter Designation

Through the design process, KiwiRail has sought to limit the number of permanent land acquisitions, with the majority of sites required only for temporary occupation. Land acquisition cannot be avoided altogether due to:

- The minimum clearance requirements between the third main and existing rail assets;
- The need to provide retaining walls to stabilise earthworks cut/fill areas;
- The lack of available space in the existing corridor to provide a platform at Middlemore Station capable of accommodating nine cars in the future;
- The need to provide suitable pedestrian access across the corridor to new and altered platforms; and
- The need to provide safe construction access to the designated corridor.

¹² It is noted that this designation is currently subject to an appeal by AT (ENV-2016-AKL-000277).

Table 3-1 details the specific reason each property is required, as well as whether acquisition is temporary or permanent:

Table 3-1: Proposed Land Take

Property address	Legal Description	Type of Ownership	Temporary or Permanent Acquisition
64 Rosella Road, Mangere East	Lot 13 DP 19494	Private	Permanent (1,014 m ²)
100 Hospital Road, Papatoetoe	All Lot 240-241 Deposited Plan 43645, Part Lot 13 Deposited Plan 2989, Allotment 237 Parish Of Manurewa And Section 12-14, Section 37 And Part Section 11 Block Vi Otahuhu Survey District	Public	Permanent (2032 m ²) Temporary (1963 m ²)
Road Reserve – Orakau Road	N/A	Public	Permanent (23 m ²) Temporary (444m ²)
18R Gordon Road, Papatoetoe	Lot 53 DP 20068, Pt Allot 36 Psh of Manurewa	Public	Temporary (2,274 m ²)
1 Station Road, Papatoetoe	Lot 7 DP 111628	Private	Temporary (129 m ²)
5 Station Road, Papatoetoe	Lot 6 DP 111628	Private	Permanent (717 m ²)
9 Station Road, Papatoetoe	Lot 5 DP 111628	Private	Permanent (781 m ²)
11 Station Road, Papatoetoe	Lot 4 DP 111628	Private	Temporary (139 m ²)
15 Station Road, Papatoetoe	Lot 3 DP 111628	Private	Temporary (129 m ²)
17 Station Road, Papatoetoe	Lot 2 DP 111628	Private	Temporary (116 m ²)
19 Station Road, Papatoetoe	Lot 1 DP 111628	Private	Temporary (134 m ²)
21R Station Road, Papatoetoe	Lot 9 DP 111628	Public	Temporary (52 m ²)

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12 Wyllie Road, Papatoetoe	Lot 1 DP 152288	Private	Permanent (1,165 m ²) Temporary (4,720 m ²)
14 Wyllie Road, Papatoetoe	Pt Lot 1 P 136372	Private	Temporary (136 m ²)
84 Kenderdine Road, Papatoetoe	Lot 1 DP 70381	Private	Temporary (97 m ²)
1/84 Kenderdine Road Papatoetoe Auckland	Lot 1 DP 70381, FLAT 1 DP 10238		
2/84 Kenderdine Road Papatoetoe Auckland	Lot 1 DP 70381, FLAT 2 DP 10238		
3/84 Kenderdine Road Papatoetoe Auckland	Lot 1 DP 70381, FLAT 3 DP 10238		
4/84 Kenderdine Road Papatoetoe Auckland	Lot 1 DP 70381, FLAT 4 DP 10238		
5/84 Kenderdine Road Papatoetoe Auckland	Lot 1 DP 70381, FLAT 5 DP 10238		
6/84 Kenderdine Road Papatoetoe Auckland	Lot 1 DP 70381, FLAT 6 DP 10238		
7/84 Kenderdine Road Papatoetoe Auckland	Lot 1 DP 70381, FLAT 7 DP 10238		
8/84 Kenderdine Road Papatoetoe Auckland	Lot 1 DP 70381, FLAT 8 DP 10238		
9/84 Kenderdine Road Papatoetoe Auckland	Lot 1 DP 70381, FLAT 8 DP 10238		
88 Kenderdine Road, Papatoetoe	Lot 2 DP 70381		
90 Kenderdine Road Papatoetoe	Lot 34 DP 16605	Private	Temporary (103 m ²)
1/90 Kenderdine Road, Papatoetoe	Lot 34 DP 16605, FLAT 1 DP 102388,		
2/90 Kenderdine Road, Papatoetoe	Lot 34 DP 16605, FLAT 2 DP 102388,		
3/90 Kenderdine Road, Papatoetoe	Lot 34 DP 16605, FLAT 3 DP 102388, CARPORT 3 DP 102388		

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4/90 Kenderdine Road, Papatoetoe	Lot 34 DP 16605, FLAT 4 DP 102388,		
5/90 Kenderdine Road, Papatoetoe	Lot 34 DP 16605, FLAT 3 DP 102388, CARPORT 5 DP 102388		
6/90 Kenderdine Road, Papatoetoe	Lot 34 DP 16605, FLAT 6 DP 102388,		
7/90 Kenderdine Road, Papatoetoe	Lot 34 DP 16605, FLAT 7 DP 102388,		
8/90 Kenderdine Road, Papatoetoe	Lot 34 DP 16605, FLAT 8 DP 102388, CARPORT 8 DP 102388		
9/90 Kenderdine Road, Papatoetoe	Lot 34 DP 16605, FLAT 9 DP 102388,		
10/90 Kenderdine Road, Papatoetoe	Lot 34 DP 16605, FLAT 10 DP 102388,		
11/90 Kenderdine Road, Papatoetoe	Lot 34 DP 16605, FLAT 11 DP 102388, CARPORT 11 DP 102388		
92 Kenderdine Road, Papatoetoe	Lot 2 DP 82259	Private	Temporary(106 m ²)
1/92 Kenderdine Road, Papatoetoe	Lot 2 DP 82259, FLAT 1 DP 89779, CARPORT 1 DP 89779	Private	Temporary (106 m ²)
2/92 Kenderdine Road, Papatoetoe	Lot 2 DP 82259, FLAT 2 DP 89779,		
3/92 Kenderdine Road, Papatoetoe	Lot 2 DP 82259, FLAT 3 DP 89779,		
10 Bridge Street, Papatoetoe	Lot 22 DP 21411	Private	Temporary (165 m ²)
Puhinui Road – Unformed Road	Road Reserve	Public	Permanent (5172 m ²)
Puhinui Road – Council Reserve	N/A	Public	Temporary (1764 m ²)
212 Cavendish Drive, Manukau	Sect 8 SO 501086	Private	Temporary (8372 m ²)

Section of SH20/Rail Corridor	N/A	Public	Permanent (486 m ²)
12 Langley Road, Manurewa	Lot 2 DP 371368	Private	Temporary (3565 m ²)

This NoR is seeking an alteration to the existing designation and the acquisition of 3.6 ha of land (1.15 ha permanent and 2.45 ha temporary) outside the existing designated rail corridor to enable the works provided for in Package 2. This acquisition will enable construction access and works and/or structures associated with the third main, including the upgrading of Middlemore Station.

3.3 Project Objectives

KiwiRail has identified the following Project objectives:

- Facilitate the expected/planned growth of freight and passenger services on the Auckland Metro rail network.
- Operate rail services in a manner which protects the safety of operators, passengers and adjoining residents/workers.
- Operate rail services in a manner which minimises adverse environmental effects.
- Future-proof the corridor for additional rail capacity improvements.

These objectives were developed to reflect:

- The strategic pressures facing the current NIMT corridor;
- The safety requirements of KiwiRail given its role as a transport service provider;
- KiwiRail's good neighbour goals; and
- Potential future rail investment.

These objectives were used to inform the assessment of alternatives discussed in section 5 of this AEE, as well as to support the development of the project's design and environmental mitigation/management measures.

4. Description of the Environment

The following section describes the physical location of the project, including the land required for this alteration to designation and the existing designated corridor for the NIMT. While the statutory assessment of the NoR is limited to the effects of acquiring the land identified in Table 3-1, the surrounding environment has been described and detailed to provide context. The various physical and AUP(OP) features detailed were also used when undertaking the assessment of alternatives (discussed in Section 5).

As discussed in Section 1, W2QP includes four distinct packages of works located between Quay Park and Wiri Junction. The additional land required by this NoR is required to provide for the delivery of Package 2. The following section is therefore limited to those environmental features associated with the construction and operation of Package 2 (i.e. Middlemore to Wiri Junction)¹³. The land take required for the project (i.e. where works are located outside the existing corridor) is also detailed by the land requirement plans (Appendix C).

4.1 Location

Package 2 is located along the NIMT corridor from Middlemore Station to Wiri Junction (Figure 4-1). Running through the central urban core of South Auckland, this section of the NIMT corridor includes three passenger stations (Middlemore, Papatoetoe and Puhinui), tracks, OLE assets and supporting infrastructure¹⁴.



Figure 4-1: Location of Proposed Works (Source: KiwiRail)¹⁵

The NIMT was established in the late 19th century, connecting Southern Auckland and Northern Waikato to the City of Auckland. This facilitated the urban growth of Auckland and this is seen by the current post-World War 2 development surrounding the corridor. This development includes the Middlemore Hospital, large areas of

¹³ As noted in Section 1, Package 2 involves the works between Middlemore Station and Wiri Junction. It does not include the works at Wiri Junction, Westfield Junction or Quay Park.

¹⁴ Puhinui Station is currently closed due to upgrade works by AT.

¹⁵ It is noted that the works between Otahuhu and Middlemore were addressed via previous RMA approvals.

suburban housing and the industrial activities at Wiri. The character of each location affected by this NoR are detailed in the following sub-sections.

4.1.1 Middlemore Station

The areas surrounding the project at Middlemore transition between a variety of land uses. As shown in Figure 4-2 below, Middlemore Station is largely surrounded by medical facilities associated with Middlemore Hospital. The hospital grounds are bisected by the rail corridor and Hospital Road. The western campus of the hospital is made up of one and two-storey buildings, a multi storey car park (Figure 4-3) and at-grade parking areas (Figure 4-4).

On the eastern side of the corridor is Hospital Road, a road corridor which is owned by the CMDHB. This road features two-way traffic and connects the main Middlemore Hospital campus to the wider area.



Figure 4-2: Middlemore Station and Surrounds (Source: Auckland Council GeoMaps)

A range of medical related activities occur at the site, including out-patient renal services. Access to the western campus is provided off Orakau Road, which terminates in a cul-de-sac at the boundary of the rail corridor. Also located to the west of the corridor are large areas of suburban housing, mainly detached single and two-storey dwellings. 12 Orakau Road is used as a drug and alcohol treatment facility. To the south is De La Salle College, a private Catholic school catering for approximately 1000 boys in Years 7 to 13.

To the east of the corridor is the main campus of Middlemore Hospital, including the Galbraith Building which faces directly onto Hospital Road and houses gynaecology and maternity services¹⁶.

¹⁶ It is noted that long-term plans for Middlemore Hospital feature the demolition of this building and its replacement with new medical facilities.



Figure 4-3: View of at-grade parking



Figure 4-4: Multi-storey car park for hospital staff

The rail corridor at Middlemore is largely at grade with the surrounding properties, although at Middlemore Station the tracks are in a trench to enable step-free access between the platforms and trains. The station features two platforms, with one either side of the corridor. A pedestrian bridge provides access over the corridor, with elevator towers and stairways present at either end. Also present at the station is a small building at the northbound platform's northern end. This building is currently leased to Vodafone to house telecommunications equipment.

To the south of Middlemore is a proposed construction access off Gray Avenue. Gray Avenue is a two-lane public road, with a flush median and on-street parking. The area to be occupied by the construction access is currently a wide grassed berm which abuts the NIMT. The surrounding area is a mixture of residential properties and hospital parking as can be seen in Figure 4-5.



Figure 4-5: Gray Avenue (Source: Auckland Council GeoMaps)

4.1.2 Gordon Park

The next area of works located outside the current NIMT is at Gordon Park, Papatoetoe (Figure 4-6). Gordon Park is a small local council reserve and is accessed via Gordon Road. The reserve does not feature any formal recreation infrastructure (e.g. a playground or community hall) and directly abuts the NIMT. Gordon Road is a residential cul-de-sac, with surrounding land uses including a church and residential properties.



Figure 4-6: Gordon Park (Source: Auckland Council GeoMaps)

4.1.3 Papatoetoe Station

Moving further south to Papatoetoe Station, the surrounding land use changes to a mixture of residential and light commercial activities (Figure 4-7). To the west of the rail corridor is a “Park and Ride” commuter facility, an Auckland Council reserve and several heritage cottages used for residential accommodation. Further to the west is Papatoetoe West School, which has 600 students from Years 1 to 6.

To the east of the station is “Old Papatoetoe”, a town centre consisting of one and two-storey commercial buildings. To the east is the original Papatoetoe Station building, which was relocated (from the rail corridor) during an earlier station upgrade.



Figure 4-7: Papatoetoe Station and Surrounds (Source: Auckland Council GeoMaps)



Figure 4-8: NIMT looking south from Papatoetoe Station

Papatoetoe Station is accessed via a ramped pedestrian bridge, with a platform located in the centre of the corridor. While the rail corridor is largely at grade towards the station, as the corridor moves south it drops into a deep cut, which is crossed by the St George Street bridge (Figure 4-8).

4.1.4 Bridge Street

This location is formed a by a number residential properties on Bridge Street and Kenderdine Road (Figure 4-9). This area features a mix of single and multi-dwelling residential properties. To the west of the corridor is Papatoetoe South School, which has 600 students attending Years 1 to 6. Adjoining the school is Murdoch Park, an Auckland Council reserve.

The rail corridor at this location runs in a trench several metres below the surrounding residential properties (Figure 4-10), before reaching grade towards Puhinui Station. The rail corridor is crossed by Bridge Street, which is a short road bridge crossing between two dog legs of the Puhinui Road corridor.



Figure 4-9: Bridge Street and Surrounds (Source: Auckland Council: GeoMaps)



Figure 4-10: View North from Bridge Street

4.1.5 Puhinui Station

This site is located adjacent to the existing NIMT corridor at Puhinui Station. The parcels required include an unformed road corridor running along the eastern boundary of the NIMT and a small council reserve at the corner of Puhinui Road and Clendon Avenue (as shown in Figure 4-11). Surrounding land uses include residential properties, a childcare centre and a dairy.

The area is undergoing substantial change with the construction of the Puhinui Interchange. Puhinui Station is currently closed to passenger services, with construction yards located on both sides of the NIMT corridor.

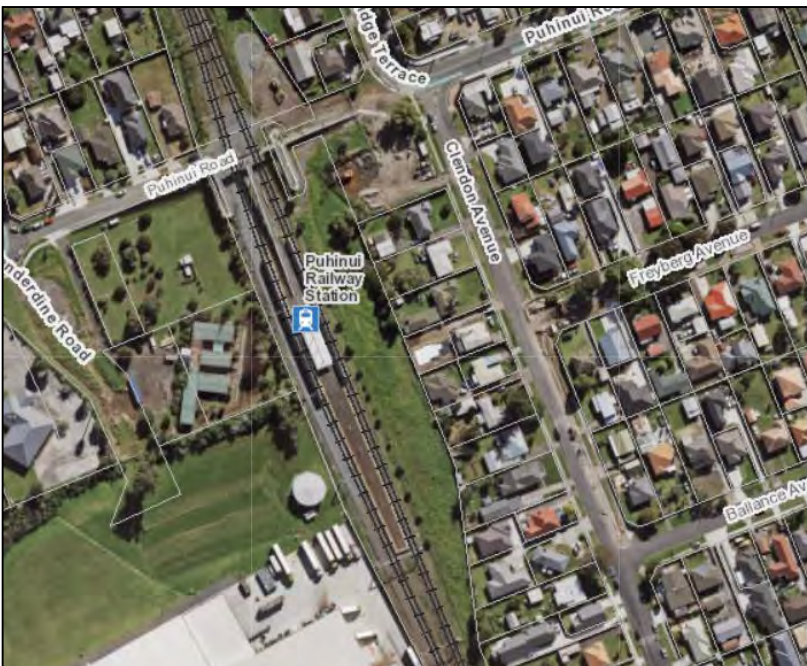


Figure 4-11: Puhinui Station and Surrounds (Source: Auckland Council GeoMaps)

4.1.6 212 Cavendish Drive

As shown in Figure 4-11, 212 Cavendish Drive is located within a light industrial area which is bordered by two transport corridors (Cavendish Drive and the NIMT) and Puhinui Stream. The site is occupied by a large factory, a private road (accessed via traffic signals) and staff car parking. The surrounding area features similar land uses, with a number of sites occupied by large-format manufacturing plants and distribution centres. The area is relatively flat, with the NIMT running level to 212 Cavendish Drive.

As noted above, Puhinui Stream is located immediately to the south of this site. This stream has been subject to restoration projects to address its poor water quality and degraded ecological functions¹⁷.

Cavendish Drive is a regional arterial road, providing a road connection between Manukau and SH20/Auckland Airport. Given this role, it features multiple traffic lanes, signalised intersections and is designed to accommodate heavy vehicles.



Figure 4-12: 212 Cavendish Drive and Surrounds (Source: Auckland Council GeoMaps)

4.1.7 State Highway 20

This site is formed by the existing NIMT corridor as it runs below SH20. At this location, the NIMT features several existing tracks and associated rail infrastructure. The NIMT sits below two road bridges, as SH20 runs between the Cavendish Drive and Lambie Drive interchanges.

The surrounding area is a mix of transport infrastructure (including Wiri Junction) and the undeveloped margins of Puhinui Stream.

¹⁷ <https://www.stuff.co.nz/auckland/local-news/manukau-courier/106966357/comeback-continues-for-waterway-once-named-aucklands-most-polluted>



Figure 4-13: SH20 and surrounds (Source: Auckland Council GeoMaps)

4.1.8 12 Langley Road

As shown in Figure 4-14, 12 Langley Road and the adjoining sites are currently used for heavy manufacturing and crane storage. Other nearby land uses include the disused Wiri quarry site, which is being refilled by cleanfill prior to its redevelopment for industrial land uses. Langley Road is a standard two-way formed carriageway, connecting a number of industrial sites to Wiri Station Road and Roscommon Road.

The surrounding area is relatively flat, with the NIMT running level to 12 Langley Road. To the west are the remains of a scoria cone, which is now held as a conservation reserve.



Figure 4-14: 12 Langley Road and surrounds (Source: Auckland Council GeoMaps)

4.2 Auckland Unitary Plan (Operative in Part) – zoning, overlays, controls and designations

The zoning, overlays, controls and designations in relation to the proposed works outside of the existing NIMT designation (6302) are identified and summarised in Table 4-1, Table 4-2, Table 4-3 and Table 4-4 below.

It is noted that the zoning, overlays, controls and designations within the designation 6302 have not been considered in this section, as works within the existing corridor will be addressed by an Outline Plan and related resource consent applications. As such the following section only addresses the AUP(OP) zones, overlays and controls affecting the land subject to this alteration to the designation.

Table 4-1: AUP(OP) zoning description and location

Zone	Location of works
Special Purpose - Healthcare Facility and Hospital	100 Hospital Road
Residential – Terrace Housing and Apartment Building	12 Wyllie Road 14 Wyllie Road
Residential – Mixed Housing Urban	78 Kenderdine Road 80 Kenderdine Road 84 Kenderdine Road 90 Kenderdine Road 1-11/90 Kenderdine Road 92 Kenderdine Road 1-3/92 Kenderdine Road 10 Bridge Street
Open Space – Informal Recreation	18R Gordon Road 21R Station Road
Residential – Single House	1 Station Road 5 Station Road 9 Station Road 11 Station Road 15 Station Road 17 Station Road 19 Station Road Council Reserve, Puhinui Road
Business – Mixed Use	64 Rosella Road
Business – Light Industry	212 Cavendish Drive
Business – Heavy Industry	12 Langley Road

Zone	Location of works
Strategic Transport Corridor	SH20
Unzoned – Road	Formed road – Orakau Road Unformed road - Puhinui Station

Table 4-2: AUP(OP) Overlays description and location

Overlays	Description of the overlay	Location of works outside the designation
High-Use Aquifer Management Areas Overlay – Manukau Waitemata and Wiri Volcanic Aquifer	<p>Aquifers are important as direct sources of water supply for domestic, industrial and rural use. They are the major contributors to the base flow of many streams, particularly in the southern parts of Auckland. Aquifers also contribute to the overall quality and diversity of surface waterbodies.</p> <p>Some aquifers are highly allocated, providing water to users as well as being major sources of spring and stream flow. They are currently adversely affected by over pumping or are likely to become highly allocated over the life of the Plan. These aquifers are identified as High-Use Aquifer Management Areas.</p> <p>Aquifers in the High-Use Aquifer Management Areas Overlay require careful management of water availability to meet user needs and at the same time maintain base flows for surface streams.</p> <p>However, it is noted that no groundwater diversion or dewatering is proposed at this time.</p>	<p>1 Station Road 5 Station Road 9 Station Road 11 Station Road 15 Station Road 17 Station Road 19 Station Road 21R Station Road 12 Wyllie Road 14 Wyllie Road 78 Kenderdine Road 84 Kenderdine Road 88 Kenderdine Road 90 Kenderdine Road 1-11/90 Kenderdine Road 92 Kenderdine Road 1-3/92 Kenderdine Road 10 Bridge Street 212 Cavendish Drive 12 Langley Road</p>
Aircraft Noise Overlay – Aircraft noise notification area (ANNA), Auckland Airport and Moderate aircraft noise area (MANA) and High aircraft noise area (HANA)	The purpose of the Aircraft Noise Overlay is to manage the subdivision of land and location of activities sensitive to aircraft noise in areas of high cumulative noise around the region's airports and airfields, so that the continued operation of the airports and airfields is not compromised, and reverse sensitivity issues are addressed.	This overlay is not relevant to the proposed works as the project is not sensitive to aircraft noise.

Overlays	Description of the overlay	Location of works outside the designation
Special Character Area Overlay Residential and Business – Residential Station Road Papatoetoe	<p>The purpose of this Overlay is to retain and manage the special character values of specified residential and business areas identified as having collective and cohesive values, importance, relevance and interest to the communities within the locality and wider Auckland Region.</p> <p>The overlay area is a group of railway workers' cottages located on Station Road, Papatoetoe. The extent includes a row of seven residential sections (numbers 1, 5, 9, 11, 15, 17 and 19 Station Road).</p>	<p>1 Station Road 5 Station Road 9 Station Road 11 Station Road 15 Station Road 17 Station Road 19 Station Road</p>

Table 4-3: AUP(OP) Controls description and location

Control	Description of the control	Location of works outside the designation
Macroinvertebrate Community Index – Native, Urban and Rural	The Macroinvertebrate Community Index is a guideline for freshwater ecosystem health associated with different land uses within catchments.	This control is not relevant to the proposed works and will be addressed in any future stormwater related resource consent applications for the project.
Stormwater Management Area Control – Flow 2	<p>The Stormwater management area control – Flow 1 and Flow 2 identifies rivers and streams (and their contributing catchments) that are particularly susceptible to the effects of development or have relatively high values.</p> <p>Stormwater management area control – Flow 2 areas typically discharge to streams with moderate to high values and sensitivity to stormwater, but generally with higher levels of existing impervious area within the catchment.</p>	This control is not relevant to the proposed works and will be addressed in any future stormwater related resource consent applications for the project.

Table 4-4: AUP(OP) Designation description and location

Designation	Requiring Authority	Description of the designation	Location of works outside the designation
1102	Auckland International Airport Limited	The purpose of this designation is to protect aeronautical functions.	This designation is not relevant to the proposal as none of the structures proposed are beyond the stipulated height control.

6708	New Zealand Transport Agency/Waka Kotahi (NZTA)	The purpose of this designation is to undertake maintenance, operation, use and improvement to the State Highway network (specifically SH20).	Discussions are ongoing with NZTA regarding the proposed alteration to designation.
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4.3 Infrastructure and network utilities

Given its urban location, a range of infrastructure and network utilities are present in or adjacent to the corridor. Identified infrastructure assets include:

Table 4-5: Identified Infrastructure Assets

Location	Asset Type	Impact
Middlemore Station	Telecommunication Equipment Building	It is proposed to demolish the small building housing Vodafone telecommunication equipment. Given this building is leased, but not owned, by Vodafone New Zealand the relocation of their equipment is being addressed through commercial negotiations.
	ARTA Fibre Optic Cable	A fibre optic cable runs along the western side of the rail corridor, within the area proposed for the third main. This cable will be relocated as part of the proposed works.
	Vector Gas Main	A Vector gas main passes beneath the rail corridor in proximity to Orakau Road. It is not proposed to relocate or alter this asset.
	Culverts	There are two stormwater culverts located at the northern end of the station's footprint. It is proposed to extend both culverts to accommodate the additional track and associated works
	Wastewater	Construction access from Gray Avenue will require crossing over a 1200 mm wastewater pipe. Any on-site wastewater pipes and manholes will be relocated as required.
	Potable Water	No trunk potable water infrastructure is affected by the proposed works, noting that construction access from Gray Avenue will run across an existing water main. Any on-site potable water pipes and manholes will be relocated as required.
Papatoetoe Station	Wastewater	No trunk wastewater infrastructure is affected by the proposed works. Any on-site wastewater pipes and manholes will be relocated as required.
	Potable Water	A 200 mm water main is located immediately south of the St George Street bridge. However, the proposed works will not impact this water main.

Location	Asset Type	Impact
		Any on-site potable water pipes and manholes will be relocated as required.
	Cell Tower	A large cell site is located within the Park and Ride facility. However, it is outside the area of works and will be unaffected by the project.
	ARTA Fibre Optic Cable	A fibre optic cable runs along the western side of the rail corridor, within the area proposed for the third main. This cable will be relocated as part of the proposed works.
Bridge Street	Potable Water	No trunk potable water infrastructure is affected by the proposed works. Any on-site potable water pipes and manholes will be relocated as required.
	Wastewater	No trunk wastewater infrastructure is affected by the proposed works. Any on-site wastewater pipes and manholes will be relocated as required.
	ARTA Fibre Optic Cable	A fibre optic cable runs along the western side of the rail corridor, within the area proposed for the third main. This cable will be relocated as part of the proposed works.
Puhinui Station	ARTA Fibre Optic Cable	A fibre optic cable runs along the eastern side of the rail corridor, within the area proposed for the third main. This cable will be relocated as part of the proposed works.
212 Cavendish Drive	Potable Water	No trunk potable water infrastructure is affected by the proposed works. Any on-site potable water pipes and manholes will be relocated as required.
	Wastewater	No trunk wastewater infrastructure is affected by the proposed works. Any on-site wastewater pipes and manholes will be relocated as required.
SH20	Wastewater	No trunk potable water infrastructure is affected by the proposed works.
	Potable Water	No trunk potable water infrastructure is affected by the proposed works.
12 Langley Road	Wastewater	No trunk wastewater infrastructure is affected by the proposed works. Any on-site wastewater pipes and manholes will be relocated as required.
	Potable Water	No trunk potable water infrastructure is affected by the proposed works. Any on-site potable water pipes and manholes will be relocated as required.

In addition to the network utilities described above, two key transport infrastructure assets are located in the area of works considered by this alteration to designation, as noted in Table 4-6¹⁸. KiwiRail is cognisant of its duties under the Utilities Act and other regulations and is engaging with both AT and other infrastructure providers.

Table 4-6: Transport Infrastructure in Works Areas

Location	Asset Type	Impact
Papatoetoe Station	St George Street Bridge	No changes are proposed to this bridge.
Bridge Street	Bridge Street bridge	No changes are proposed to this bridge.
SH20	Road bridges	Minor changes are proposed to these bridges, with these changes subject to ongoing discussions with NZTA.

4.4 Notable site features

4.4.1 Historic and Cultural Heritage

As detailed in Table 4-2, there are a number of old railway cottages (numbers 1, 5, 9, 11, 15, 17 and 19 Station Road) located at Papatoetoe Station, as well as the original station building which was relocated to 1 St George Street. As such, the original station building, and railway cottage sites feature AUP(OP) historic heritage and special character area overlays respectively. It is noted that the none of the sites affected by this NoR are identified as a 'sites of significance to mana whenua' in the AUP(OP) nor are any within a Statutory Acknowledgement Area. Furthermore, there are no notable trees located in any of the work areas.

A review of the Heritage New Zealand (Pouhere Taonga) List indicates that there are no listed or identified heritage places within the proposed works area.

A review of the Cultural Heritage Inventory (CHI List)¹⁹ (Auckland Council GeoMaps) indicates that there are a number of historic structures located within the proposed works area and/or in close proximity to the works area and are summarised in Table 4-7.

Table 4-7: Summary of the CHI List

CHI ID	Category	Approximate Location	Description of Works
12488	Historic Structure – Papatoetoe Railway Bridge	Within the rail corridor near Papatoetoe Station	No works proposed.
22893	Archaeological Site – Papatoetoe Railway Station	Within the rail corridor	Works to occur as part of resource consent/Outline Plan of works package.

¹⁸ Outside the NoR footprint, the NIMT runs beneath SH20 and over Cavendish Drive.

¹⁹ The accuracy of coordinates is very variable; some are translations from NZMS 1 or NZ Topo map references. For some places the coordinates only indicate the general vicinity of the place. The information for archaeological sites is shared with the New Zealand Archaeological Association NZAA) and used in the dataset with their cooperation. As such it is only viewable at 1:25000 and above on the external viewer.

CHI ID	Category	Approximate Location	Description of Works
20007	Historic Structure – building/ dwelling	1, 5, 9, 11, 15, 17 or 19 Station Road	Minor works proposed at rear. Possible partial demolition of modern structures.
20008	Historic Structure – building/ dwelling	1, 5, 9, 11, 15, 17 or 19 Station Road	Minor works proposed at rear. Possible partial demolition of modern structures.
20010	Historic structure – building	1, 5, 9, 11, 15, 17 or 19 Station Road	Minor works proposed at rear. Possible partial demolition of modern structures.
20005	Historic Structure – building/ dwelling	1, 5, 9, 11, 15, 17 or 19 Station Road	Minor works proposed at rear. Possible partial demolition of modern structures.
20009	Historic Structure – building/ dwelling	1, 5, 9, 11, 15, 17 or 19 Station Road	Minor works proposed at rear. Possible partial demolition of modern structures.
20006	Historic Structure – building/ dwelling	1, 5, 9, 11, 15, 17 or 19 Station Road	Minor works proposed at rear. Possible partial demolition of modern structures.
12487	Historic Structure – building/ station	Close to Papatoetoe Station	No works proposed to original station building.
19381	Historic structure – Puhinui Station footbridge	Close to Puhinui Road	No works proposed.
17015	Archaeological Site – Cambria World War Two Camp	Between Puhinui Road (West) and the NIMT	No works proposed outside the NIMT corridor.

4.4.2 Soil Contamination

A Preliminary Site Investigation (PSI) has been undertaken for the affected sites and is attached as Appendix D. A review of historic aerial photography, current land use and Auckland Council records has concluded that most sites are unlikely to contain contaminated soils²⁰. Regardless and as noted in Section 7.4, KiwiRail propose to employ a Site Management Plan (SMP) during construction to address any potential risks/effects associated with the disturbance of contaminated soil during works at this site.

Additional contamination investigations will be undertaken in support of a future land use and discharge consents for the project.

4.4.3 Hydrology

4.4.3.1 Floodplains and overland flow paths

The hydrological features (floodplains and overland flow paths) on the affected properties are described in Table 4-8.

Table 4-8: Summary of hydrological features

Location of works	Summary of hydrological features
64 Rosella Road, 100 Hospital Road and Orakau Road	There is a floodplain that covers the entire works area and several overland flow paths that intersect the site.
18R Gordon Road	An overland flowpath intersects the south-western corner of the site and the entire site is a floodplain.
Kenderdine Road properties (84, 88, 1-3/92, 1-11/90)	There are no hydrological features at these properties.
Station Road properties (1, 5, 9, 11, 15, 17, 19, 21R)	There are no hydrological features within 1-15 Station Road. A minor overland flow path is located within the rear of 17, and another major overland flow path intersects 19 and 21R. A small extent of a floodplain is also located within 19 and 21R.
12 and 14 Wyllie Road	There are two overland flow paths located within the works area on 12 Wyllie Road. However, no floodplains are located within the works area. There are no hydrological features within 14 Wyllie Road.
10 Bridge Street	There are no hydrological features within this property.

²⁰ The only site identified by the PSI as potentially having contaminated soils was 74D Kenderdine Road. This site has since been removed from the project's required land take.

Location of works	Summary of hydrological features
Puhinui Station	There are two overland flow paths that run parallel to the rail corridor. In addition, a floodplain covers the entire site.
212 Cavendish Drive	An overland flow path transects the site. However, no floodplains are located within the works area.
SH20	There are no hydrological features within this area of the rail corridor.
Langley Road	There are no hydrological features within the works area.

4.4.4 Watercourses

A single watercourse is located within the land affected by this NoR. This unnamed stream is located at Middlemore Station and runs beneath the NIMT via two culverts that are located at the northern edge of Middlemore Station. These culverts connect to a small section of piped network discharging to a small open stream at the eastern side of the rail corridor, which connects to a tributary of the Tamaki River. These culverts are identified in Figure 4-15 and any works required within the stream are subject the AUP(OP) streamworks rules (a resource consent application will be made at a later date if required). The NIMT also crosses Puhinui Stream near to Wiri Junction. However, no works are proposed to take place in this stream as part of this NoR.



Figure 4-15: Culverts at Middlemore Station

5. Assessment of Alternatives

5.1 Introduction

When considering a NoR by a Requiring Authority, Auckland Council is required under section 171(1)(b) of the RMA to have particular regard to whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the work if either:

- a) The Requiring Authority does not have an interest in the land sufficient for undertaking the work; or
- b) It is likely the work will have a significant adverse effect on the environment.

In this instance, KiwiRail does not currently have an interest in the land through which sections of the Project will be constructed and operated as it does not currently own the parcels of land required. An assessment of alternative options was undertaken including the assessment of a “do-nothing” scenario. These are elaborated on in the following section.

5.2 Consideration of Alternatives

As discussed in Section 3, KiwiRail has been investigating rail investment options for the Auckland Metro network for more than 10 years. Initial investigations were undertaken to explore whether investment should be targeted at the construction of a new network corridor or redeveloping the existing corridor to accommodate additional rail movements to meet the increasing network demands of both freight and passenger services.

The strategic issues which have affected the decision to upgrade the existing corridor (to accommodate additional rail services) include the following:

- A lack of contiguous undeveloped land in the Auckland urban area providing for an additional north-south rail corridor;
- Significant costs associated with acquiring land and constructing a new corridor;
- Significant risks associated with the designating and consenting a new corridor under the RMA;
- Significant costs associated with the infrastructure required to support a new corridor (e.g. bridges across the Tamaki River or Manukau Harbour);
- Specific engineering requirements required for rail services (e.g. gradients) and the limits that are imposed by relevant New Zealand standards;
- Cost benefits associated with being able to co-locate freight hubs with the existing corridor (e.g. the inland port at Te Papapa);
- Auckland’s current strategic planning framework aligns urban intensification with the existing corridor; and
- The existing corridor can accommodate the majority of works needed to increase network capacity.

While highlighting the benefits associated with improving the function and capacity of the existing corridor (i.e. the NIMT), these reasons limit the practicality of constructing a new heavy rail corridor through Auckland’s urban area.

Having confirmed that investment would focus on upgrading the existing corridor, further investigation and assessment was undertaken to establish the different options available and which one is preferred. Three options were identified within the existing corridor; a 'do nothing' option and a third main being provided along either a western or an eastern alignment. These options are detailed below.

5.2.1 Option 1 – Do Nothing Approach

This option does not require additional land outside the existing corridor and relies on current infrastructure to meet the projected demand for both passenger and freight services. This option would rely on maximisation of timetabling and other managerial options to provide additional capacity.

5.2.2 Option 2 – Western Alignment

This option is based on the construction of a third main along the western edge of the existing rail corridor and includes the taking of some private and public land (for both temporary construction and permanent occupation), overhead electrified infrastructure, new signals and associated structures, all based on required clearance between and above tracks. It also includes an extended platform at Middlemore Station.

5.2.3 Option 3 – Eastern Alignment

This option is based on the construction of a third main along the eastern edge of the existing rail corridor and includes the taking of some private and public land (both for temporary construction and permanent occupation), overhead electrified infrastructure, new signals and associated structures, all based on required clearance between and above tracks. It also includes an extended platform at Middlemore Station.

5.2.4 Assessment of Options

A workshop took place on 12 May 2020 ²¹ and included participants from both KiwiRail and the Jacobs design team. The purpose of the workshop was to enable the team to review the three design options (as described above) and assess them against a series of criteria. The assessment criteria were based on the following areas of interest:

- Operational aspects – improving network capacity and ensuring safety standards;
- Land take – consideration of land requirements and impacts on other infrastructure providers;
- Environmental aspects – impacts from construction, operation, stormwater management and urban design;
- Cultural – impacts on sites, landscape features and environmental values of interest to iwi; and
- Future proofing – future potential rail investment and the 'locking out' of such investments.

²¹ It should be noted that since the option workshop was undertaken, several affected properties have been removed from the required land-take due to value engineering work.

The workshop focused on the areas of each option which would require the acquisition of land outside the existing corridor²², with the resulting qualitative assessments detailed below. It is noted that no site-specific mitigation was considered as part of the assessment.

²² These areas were the corridor within the vicinity of Middlemore Station, Papatoetoe Station and Bridge Street.

Table 5-1: Summary of Option Assessments

Type of Criteria	Criteria	Option 1 - Do Nothing	Option 2 – Western Alignment	Option 3 – Eastern Alignment
Operational	Provides for increased capacity on rail network.	This option provides limited potential for increased capacity.	A third main line provides for additional services, including express services.	A third main line provides for additional services, including express services.
	Provides for the safe maintenance operations within the rail corridor.	<p>Reduced opportunities for line closures due to demand pressures on the existing network.</p> <p>Limited opportunities to undertake safe and regular maintenance.</p>	<p>Adequate space is provided for maintenance crews to work in a live corridor.</p> <p>Allows for the closure of one track for maintenance and inspections, while still maintaining services on remaining two tracks.</p>	<p>Adequate space is provided for maintenance crews to work in a live corridor.</p> <p>Allows for the closure of one track for maintenance and inspections, while still maintaining services on remaining two tracks.</p> <p>If the middle track is being worked on, due to proximity to third track, it may not be possible to maintain services on the outer tracks</p>
	Provides for the safety of rail users and operators.	Increased services could be provided if separation distances between services are reduced. Increased risk of collisions due to reduction in separation distances.	Additional capacity is provided while still allowing for adequate separation distances between services.	Additional capacity is provided while still allowing for adequate separation distances between services.

Notice of Requirement for W2QP

Type of Criteria	Criteria	Option 1 - Do Nothing	Option 2 – Western Alignment	Option 3 – Eastern Alignment
		No improvements to existing stations limits opportunities to address station access and CPTED issues.	improved accessibility and provision of security (e.g. CCTV)	passengers, improved accessibility and provision of security (e.g. CCTV)
Land Take Requirements	Minimises or avoids the taking of land	This option would not require any land outside the corridor.	Requires approximately 60 properties, including permanent acquisitions at Middlemore, Papatoetoe and Bridge Street ²³ . <u>Middlemore Station</u> : Land take required from CMDHB and Kainga Ora. Includes removal of house at Rosella Road in order to provide access to CMDHB site. Permanent acquisition of two residential properties on Station Road (given presence of dwellings in project footprint). Permanent acquisition of business land sought of St George Street bridge.	Requires directly at least 19 properties, including permanent acquisitions at Middlemore, Papatoetoe and Bridge Street. <u>Middlemore Station</u> : Would require acquisition of parts of Hospital Road corridor and realignment of road/hospital entrances. A number of properties between Middlemore and Papatoetoe would likely to be affected given proximity of dwellings to the designated corridor. <u>Papatoetoe Station</u> : Impacts on Shirley Road properties, given

²³ It should be noted that only 11 of these properties require permanent acquisition, with four of these being able to be redeveloped as residential sites at a later date. Furthermore, 35 of these “sites” are actually held as cross-leases or unit titles, representing 5 underlying land parcels.

Type of Criteria	Criteria	Option 1 - Do Nothing	Option 2 – Western Alignment	Option 3 – Eastern Alignment
			<p>Temporary access required to rear of several residential properties and a Council reserve on Station Road.</p> <p><u>Bridge Street:</u> Requires partial permanent acquisition of five residential properties and permanent acquisition of two entire residential properties. Temporary occupation of four residential properties (Noted that these properties are Unit Title/Cross-leased with multiple ownership).</p>	<p>need to widen the road corridor to east (to address occupation of sections of existing road corridor).</p> <p>Requires permanent acquisition of 1 Station Road, given scale of cut and retaining wall.</p> <p><u>Bridge Street:</u> Would require land from at least seven properties given the need to undertake retaining and the proximity of dwellings to the edge of the designated corridor.</p>
Minimises or avoids impacts on other infrastructure		The option would not require alterations to other infrastructure assets outside the corridor.	<p><u>Middlemore Station:</u> Requires modification of CMDHB car park, including altering layout and the multi-storey building.</p> <p>Requires the relocation of a telecommunications equipment.</p> <p><u>Papatoetoe Station:</u> Temporary occupation of the rear the Rotary West Reserve is required.</p> <p><u>Bridge Street:</u> No impacts identified.</p>	<p><u>Middlemore Station:</u> Requires partial closure and/or realignment of Hospital Road given location of new station platform.</p> <p>Potential modification of the Middlemore Hospital main building required due to Hospital Road impacts.</p> <p><u>Papatoetoe Station:</u> Requires realignment and/or closure of Shirley Road. This would involve relocation of any</p>

Type of Criteria	Criteria	Option 1 - Do Nothing	Option 2 – Western Alignment	Option 3 – Eastern Alignment
				<p>network utilities in road corridor.</p> <p>Replacement of the St George Street bridge would require relocation of any network utilities present on structure.</p> <p>Relocation of old station building at 1 St George Street likely to be relocated.</p> <p>Potential impacts on Alan Brewster Recreation Centre and Tavern Lane, including construction traffic and noise/vibration. This would impact the amenity of the recreation centre and its usefulness to the local community.</p> <p><u>Bridge Street:</u> No impacts identified.</p>
Environmental	Minimises or avoids adverse construction effects on adjoining sites	Not applicable as no works undertaken.	<p><u>Middlemore Station:</u> Temporary noise and vibration impacts on hospital operations at Orakau Road facilities.</p> <p>Construction traffic impacts on Rosella Road and Gray Avenue. Noted that De La Salle College is</p>	<p><u>Middlemore Station:</u> Temporary noise and vibration impacts on hospital operations at Middlemore Hospital main site.</p>

Type of Criteria	Criteria	Option 1 - Do Nothing	Option 2 – Western Alignment	Option 3 – Eastern Alignment
			<p>located on Gray Avenue near works.</p> <p>Works in corridor occurring in close proximity to a drug treatment centre (12 Orakau Road).</p> <p><u>Papatoetoe Station</u>: Construction traffic impacts on Station Road. Noted that works in close proximity to Papatoetoe West Primary School.</p> <p>Works planned in close proximity to residential properties on Station Road.</p> <p>Potential disturbance of archaeological items at rear of Station Road properties.</p> <p><u>Bridge Street</u>: Works occurring in proximity to residential properties along corridor.</p> <p>Construction traffic on Kenderdine Road could impact residents and Papatoetoe South Primary School.</p>	<p>Construction traffic impacts on Middlemore Hospital and Kings College.</p> <p><u>Papatoetoe Station</u>: Potential construction effects on residents on Shirley Road.</p> <p>Construction traffic impacts on St George Street, including any diversions while road bridge is replaced (nearest alternative rail crossings are at Bridge Street and Massey Road).</p> <p><u>Bridge Street</u>: Works occurring in proximity to residential properties along corridor.</p> <p>Construction traffic on Kenderdine Road could impact residents and Papatoetoe South Primary School</p>

Type of Criteria	Criteria	Option 1 - Do Nothing	Option 2 – Western Alignment	Option 3 – Eastern Alignment
	<p>Minimises or avoids adverse operational effects on adjoining sites</p>	<p>No change to existing situation. No works undertaken to reduce effects.</p>	<p><u>Middlemore Station:</u> Potential long-term noise and vibration effects on Orakau Road CMDHB facilities. Increased traffic flows on Rosella Road, given new car park access off this corridor. Potential long-term noise and vibration effects on 12 Orakau Road. <u>Papatoetoe Station:</u> Increased noise and vibration effects on Station Road properties. <u>Bridge Street:</u> Increased noise and vibration effects on residential properties adjoining rail corridor.</p>	<p><u>Middlemore Station:</u> Potential long-term noise and vibration effects on Middlemore Hospital main site. Community severance if Hospital Road is closed/modified given its key role in providing access to Massey Road rail overbridge. Requires removal of mature trees present along the rail corridor boundary. <u>Papatoetoe Station:</u> Increased noise and vibration effects on Shirley Road properties. Relocation of old station building from 1 St George Street reduces amenity of road corridor and Old Papatoetoe town centre. <u>Bridge Street:</u> Increased noise and vibration effects on residential properties adjoining rail corridor.</p>

Type of Criteria	Criteria	Option 1 - Do Nothing	Option 2 – Western Alignment	Option 3 – Eastern Alignment
	Provides for adequate stormwater treatment	No change to existing stormwater treatment and attenuation infrastructure.	New stormwater infrastructure built to Auckland Council's treatment and attenuation standards.	New stormwater infrastructure built to Auckland Council's treatment and attenuation standards.
	Provides for positive urban design outcomes	No change to existing environment.	<p><u>Middlemore Station:</u> Modifications of CMDHB car park facilities provides an opportunity to improve pedestrian linkages (between Orakau Road and Hospital Road) and landscaping.</p> <p>Mature trees on Hospital Road retained.</p> <p><u>Papatoetoe Station:</u> Improved station facilities and pedestrian access provided.</p> <p>Mature trees on Shirley Road retained.</p> <p><u>Bridge Street:</u> Limited impact on local streetscape and built form.</p>	<p><u>Middlemore Station:</u> Improved station access from Middlemore Hospital main site.</p> <p>Loss of mature trees on Hospital Road adversely effects streetscape amenity values.</p> <p><u>Papatoetoe Station:</u> Improved station facilities and pedestrian access provided.</p> <p>Would require removal of mature trees on Shirley Road affecting amenity values.</p> <p>Requires significant retaining south of St George Street bridge with subsequent adverse visual effects.</p> <p>Relocation of old station building at 1 St George Street</p>

Type of Criteria	Criteria	Option 1 - Do Nothing	Option 2 – Western Alignment	Option 3 – Eastern Alignment
				adversely impacts the amenity of Old Papatoetoe town centre. <u>Bridge Street</u> : Limited impact on local streetscape and built form.
Cultural	Minimises or avoids adverse effects on cultural values	To be completed upon mana whenua engagement.	<u>Middlemore Station</u> : To be detailed upon mana whenua engagement. <u>Papatoetoe Station</u> : To be detailed upon mana whenua engagement. <u>Bridge Street</u> : To be detailed upon mana whenua engagement.	<u>Middlemore Station</u> : To be detailed upon mana whenua engagement. <u>Papatoetoe Station</u> : To be detailed upon mana whenua engagement. <u>Bridge Street</u> : To be detailed upon mana whenua engagement.
Future Proofing	Does not prevent the future development of the rail corridor.	Does not exclude future corridor improvements.	Does not exclude future corridor improvements.	Would require relocation of numerous existing rail assets, including OLE structures.

5.2.5 Summary of Assessment

Considering the assessment detailed in Table 5-1, a "do nothing" option fails to meet the project's objectives. While it does not result in additional environmental effects outside the corridor, it does not provide for the increased demand created both freight and passenger services. In addition, it fails to provide for the redevelopment of Middlemore station and the provision of nine-car EMU services.

Both Options 2 and 3 do provide for additional rail services and future 9-car EMU services at Middlemore station. However, it is considered that Option 2 has reduced environmental effects over Option 3 due to the following:

- It avoids works immediately outside the Galbraith building at Middlemore Hospital;
- It avoids the rearrangement/modification of both Shirley Road and Hospital Road;
- It avoids the replacement of the St George Street bridge;
- It avoids the need to relocate the original Papatoetoe station building;
- It avoids disruptions to the Alan Brewster Centre and Tavern Lane; and
- It avoids the removal of mature trees on Hospital Road and Shirley Road.

5.3 Identification of preferred option

Given the results of the assessment process, the preferred option identified to progress to design was the Western Alignment. This route allows the rail corridor to meet additional service demands and accommodate future rail investment, while also minimising potential adverse environmental effects. The chosen alignment does require the acquisition of land outside the corridor, but it avoids significant permanent effects on the functioning of local road networks and the operation of Middlemore Hospital. The Western Alignment also avoids impacting the local amenity values of Old Papatoetoe, allowing for the retention of the original station building in its present location.

Based on the attention given to the consideration of alternatives as summarised above the Project satisfies the requirements of section 171(1)(b) of the RMA.

6. Description of Works

The following provides a detailed description of all the works required for the third main between Middlemore and Wiri Junction. It should be noted that most of these works will occur within the existing rail corridor (i.e. are not within the scope of this NoR) and will be subject to a future outline plan and/or resource consent applications as required. Any works located outside the existing designated corridor will be highlighted, including within the sites identified by the Land Requirement Plans (Appendix C). In addition, plans of the works are provided as Appendix E.

6.1 Finished Works

6.1.1 Third Main

The works include 3.6 km of new rail track between Middlemore and Wiri Junction. This track will be standard New Zealand gauge of 1,067 mm (3 ft 6 in), set on a base of stabilised metal. It will be largely identical in appearance to the two existing tracks in the NIMT corridor.

In addition to the new track, a series of connections and crossovers between the new third main and other tracks will be constructed. These will enable the movement of trains between the tracks, enabling express or Metro services to bypass slower services and increase network resilience, allowing one train to bypass another immobile train on the NIMT.

Lastly, new OLE structures and signals will be installed along the corridor to enable the safe movement of trains and control rail traffic.

6.1.2 Middlemore Station

As shown in Figure 6-1, Middlemore Station features the largest amount of works outside the existing designation and will be the most recognisable change for both passengers and the general public. It is proposed to extend the station footprint to the west of the existing northbound platform, with both the new third main and an extended northbound platform sitting on land currently used as car parking by CMDHB.

The new third main itself, will sit within an engineered trench to the west of the current northbound platform. It will sit on a stabilised metal base and will be at a level to enable step-free access between trains and the station platform. At the northern end of the station, the third main works will require the extension of two culverts and the minor reclamation of an open watercourse. The final design of these culverts and associated works is still being developed and will be addressed through a future resource consent application under section 13 of the RMA.

The northbound platform will be extensively modified. The northbound platform will be extended by 51m (giving the platform a total length of approximately 206m). In addition, the platform and corridor will be future-proofed for 9-car services.

Given the addition of a new track to the west of the existing northbound platform, it is also proposed to extend to pedestrian footbridge. A new bridge span will be constructed above the third main, with stairs and a lift providing continued pedestrian access from Mangere East to Middlemore Hospital. The new bridge span is proposed to be identical to the existing span, both in width and height. A pedestrian bridge is also proposed at the northern end of the station, connecting to Hospital Road.

Further modifications are proposed at the southern end of the site, with a new entrance/exit from the staff-only multi-storey carpark building. These works are required given the clash between the extended pedestrian bridge

and the current entry/exit to the carpark building. Other minor works at this location include improving the footpaths between Orakau Street and the station.

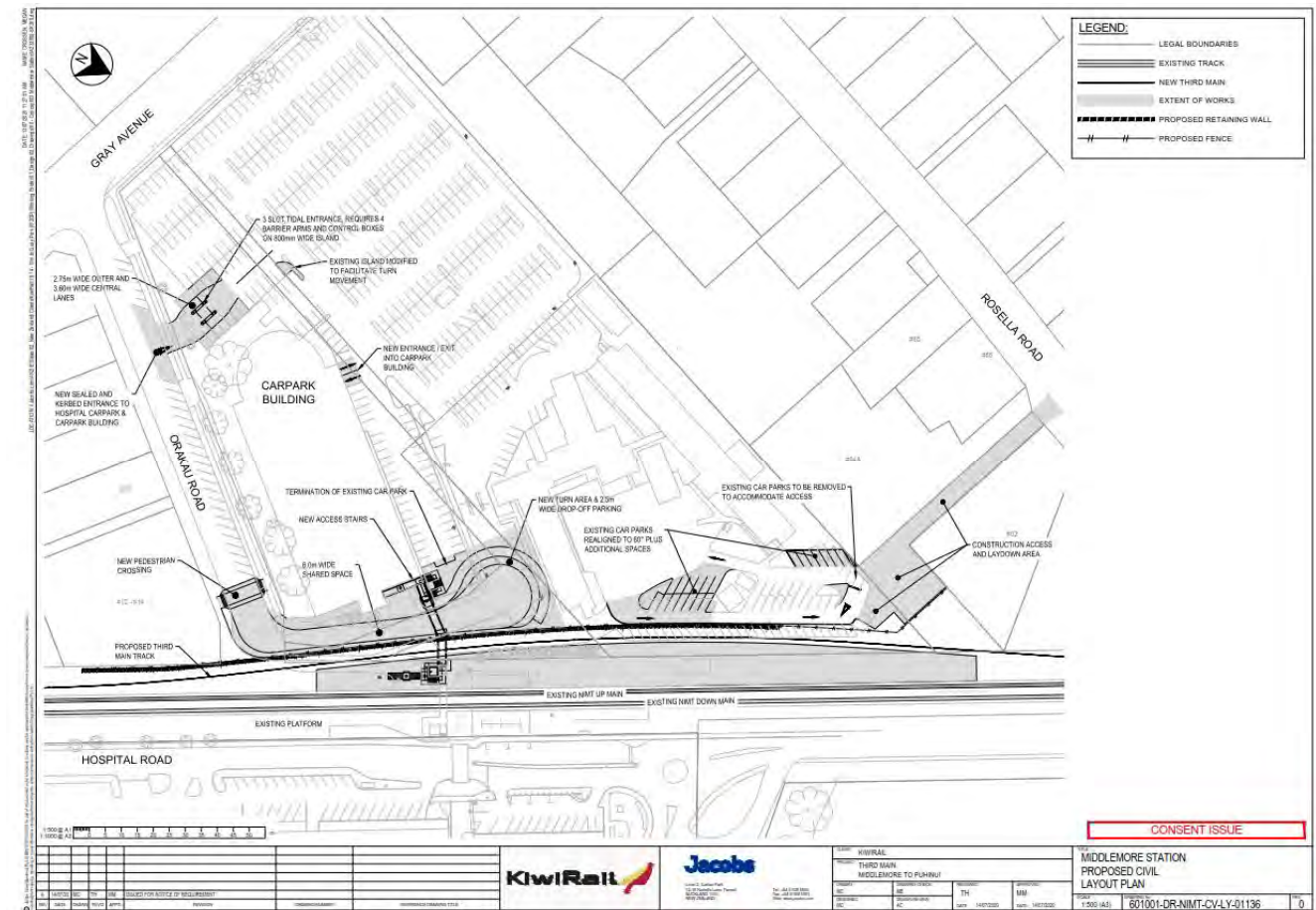


Figure 6-1: Proposed Works at Middlemore Station

6.1.3 Papatōetoe Station

Minor works are proposed at Papatōetoe Station, principally to accommodate the third main. These works are largely limited to new retaining walls on the western edge of the corridor (at the rear of Station Road properties). The third main will run below the existing St George Street bridge, with minor retaining and slope stabilisation proposed south of the bridge.

The station platforms, shelters and pedestrian bridge will remain unchanged by the proposed works.

6.1.4 Puhinui Station

Minor works are proposed at Puhinui Station to accommodate the third main. These works include a short length of a fourth main and the construction of a turnout²⁴ in the existing NIMT designation. It is also proposed to include an area of road reserve (an unformed road) into the designation to allow for future proofing. Lastly, the,

²⁴ A turnout is a mechanical installation enabling trains to be guided from one track to another.

eastern access to the site will be provided across a council reserve, with this reserve also be used as a laydown area²⁵.

6.1.5 Utilities

Minor utility relocation works will be required during construction. As noted in Table 4-5, the proposed works largely avoid any trunk infrastructure (with the exception of crossing over a 1200 mm wastewater pipe at Gray Avenue and a 200 mm water main at St George Street).

The majority of utility works will entail the relocation of minor wastewater and potable water reticulation assets, such as manholes and associated connections. Any such works will be discussed with affected landowners and utility providers to ensure that the relocated or new assets meet relevant standards.

6.1.6 Overhead Works

The third main will be equipped with the OLE infrastructure required to operate EMUs. This will include high voltage overhead lines and their support poles along the length of the corridor. In addition, safety shields will be installed on any bridges crossing the corridor to prevent vandalism or falling debris from hitting the lines.

6.1.7 Stormwater Infrastructure

The NIMT will be serviced by a variety of stormwater infrastructure. This infrastructure will be purposed to address stormwater quality and volumes in accordance with relevant Auckland Council regulations and guidance documents. Resource consents will be obtained if required.

As mentioned in Section 5.1.2, the works at Middlemore will require the extension of two culverts. These culverts currently run under the NIMT, connecting a small watercourse to a tributary of the Tamaki River. Engagement with Auckland Council's Healthy Waters department will be undertaken, and the relevant resource consents sought once detailed design has been completed.

6.1.8 Bridges

As described in Section 5.1.2, the pedestrian bridge at Middlemore Station will be extended to provide access over the new third main. The extension will feature an additional lift tower and stairway to connect the bridge to Orakau Street and the CMDHB car park. In addition, a new emergency egress bridge is proposed at the northern end of the station.

No other works to bridges along the corridor (e.g. St George Street or Bridge Street) are proposed.

²⁵ This area of council reserve is currently occupied by the laydown area and construction accessway for the Puhinui Interchange project.

6.2 Construction Phase

6.2.1 Timing and Duration of Works

Construction of the works provided for by Package 2 is proposed to commence in mid-2021 and will take up to three years to complete²⁶. The works will be completed in four stages to minimise disruption to rail services and the wider community.

While most works will occur during standard construction hours (i.e. Monday to Saturday - 7.30 am to 6.00 pm), some night-time, Sunday and public holiday works will be needed to enable line closures (Blocks of Line). These non-standard construction hours are required given the need to protect workers safety and the inability to undertake some works in a live rail corridor. Additional detail regarding management and mitigation of effects will be provided as required as part of the Outline Plan process.

6.2.2 Site Yards

Three site yards are proposed for the project. The main site yard will be located at Middlemore, with secondary yards located at Gordon Park, Papatoetoe Station and Puhinui Station. The yards will be securely fenced to prevent public access and will be disassembled at the completion of works.

6.2.3 Access

As noted in the Transport Impact Assessment (TIA), construction access will be provided at several locations along the corridor. Given the grade differences between the rail and neighbouring road corridors along most of the project, it is necessary to provide access through neighbouring sites (e.g. the Papatoetoe Station Park and Ride). Alternatively, access is needed to undertake top down construction (e.g. Bridge Street works) or demolition. A summary of construction access arrangements is provided as Table 5-1 below.

Any vehicle crossings for construction vehicles will be built in accordance with AT standards, with kerbs and crossings being reinstated to residential/commercial standards at the completion of works if required. In addition, KiwiRail will employ a Construction Traffic Management Plan (CTMP) for the duration of works and proposes to submit a draft CTMP with the outline plan. The CTMP will also address project vehicle volumes and types, any restrictions on vehicle movements (e.g. during school drop off/pick up hours) and construction traffic routes to and from the project.

Table 6-1: Construction Access Arrangements

Location	Purpose	Involves land take
64 Rosella Road, Mangere East	Construction of third main at Middlemore and extension of Middlemore Station.	Yes
100 Hospital Road, Mangere East	Construction of third main at Middlemore, extension of Middlemore Station and alterations to CMDHB car park.	Yes
Road Reserve – Orakau Road	Access to rail corridor.	Yes

²⁶ Other works at Quay Park, Wiri Junction and Westfield Junction are scheduled from mid-2020 onwards.

Location	Purpose	Involves land take
Road Reserve – Opposite 115A Gray Avenue	Access to rail corridor from road reserve.	No
18 Gordon Road	Access to rail corridor from a Council reserve.	Yes
Park and Ride, Papatoetoe Station	Access to rail corridor.	Yes
5 and 9 Station Road, Papatoetoe	Demolition of rear structures to enable retaining wall works.	Yes
12 and 14 Wyllie Road, Papatoetoe	Access to rail corridor.	Yes
Puhinui Road Terminus (West), Puhinui Station	Access to rail corridor from road reserve.	No
Puhinui Road Terminus (East) Puhinui Station	Access to rail corridor.	Yes
212 Cavendish Drive	Access to rail corridor.	Yes
12 Langley Road	Access to rail corridor.	Yes

6.2.4 Erosion and Sediment Control

It is noted that given the projected scale of earthworks within the project's footprint, resource consent under section 9(2) of the RMA will be required. As part of this future resource consent application, a detailed Erosion and Sediment Control Plan (ESCP) will be prepared in accordance with Auckland Council's Guidance Document 05 (GD05).

6.2.5 Contaminated Soil Management

As noted in Section 4.4.2, the only identified HAIL site (where earthworks are required) is located at 74D Kenderdine Road. The works at this site will be subject to a SMP, while resource consents under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NESCS) and AUP(OP) will be sought.

7. Assessment of Effects on the Environment

Pursuant to the Fourth Schedule of the Resource Management Act 1991, the following assessment is provided on the actual and potential effects that can be reasonably expected from the proposed works.

The assessment of effects has taken into account the existing environment as detailed in Section 4, including²⁷:

- The existing NIMT designed corridor, Strategic Transport corridor zone and associated rail services; and
- The Puhinui Interchange Project.

As the works proposed are already provided for by the existing designation, this assessment of effects is limited to those associated with land acquisition and works occurring on sites currently outside the existing corridor. All physical works will be addressed via an outline plan and resource consent application.

7.1 Positive Effects

The project will deliver significant benefits to the Auckland Region as described in Sections 2 and 3, given the increased capacity for both public transport and freight services. Increasing the capacity of the NIMT is critical for Auckland and will support the current and future demand on the existing services and leverage off existing rail investment in the existing rail corridor. A third main and new crossovers will enable bypassing, reducing the frequency of blocked track and cancelled services and improving the resilience of the rail network.

The positive environmental benefits include a reduction in greenhouse gas emissions, given the reduced emissions generated by rail freight when compared to road-based freight. Emission reductions will also be provided by helping move Aucklanders onto public transport and reducing dependence on private motor vehicles.

Community wellbeing is supported by the inclusive nature of passenger rail services, given that they will improve accessibility to places of learning, earning and community participation for rail users. In addition, moving freight onto rail will help reduce road accident rates and improve road safety.

The proposed works have also been designed to integrate with the local environment. At Middlemore Station, this has involved in ensuring safe pedestrian movements to and from the station, as well as improved linkages between both hospital sites. Elsewhere, the proposed works will be largely limited to retaining walls, while the public reserves affected by the works will be restored to their pre-construction state at the completion of works.

Overall, the proposed works are anticipated to have a positive effect by increasing the capacity and the resilience of the rail network for both passengers and freight, whilst also providing positive environmental benefits associated with reduced greenhouse gas emissions, increased community wellbeing and integration with the local environment.

7.2 Noise and Vibration

An assessment of the noise and vibration effects generated within the designation, including the additional land proposed to be acquired, has been undertaken by Marshall Day Acoustics (Appendix F). Given the difference in the source and scale of effects anticipated by the construction and operational phases of the project, both phases are discussed separately.

²⁷ The assessment of a proposal's adverse effects against the existing environment is an established principle in law (Hawthorn Estate Limited NZRMA 424). Under this case, the existing environment may include unimplemented resource consents and utilisation of rights to carry out permitted activities under a district or regional plan. It does not include future possible resource consents or the ecological potential of waterbodies.

7.2.1 Construction Effects

Infrastructure related construction is a common activity in the Auckland urban area and is anticipated by the AUP(OP). While such noise and vibration effects can disrupt amenity value, they are generally short-lived and can be minimised through a variety of management practices.

Common noise and vibration activities are anticipated to include:

- Piling for retaining walls, the pedestrian bridge at Middlemore Station and OLE support structures;
- Demolition of existing structures;
- Bulk earthworks; and
- Laying of rail sleepers.

While most works will be undertaken during standard construction hours, it will be necessary to undertake some works during night-time hours or on public holidays. This is due to the need to protect worker and rail user safety within an active rail corridor, by avoiding clashes between trains and construction activities and minimising disruption of services while the works take place.

As noted by the noise and vibration assessment, a guide to related construction effects can be found in Rule E25.6.27 of the AUP(OP), which details general construction noise levels in the urban area²⁸. This rule states that construction activities outside existing designated corridors should meet noise standards detailed in Table 7-1.

Table 7-1: Noise limits at occupied buildings sensitive to noise

Time of week	Time period	Noise criteria	
		dB L _{Aeq}	dB L _{Amax}
Weekdays	0630-0730	60	75
	0730-1800	75	90
	1800-2000	70	85
	2000-0630	50	80
Saturdays	0630-0730	50	80
	0730-1800	75	90
	1800-2000	50	80
	2000-0630	50	80
Sundays and public holidays	0630-0730	50	80
	0730-1800	60	90
	1800-2000	50	80
	2000-0630	50	80
All other buildings	0730-1800	75	-
	1800-0730	80	-

²⁸ This rule relates to "Construction noise levels for activities sensitive to noise in all zones except the Business – City Centre Zone and the Business – Metropolitan Centre Zone".

While these standards would generally apply outside a designated corridor, it is noted that the controls of Rule E25.6.29 provide a more useful baseline for assessment as they relate to infrastructure works within a road²⁹. This rule states that while the noise levels detailed in Table 7-1 do apply, so do the following exemptions:

- Where the number of nights where the noise limits are exceeded at any one receiver is 20 days or less;
- If high noise activities, such as concrete cutting and breaking, are completed by 10.30pm;
- If the works cannot practicably be undertaken during the day, or the Requiring Authority requires the works to be undertaken at night;
- That a works access permit from the Requiring Authority is provided to Council; and
- A construction noise and vibration plan (CNVMP) is provided to the Council no less than five days prior to the works commencing in accordance with the applicable provisions of Standard E25.6.29 (5).

It is noted that the proposed construction methodology would meet these exemptions, with any night-time or public holiday works limited to those strictly required to occur during low rail traffic or line closures. Given this, KiwiRail proposes to follow the recommendation of the noise and vibration assessment, with the submission of a CNVMP with the future Outline Plan. The CNVMP would include:

- The performance standards that must, as far as practicable, be complied with to enable a consistent approach for adaptive management protocol;
- Predicted noise and vibration levels for relevant equipment and/or activities;
- Construction noise and vibration mitigation and management measures (e.g. noise barriers);
- Noise and vibration monitoring requirements; and
- Communication, consultation and complaints response procedures.

Furthermore, the CNVMP will also identify any incidences where works are predicted or measured in exceedance of 60 dB L_{Aeq} at night. This noise level will be used as a trigger to identify potentially affected parties and introduce site specific mitigation as required. A similar management approach has been employed on earlier transport projects, including the Auckland Electrification Project (AEP), CRL and recent Puhinui Interchange Upgrade projects. It is noted that there are no activities affected by the NoR related works that would trigger an alternative approach.

The controls of E25.6.30.1 are a useful assessment baseline from which to assess the potential effects of vibration resulting from construction. E25.6.30.1 states that that construction vibration must be controlled to ensure it does not exceed the limits set out in *German Standard DIN 4150-3:1999 "Structural Vibration - Effects of Vibration on Structures"*. These limits are designed to avoid cosmetic damage, such as cracking plaster, and are much lower than those that cause structural damage (Table 7-2).

²⁹ This rule relates to "Construction noise and vibration levels for work within the road".

Table 7-2: DIN – 4150 Cosmetic Building Damage Vibration Thresholds

Line	Type of structure	Guideline values for velocity, v_i , in mm/s of vibration in horizontal plane of highest floor, at all frequencies
1	Buildings used for commercial purposes, industrial buildings, and buildings of similar design	10
2	Dwellings and buildings of similar design and/or occupancy	5
3	Structures that, because of their particular sensitivity to vibration, cannot be classified under lines 1 and 2 and are of great intrinsic value (e.g. listed buildings under preservation order)	2.5

In addition, the AUP(OP) also recognises building occupants can be disturbed by vibration levels significantly below those identified above and so sets out the vibration amenity limits detailed in Table 7-3. However, these amenity vibration limits may be exceeded for periods of up to three days of intensive daytime works with a vibration limit of 5mm/s, provided receivers within 50 m of the works receive prior communication. In addition, given the proximity of the works to the existing rail corridor, it is highly likely that the 0.3mm/s limit is already exceeded by rail operations³⁰.

Table 7-3: Occupied Building Amenity Vibration Limits

Receiver	Period	Peak Particle Velocity Limit (mm/s)
Occupied activity sensitive to noise (e.g. dwelling)	Night-time 10pm to 7am	0.3
	Daytime 7am to 10pm	2
Other occupied buildings	At all times	2

Using these controls as a baseline, the noise and vibration assessment has identified that the majority of construction vibration effects associated with the alteration to designation can be addressed through the use of a CNVMP. In addition to the CNVMP matters raised previously, the following measures will be included:

- Consultation with any predicted affected landowners to understand their sensitivities;
- Pre-construction building condition surveys prior to commencing activities with the potential to exceed the cosmetic building damage thresholds and monitoring undertaken to verify the predicted levels and compliance (or otherwise);
- Including measures to stop works and manage any cosmetic damage caused; and
- Avoiding, where possible, high vibration generating activities during night-time hours.

³⁰ It is noted that such vibrations are provided for by the current designation.

Given the use the CNVMP, the proposed works will have no more than minor construction noise and vibration effects, with these effects limited to the following sites:

- 100 Hospital Road;
- 12 Orakau Road;
- 62 and 64A Rosella Road;
- 16 and 16 Gordon Road; and
- 5 Clendon Avenue

7.2.2 Operational Effects

With regard to operational noise and vibration effects, it is noted that there are no applicable limits specified in the existing designation or adjoining Strategic Transport Corridor zone. As noted by the specialist assessment (Appendix F), the current AUP(OP) maximum noise limits are of limited use when assessing the project's noise limits. Rather, an assessment has been made using the following:

- KiwiRail Reverse Sensitivity Guidelines;
- New Zealand Rail Noise Performance Standards; and
- International Rail Noise Performance Standards.

Utilising these standards, the following noise thresholds have been developed and will be applied at the façade of any dwelling or care facility within 100m of the land subject to this alteration to the designation:

- Day (0700 – 2200): 65 dB L_{Aeq} and increase of 3 dBA, or 85 dB L_{AFmax} and increase of 3 dBA; and
- Night (2200 – 0700): 60 dB L_{Aeq} and increase of 3 dBA, or 85 dB L_{AFmax} and increase of 3 dBA

Where the above criterion cannot be complied with, mitigation will be employed. This would either be in the form of a noise barrier (where this is practicable) or improved sound insulation and/or mechanical ventilation to achieve an internal noise level of no more than:

- 40 dB $L_{Aeq(0700 - 2200)}$ and 35 dB $L_{Aeq(2200 - 0700)}$; or
- 60 dB L_{AFmax} at all times

Using these standards and modelling, the following properties have been identified as being potentially subject to operational noise effects:

- 100 Hospital Road;
- 10A Orakau Road
- 12 Orakau Road;
- 52 Rosella Road;
- 54 Rosella Road;
- 60 Rosella Road; and

- 3/64A Rosella Road.

KiwiRail proposes to undertake engagement with the owners of these properties in order to perform operational monitoring and enter into third party agreements (where needed) to address any potential noise and vibration effects on these properties.

In addition, it is noted that there are no operational vibration limits imposed on the existing designation or in the Strategic Transport Corridor zone. However, KiwiRail do employ their own reverse sensitivity guidelines to manage potential operational vibration effects.

Given the above, the project will have no more than minor adverse noise and vibration operational effects.

7.3 Effects from Land Disturbance

Land disturbance is proposed to occur within the land required by this alteration to designation, given the need to undertake works such as site clearances, laydown area establishment, station works at Middlemore, retaining wall construction and track laying (as described in Section 6). Land disturbance has the potential to generate adverse effects, primarily from dust generation and sediment laden discharges. While a land use consent for the bulk earthworks for the entirety of the third main works will be sought at a later date, KiwiRail can confirm that an Erosion and Sediment Control Plan (ESCP) will be employed for the duration of construction. The ESCP will be prepared in accordance with Auckland Council Guideline Document 2016/005 (GD05) and will be subject to council certification.

While the final controls employed through the ESCP cannot be confirmed at this stage, they are likely to include the following:

- Dust control measures;
- Avoiding the stockpiling of fill;
- Avoiding the stockpiling of fill in flood prone areas or overland flow paths (OLFPs);
- Removal of material to licensed cleanfill or managed fills; and
- Staged land disturbance.

Overall, given the scale and duration of the proposed works along with the implementation of an ESCP, any erosion and sediment runoff effects are less than minor.

7.4 Soil Contamination Related Effects

A Preliminary Site Investigation (PSI) has been prepared in support of this alteration to designation (Appendix D). This assessment found that soil contamination is only potentially present at 74D Kenderdine Road, given its historic use for horticulture.

Regardless, it is noted that resource consents under the NESCS and AUP(OP) will be likely required for the wider third main works and as part of this future resource consent application a site management plan (SMP) will be employed across the entire project footprint. The SMP will include the following controls:

- Dust minimisation;
- Certification of fill disposal;

- Contaminant testing protocols;
- Measures to protect public health; and
- Erosion and sediment controls.

Given the use of these standard controls, it is considered that any soil contaminant related effects are less than minor.

7.5 Transport Effects

Given the scale of works proposed and the potential for both construction and operation related transport effects, a transport impact assessment (Appendix G) has been undertaken. The effects of the proposal have been separated into those related to construction and those related to the ongoing operation of the local road network.

7.5.1 Construction effects

As noted in Table 6-1, a range of construction access points are proposed by this alteration to designation. The potential construction traffic effects from each of these access points include:

- Traffic congestion caused by construction related traffic;
- Temporary loss of on-street parking;
- Conflicts and safety risks arising between pedestrians and construction traffic at Middlemore Station and Middlemore Hospital;
- Conflicts and safety risks between construction traffic and industrial activity traffic at 212 Cavendish Drive;
- Traffic safety risks arising from heavy vehicles entering and exiting work areas; and
- Traffic safety risks associated with heavy vehicles operating near schools (e.g. Papatoetoe West School).

In order to limit these potential effects, KiwiRail proposes to utilise a Construction Traffic Management Plan (CTMP). The CTMP will be developed in consultation with AT and will include controls such as the following:

- Defined routes to and from construction sites for heavy vehicles to manage congestion and ensure road safety;
- Temporary traffic control measures employed to allow the safe entry and exit of construction traffic;
- Restrictions on traffic movements during peak hours/school drop off and pick up times;
- Safety measures to separate pedestrians from construction traffic at Middlemore Station, Gordon Reserve the Papatoetoe Park and Ride facility, Cavendish Drive, Langley Road and Puhinui Road; and
- The temporary relocation of bus stops.

The CTMP will be provided with a future Outline Plan for certification by Auckland Council. Given the use of a CTMP, it is considered that the construction traffic related effects will be less than minor.

7.5.2 Operational effects

The only permanent changes to traffic flows and access will occur at Middlemore Station, with:

- A new access off Rosella Road; and
- The alteration of Orakau Road's northern terminus.

As noted in the TIA, the proposed access of Rosella Road meets AUP(OP) access requirements and can provide the safe movement of vehicles to and from the road corridor. The TIA also identifies that the access will not degrade the safe operation of the local road network. Sightlines to and from the accessway allow for safe vehicle movements, while the intersections of Gray Avenue/Rosella Road and Massey Road/Rosella Road can safely accommodate any additional traffic generated by the proposed access. As such, it is not currently proposed to undertake any alterations to the carriageway of Rosella Road (e.g. install no-parking signs). Furthermore, adequate sightlines exist both to and from the accessway, thereby preventing any safety issues for pedestrians crossing the vehicle access. In addition, a minor alteration at the northern terminus of Orakau Road is also proposed, with the kerb line being pushed slightly to the south. This alteration will not affect the function of Orakau Road or any neighbouring vehicle crossings³¹.

Lastly, engagement with CMDHB³² and AT is being undertaken in regard to the final design of the new Rosella Road accessway and modification to Orakau Road. The final design of both features will also be confirmed via a future Outline Plan and any required resource consent applications.

Given the above, it is considered that the operational traffic effects of the project will be less than minor.

7.6 Effects on Vegetation

With regard to effects on vegetation, it is noted that the majority of trees marked for removal or trimming are not subject to general tree protection in the AUP(OP), located in a significant ecological area or classified as notable trees. Regardless, an arboricultural assessment has been prepared in support of the alteration to designation (Appendix H). While the removal and alteration of mature vegetation has been minimised where possible, the requirement to provide clearance between vegetation and tracks/OLE will require specific works to three generally protected trees as part of this NoR³³:

- Works within the rootzone of a Himalayan cedar (*Cedrus deodara*) on Orakau Road;
- Removal of a rimu (*Dacrydium cupressinum*) at Papatoetoe Station; and
- Works within the rootzone of a London plane tree (*Platanus x acerifolia*) at Papatoetoe Station.

As noted in the arborist report, additional works are proposed to trees within the corridor, but these are provided for by the existing designation.

The adverse effects of works to trees are limited. Tree removal has been limited to three trees (which are subject to AUP(OP) protection) with all works proposed to be undertaken in accordance with best practice as well as the opportunity to offset any loss of ecological services and carbon sequestration through the use of replacement planting. While only three replacement trees are required to offset the above works, KiwiRail will follow the

³¹ It is noted that a new vehicle crossing from 100 Hospital Road onto Orakau Road is proposed. However, this crossing does not form part of this NoR and will be addressed through a future resource consent package for the works.

³² Ongoing discussions with CMDHB include potential leasing of the Rosella Road accessway and associated laydown area as car parking post-construction.

³³ As protected by the general protection rules of the AUP(OP)'s Chapter E26 (Infrastructure). These rules provide general protection for trees within open space zones and the road reserve. Trees in special purpose, residential, strategic transport corridor or business zones are not protected.

arborist recommendation to plant twelve 45 L trees to offset all the tree works proposed between Middlemore and Wiri.

In order to manage and mitigate the effects of these tree works, KiwiRail propose the following:

- The removal, trimming and rootzone works affecting mature trees will be undertaken by a suitably qualified arborist employing arboricultural best practice;
- Any pest species will be disposed of appropriately;
- A landscaping plan for Middlemore Station will be provided with the Outline Plan for certification by Auckland Council, including twelve 45 L replacement trees.

KiwiRail also proposes to engage with mana whenua, CMDHB and AT in the development of the Middlemore Station landscaping plan, to ensure that the it addresses both the cultural values associated with native flora and meets hospital and AT operational requirements.

Furthermore, works at Gordon Reserve and 21 Station Road will be addressed through further engagement with Auckland Council's Community Facilities team regarding preferred methods to protect other trees in these reserves.

Given the above, the alteration to the rail designation will have less than minor effects resulting from vegetation related works.

7.7 Historic Heritage

As noted in Section 4.4.1 and the desktop heritage assessment (Appendix I), there are a number of heritage sites and items of interest within and adjoining the NIMT. The greatest concentration of these heritage features is at Papatoetoe Station with:

- The railway cottages on Station Road;
- Archaeological remains of the pre-1900 Papatoetoe Station; and
- The original Papatoetoe station building.

As noted in the heritage assessment, the railway cottages were constructed in 1928. While this is later than the pre-1900 limit for archaeological protection under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA), given their proximity to the possible archaeological remains of the original station, the works at cottage sites (as well as works within the corridor) will be addressed through an archaeological authority from Heritage New Zealand Pouhere Taonga (HNZ). While further field investigations will be undertaken to determine what, if any, archaeological items of interest may be in-situ, the authority will detail the measures that KiwiRail will be required to employ for both archaeological preservation and recording.

In addition, the project's alignment avoids any adverse effects on the original Papatoetoe Station building at 1 George Street. An eastern alignment for the third main would have required significant modifications to 1 George Street (requiring relocation of the station building), however the selected western alignment avoids any such works and allows for the heritage values of this building to be retained at this location.

No other protected historic heritage items are known to be impacted by the NoR and given the above the alteration to the rail designation will have less than minor effects on historic heritage.

7.8 Visual Amenity

KiwiRail recognise the need to ensure that the finished Middlemore Station and associated work contributes to the visual amenity values of the surrounding area. The detailed design of the station is yet to be undertaken and will be provided to Auckland Council as part of a future Outline Plan. Visual amenity will be enhanced by:

- Incorporating elements of storytelling/cultural history into the design of the pedestrian bridges and station platform changes (e.g. using patterned pressed concrete panelling and story boards). These design aspects will be developed following further engagement with mana whenua and the Māngere-Ōtāhuhu local board;
- Preparation of a landscaping plan (to be provided to Auckland Council as part of the Outline Plan) that includes the use of native fauna to soften the station's appearance from Orakau Road;

Elsewhere along the NIMT, the works proposed by this alteration to designation are generally limited to new retaining walls or OLE related structures. These walls will be similar to those already present along the NIMT and will match existing amenity values. Furthermore, it is noted that the retaining walls at the Kenderdine Road and Bridge Street sites are located below the adjoining residential sites, limiting their ability to impact on the visual amenity of the surrounding area.

Some visual amenity effects will also occur at Gordon Park due to its use for corridor access and as a laydown area. However, these effects are temporary and the park will be restored to its current appearance following construction. In addition, the laydown area will be screened to obscure views of construction equipment and materials. KiwiRail will also explore the opportunity, through engagement with Auckland Council's Community Facilities team, to provide vegetation to screen the corridor from users of Gordon Park.

Similar to Gordon Park, some temporary visual effects will occur at the Puhinui Station works, primarily due to the use of the council reserve as a construction laydown yard and site accessway. However, the laydown yard will be screened to block views into the site and the site will be reinstated at the end of construction.

Lastly, it is noted that the proposed alignment avoids any effects on visually significant buildings, including the railway cottages on Station Road and the original station building at 1 St George Street. This ensures that the visual amenity values associated with these buildings are retained, further limiting the overall visual amenity effects of the proposed works associated with this alteration to designation.

Given the above, the overall visual effects of the alteration to designation are no more than minor.

7.9 Cultural Values

While there are several heritage features located within the works area, none of sites to be included in this are located within the Sites and Places of Significance to Mana Whenua overlay or have notable trees.

KiwiRail recognises the importance cultural sites and notes the pā at Mutukaroa (Hamblins Hill), Ōtāhuhu (Mount Richmond) and Matukutūruru (Wiri) given their proximity to the corridor. While considered to be unlikely, there is the potential that the earthworks in the land required by this NoR may result in the disturbance of cultural artefacts. Given this potential, KiwiRail will obtain an archaeological authority from HNZ.

Mana whenua have noted their interest in the detailed design of Middlemore Station and the landscaping that will be undertaken as part of the project. KiwiRail will continue to engage with mana whenua and incorporate appropriate cultural elements into Middlemore Station's design, as well as seek their feedback in response to the proposed species and layout of the project's landscaping.

Lastly, KiwiRail is working with mana whenua to gain further understanding of the project's cultural effects and what additional mitigation may be required.

7.10 Natural Hazards

There are two existing types of natural hazards that are present at sites within this alteration to designation – flooding and land instability.

With regard to flooding, a high-level flooding assessment has been prepared (Appendix J). It notes that the area around Middlemore Station is subject to flooding due to its proximity to the Tamaki River, the existing stormwater infrastructure (600mm and 1200mm diameter pipes) and the rail corridor acting as a dam. The detailed design of the project will address the stormwater attenuation requirements and the flooding issues associated with the Middlemore Station site. This attenuation will be designed in accordance with Auckland Council's Technical Standards (TP108).

KiwiRail infrastructure that will be located within overland flowpaths or floodplain will be designed to be flood resilient, thereby minimising the potential for flood water to impact on either rail service reliability or the safety of rail users. In addition, ensuring that any flood risk is not increased by the design nor shifting the risk to downstream properties.

With regard to land instability, retaining walls are required due to the slope from the residential properties to the rail corridor. The retaining walls will be subject to a fully engineered design process and subject to quality assurance checks during construction.

Overall, it is considered that any potential effects from flooding and/or land instability will be managed during the design and construction process to ensure that any hazard related effects are less than minor.

7.11 Effects on Housing Supply

It is noted that the proposed works will result in the partial or full demolition structures associated with three residential sites, as shown in Table 7-4:

Table 7-4: Effects on Housing Supply

Site	Reason needed
62 Rosella Road	Required for construction access and laydown area.
5 Station Road	Required for retaining wall construction and occupation.
9 Station Road	Required for retaining wall construction and occupation.

Although KiwiRail will seek to minimise the scale of demolition required, the Station Road sites will be unavailable for residential purposes until at least the completion of works and the uplift of the designation. However, it is important to note that the front cottages at 5 and 9 Station Road will be retained, allowing for their reuse as single dwellings. However, it is recognised that there will be direct effects on the occupants/owners of each of the abovementioned sites. Given this, KiwiRail has commenced engagement with these parties to both purchase the sites and negotiate handover dates to minimise disruption to occupants.

It is also noted that while the project will cause a temporary loss of three residential sites, it is critical to the sustainable delivery of the residential development across the entire Auckland region. As noted in Section 2.4, Auckland is experiencing significant population growth and will soon pass two million residents. Much of this population growth is planned to occur in South Auckland, both around existing town centres (like Old Papatoetoe) and in greenfield areas along the NIMT. Without W2QP, it would be difficult for the Metro rail network to support this urban growth and delays to the delivery of new housing would occur. This in turn would have a greater adverse effect on housing supply than the proposed permanent loss of one dwelling and the temporary loss of two residential sites.

7.12 Summary

The proposed works will have positive effects associated with increasing the capacity and the resilience of the rail network for both passengers and freight, whilst also contributing to a quality compact urban environment, and limiting the potential effects on the environment.

The actual and potential effects associated with construction and operational noise and vibration, land disturbance/earthworks, contamination, construction traffic and operational traffic, visual, vegetation, historic heritage and special character, cultural values, natural hazards and housing supply can be appropriately managed and mitigated.

Overall, the effects of this alteration to designation 6302 are no more than minor.

8. Consultation and Engagement

KiwiRail has undertaken consultation with a range of stakeholders, including those directly affected by the proposed works. Unfortunately, the ability to undertake consultation has been impacted by the social isolation requirements of the Covid-19 lockdown and as a consequence, further consultation and engagement is proposed following the lodgement of this NoR.

The following section details the consultation and engagement undertaken at the time of lodgement and identifies what other interactions with stakeholders are planned in the later stages of the project.

8.1 Consultation with Landowners

Engagement with affected landowners (i.e. those whose land is required by this NoR) was commenced in mid-June 2020. This involved sending letters detailing the project, its impacts on their land, the Public Works Act (PWA) process and the planned RMA related approvals/processes. This engagement will be ongoing as the project's design is developed and the various steps associated with land under the PWA occur.

8.2 Consultation with Mana Whenua

A virtual hui was hosted by KiwiRail on 2 June 2020 with mana whenua identified by Auckland Council as having an interest in the Māngere-Ōtāhuhu and the Ōtara-Papatoetoe Local Board areas. At this hui matters included:

- Working towards an improved relationship;
- An overview of the project, including how it intersects with other Auckland Metro upgrade projects;
- The consenting process and progress made with technical assessments; and
- Areas of mana whenua interest.

A subsequent hui was held on 15 June 2020 in which a detailed walk through of the proposed works on the corridor was undertaken. Discussion was also had in relation to who would be completing the archaeological assessment and how a CIA for the project would be undertaken. A site visit was then organised for 9 July to visit sites of interest.

8.3 Consultation with CMDHB

KiwiRail has an ongoing programme of engagement with CMDHB, most recently involving a joint site walkover and workshop in late May 2020. Key issues for CMDHB include the effects of the alteration to designation on their site access and parking at Orakau Road, as well as the integration of the extended pedestrian bridge with the existing car park building. KiwiRail propose to continue engagement to secure a positive design outcome for CMDHB and KiwiRail.

8.4 Consultation with Auckland Transport

KiwiRail also has an ongoing relationship and partnership with AT. Engagement with AT is focused on addressing their requirements for passenger safety and service requirements (given AT operate passenger services), as well as potential effects on the local road network. This engagement will continue as detailed design is undertaken.

8.5 Pre-Application with Auckland Council Regulatory Services

A pre-application meeting was held by KiwiRail and its agents with Auckland Council regulatory staff on 21 May 2020. The meeting was used to brief Auckland Council's planning staff (from the Resource Consents and Plans and Places teams) on the wider W2QP Project. Matters discussed included the programme of works, the types of RMA applications that would be lodged with the council and the technical investigations being undertaken in support of those applications.

8.6 Consultation with Local Boards

KiwiRail held meetings with both the Māngere-Ōtāhuhu and the Ōtara-Papatoetoe Local Boards in mid-May 2020. These meetings were used to brief Local Board members on the scope of the W2QP and on the potential impacts/land takes required to construct the third main of the NIMT. Issues raised by the Local Boards included:

- Interaction between Middlemore Station and hospital facilities;
- Potential for access improvements at Papatoetoe Station;
- The engagement of local residents as part of the construction workforce;
- Avoiding traffic disruption e.g. closure of the St George Street bridge;
- The importance of rail services to the local community; and
- The need to maintain public safety.

KiwiRail will continue to engage with the Local Boards through the remainder of the Project and will seek their input as detailed design is undertaken.

9. Notification Assessment

The test that must be considered by the Consent Authority when deciding whether or not to publicly notify a NoR are set out in section 169 of the RMA.³⁴

With regard to notification, KiwiRail does not request public notification.³⁵ There are no relevant rules or national environmental standards which require notification,³⁶ and the proposal will generate no more than minor adverse effects³⁷. It is acknowledged that the works will have effects on the sites identified in Table 9-1 given the undertaking of works within their boundaries.

As such, KiwiRail requests that Auckland Council gives notice of the NoR to the owners of these sites:

Table 9-1: Landowner Details for Required Land

Property address	Legal Description	Type of Ownership
64 Rosella Road, Mangere East	Lot 13 DP 19494	TBC
100 Hospital Road, Papatoetoe	Lot 240-241 Deposited Plan 43645, Part Lot 13 Deposited Plan 2989, Allotment 237 Parish Of Manurewa And Section 12-14, Section 37 And Part Section 11 Block Vi Otahuhu Survey District	Public - CMDHB
Road Reserve – Orakau Road	N/a	Public – AT
18R Gordon Road, Papatoetoe	Lot 53 DP 20068, Pt Allot 36 Psh of Manurewa	Public - Auckland Council
1 Station Road, Papatoetoe	Lot 7 DP 111628	Private
5 Station Road, Papatoetoe	LOT 6 DP 111628	Private
9 Station Road, Papatoetoe	LOT 5 DP 111628	Private
11 Station Road, Papatoetoe	Lot 4 DP 111628	Private
15 Station Road, Papatoetoe	Lot 3 DP 111628	Private
17 Station Road, Papatoetoe	Lot 2 DP 111628	Private
19 Station Road, Papatoetoe	Lot 1 DP 111628	Private
21R Station Road, Papatoetoe	Lot 9 DP 111628	Public - Auckland Council
12 Wyllie Road, Papatoetoe	Lot 1 DP 152288	Private
14 Wyllie Road, Papatoetoe	Pt Lot 1 P 136372	Private

34 This cross refers to sections 149ZCB(1) to (4), 149ZCC(1) to (4), 149ZCE, and 149ZCF and provides that these sections apply with "all necessary modifications.

35 Section 149ZCB(2)(b).

36 Section 149ZCB(2)(c).

37 Section 149ZCB(2)(a).

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Property address	Legal Description	Type of Ownership
84 Kenderdine Road, Papatoetoe	Lot 1 DP 70381	Private
1/84 Kenderdine Road Papatoetoe Auckland	LOT 1 DP 70381, FLAT 1 DP 10238	
2/84 Kenderdine Road Papatoetoe Auckland	LOT 1 DP 70381, FLAT 2 DP 10238	
3/84 Kenderdine Road Papatoetoe Auckland	LOT 1 DP 70381, FLAT 3 DP 10238	
4/84 Kenderdine Road Papatoetoe Auckland	LOT 1 DP 70381, FLAT 4 DP 10238	
5/84 Kenderdine Road Papatoetoe Auckland	LOT 1 DP 70381, FLAT 5 DP 10238	
6/84 Kenderdine Road Papatoetoe Auckland	LOT 1 DP 70381, FLAT 6 DP 10238	
7/84 Kenderdine Road Papatoetoe Auckland	LOT 1 DP 70381, FLAT 7 DP 10238	
8/84 Kenderdine Road Papatoetoe Auckland	LOT 1 DP 70381, FLAT 8 DP 10238	
9/84 Kenderdine Road Papatoetoe Auckland	LOT 1 DP 70381, FLAT 8 DP 10238	
88 Kenderdine Road, Papatoetoe	Lot 2 DP 70381	Private
90 Kenderdine Road Papatoetoe	LOT 34 DP 16605	Private
1/90 Kenderdine Road, Papatoetoe	LOT 34 DP 16605, FLAT 1 DP 102388,	
2/90 Kenderdine Road, Papatoetoe	LOT 34 DP 16605, FLAT 2 DP 102388,	
3/90 Kenderdine Road, Papatoetoe	LOT 34 DP 16605, FLAT 3 DP 102388, CARPORT 3 DP 102388	
4/90 Kenderdine Road, Papatoetoe	LOT 34 DP 16605, FLAT 4 DP 102388,	
5/90 Kenderdine Road, Papatoetoe	LOT 34 DP 16605, FLAT 3 DP 102388, CARPORT 5 DP 102388	
6/90 Kenderdine Road, Papatoetoe	LOT 34 DP 16605, FLAT 6 DP 102388,	

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Property address	Legal Description	Type of Ownership
7/90 Kenderdine Road, Papatoetoe	LOT 34 DP 16605, FLAT 7 DP 102388,	
8/90 Kenderdine Road, Papatoetoe	LOT 34 DP 16605, FLAT 8 DP 102388, CARPORT 8 DP 102388	
9/90 Kenderdine Road, Papatoetoe	LOT 34 DP 16605, FLAT 9 DP 102388,	
10/90 Kenderdine Road, Papatoetoe	LOT 34 DP 16605, FLAT 10 DP 102388,	
11/90 Kenderdine Road, Papatoetoe	LOT 34 DP 16605, FLAT 11 DP 102388, CARPORT 11 DP 102388	
92 Kenderdine Road, Papatoetoe	LOT 2 DP 82259	Private
1/92 Kenderdine Road, Papatoetoe	LOT 2 DP 82259, FLAT 1 DP 89779, CARPORT 1 DP 89779	Private
2/92 Kenderdine Road, Papatoetoe	LOT 2 DP 82259, FLAT 2 DP 89779,	
3/92 Kenderdine Road, Papatoetoe	LOT 2 DP 82259, FLAT 3 DP 89779,	
10 Bridge Street, Papatoetoe	Lot 22 DP 21411	Private
Council reserve, Puhinui	N/A	Public
Road Reserve – Puhinui Road	N/A	Public
212 Cavendish Drive, Manukau	Sect 8 SO 501086	Private
SH20	N/A	Public – KiwiRail/NZTA
12 Langley Road, Manurewa	Lot 2 DP 371368	Private

In addition to the above affected landowners, we consider that the other following parties (Table 9-2) should receive notice of the alteration to designation given the project's potential adverse effects (as identified in Section 7):

Table 9-2: Other Potentially Affected Parties

Property address	Legal Description	Reason
10A Orakau Road, Mangere East	LOT 1 DP 39040	Potential operational noise and vibration effects.
12 Orakau Road, Mangere East	LOT 1 DP 314756	Noise and vibration effects during construction and operation of the third main. Potential operational noise and vibration effects.
52 Rosella Road, Mangere East	LOT 7 DP 19404	Noise and vibration effects during construction and operation of the third main. Potential operational noise and vibration effects.
54 Rosella Road, Mangere East	LOT 8 DP 19404	Noise and vibration effects during construction and operation of the third main.
60 Rosella Road, Mangere East	LOT 11 DP 19404	Noise and vibration effects during construction and operation of the third main. Potential operational noise and vibration effects.
62 Rosella Road, Mangere East	LOT 12 DP 19404	Noise and vibration effects during construction and operation of the third main.
Unit 1 64A Rosella Road, Mangere East	UNIT 1 DP 485779	Noise and vibration effects during construction and operation of the third main
Unit 2 64A Rosella Road, Mangere East	UNIT 2 DP 485779	Noise and vibration effects during construction and operation of the third main
Unit 3 64A Rosella Road, Mangere East	UNIT 3 DP 485779	Noise and vibration effects during construction and operation of the third main
Unit 4 64A Rosella Road, Mangere East	UNIT 4 DP 485779	Noise and vibration effects during construction and operation of the third main
Unit 5 64A Rosella Road, Mangere East	UNIT 5 DP 485779	Noise and vibration effects during construction and operation of the third main.

Property address	Legal Description	Reason
16 Gordon Road, Papatoetoe	LOT 54 DP 20068	Adjoins worksite and NIMT access point at Gordon Reserve.
1/16 Gordon Road, Papatoetoe Auckland	LOT 54 DP 20068, FLAT 1 DP 111700	Adjoins worksite and NIMT access point at Gordon Reserve.
2/16 Gordon Road, Papatoetoe Auckland	LOT 54 DP 20068, FLAT 2 DP 111700	Adjoins worksite and NIMT access point at Gordon Reserve.
5 Clendon Avenue, Papatoetoe	LOT 5 DP 18630	Adjoins worksite and NIMT access point at Puhinui Station.

Following iwi engagement, KiwiRail also requested the following hapū are included in the limited notification of the alteration to designation (in no particular order):

- Ngāi Tai ki Tāmaki Tribal Trust;
- Ngāti Maru Runanga Trust;
- Ngāti Tamaoho Trust;
- Ngāti Tamaterā Treaty Settlement Trust;
- Te Ara Rangatu o Te Iwi o Ngāti Te Ata Waiohū;
- Ngāti Whanaunga Incorporated;
- Te Runanga o Ngāti Whātua;
- Te Kawerau Iwi Settlement Trust;
- Te Ākitai Waiohū Iwi Authority;
- Te Patukirikiri Iwi Trust;
- Te Whakakitenga o Waikato Incorporated;
- Makaurau Marae Māori Trust;
- Ngāti Paoa Iwi Trust; and
- Ngāti Whātua o Ōrākei Trust Board.

It is noted that the NoR is for the alteration of an existing rail designation and the adverse effects of this alteration are limited to either the sites required for works or adjoining properties. Minor infrastructure upgrades are a common occurrence in the Auckland urban area and the works addressed by this NoR are similar in scale to other projects across the region. Furthermore, there are no unusual aspects to the works nor are works proposed in culturally or ecologically sensitive locations. As such, it is considered that there are no 'special circumstances' that exist to justify the public notification of this application³⁸.

38 Section 149ZCB(4).

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Thus, it is considered that public notification of the application is not required, and the application can be processed on a limited notified basis.

10. Statutory Considerations

The following statutory assessment is provided in accordance with those sections of the RMA applicable to a NoR.

10.1 Section 171 Assessment

10.1.1 Section 171(1) – Effects on the Environment

This section of the Act requires that regard is given to any actual and potential effects on the environment of allowing the requirement.

An assessment of the actual and potential environmental effects as a result of implementing the proposed works is included in Section 7 of this AEE. It was determined that the works associated with this alteration to designation would have no more than minor adverse effects, with these effects addressed through both the use of management plans and the project's detailed design. The AEE has also identified that the project will have significant positive effects for local communities and the wider Auckland region given the role it will have in providing improved rail services both intra and inter-regionally.

10.1.2 Section 171(1)(a)(i) – National Policy Statement

It is noted that the following National Policy Statements are relevant to the proposed works:

National Policy Statement on Urban Development Capacity (NPS-UDC)

Objective Group A – Outcomes for planning decisions

OA1: Effective and efficient urban environments that enable people and communities and future generations to provide for their social, economic, cultural and environmental wellbeing.

OA3: Urban environments that, over time, develop and change in response to the changing needs of people and communities and future generations.

Objective Group C – Responsive planning

OC1: Planning decisions, practice and methods that enable urban development which provides for social, economic, cultural and environmental wellbeing of people and communities and future generations in the short, medium and long term.

Comment

The provision of effective and efficient urban environments is reliant on transport networks which can adequately serve the community. As noted in Sections 2 and 3 of the AEE, significant population growth is projected in the Auckland urban area of the next 30 years. When this population growth is coupled with the anticipated increase in freight demand, the proposed works are critical to delivering a rail network which meets the objectives of the NPS-UDC. Without the proposed works both the economic and social wellbeing of Aucklanders would be adversely affected, while a lack of adequate rail services would also likely result in increased greenhouse gas emissions.

Furthermore, the proposed works will provide greater opportunities for the efficient movement of freight and workers, greater accessibility for residents to recreation and education and provide improved connectivity for

South Auckland's communities to the wider region. Lastly, improved rail services will also assist in reducing traffic congestion, greenhouse gas emissions and will help reduce road accident rates.

Given these factors, the alteration to the designation is consistent with the NPS-UDC.

National Policy Statement for Freshwater Management (NPS-FM)

Objective A1

To safeguard:

- a) *The life-supporting capacity, ecosystem processes and indigenous species including their associated ecosystem, of fresh water; and*
- b) *The health of people and communities, as affected by contact with fresh water;*

In sustainably managing the use and development of land, and of discharges of contaminants.

Objective D1

To provide for the involvement of iwi and hapū, and to ensure that tangata whenua values and interests are identified and reflected in the management of fresh water including associated ecosystems, and decision-making regarding freshwater planning, including on how all other objectives of this national policy statement are given effect to.

Comment

While the effects on freshwater values from required streamworks and contaminant discharges will be addressed by future resource consent applications, it is noted that this NoR will provide for earthworks which could adversely affect freshwater values. In order to address this an ESCP will be developed in accordance with GD05 and implemented during construction to limit the potential discharge of sediment into the surrounding environment. The use of an ESCP will ensure that the freshwater values associated with any receiving environments (e.g. the stream at Middlemore Station or Puhinui Stream) will be safeguarded.

In addition, KiwiRail have engaged with local iwi to help identify key cultural issues associated with the project. This engagement will continue following lodgement of this alteration to designation and will inform the future outline plan and resource consents for the third main works.

Given the above, this alteration to the designation is consistent with the NPS-FM.

10.1.3 Section 171(1)(a)(ii) – New Zealand Coastal Policy Statement

This section of the Act requires that regard is given to any relevant provisions of a New Zealand Coastal Policy Statement (NZCPS). As the project is not located in the coastal environment, the NZCPS is not considered relevant.

10.1.4 Section 171(1)(a)(iii) – Regional Policy Statement or Proposed Regional Policy Statement

Section 104(1)(b)(v) of the Act requires that regard is given to any relevant provisions of a regional policy statement or proposed regional policy statement.

The relevant provisions of the AUP(OP) Regional Policy Statement are provided in Table 10-1.

Table 10-1: Auckland Unitary Plan Regional Policy Statement provisions

Reference	Objective/Policy	Is the Proposal Consistent	Comment
<p>Urban growth and form</p>	<p><u>Objectives B2.2.1</u> (1) A quality compact urban form that enables all of the following: (a) a higher-quality urban environment; (b) greater productivity and economic growth; (c) better use of existing infrastructure and efficient provision of new infrastructure; (d) improved and more effective public transport; (e) greater social and cultural vitality; (g) reduced adverse environmental effects. (2) Urban growth is primarily accommodated within the urban area 2016 (as identified in Appendix 1A). (3) Sufficient development capacity and land supply is provided to accommodate residential, commercial, industrial growth and social facilities to support growth. <u>Policies B2.2.2</u> (4) Promote urban growth and intensification within the urban area 2016 (as identified in Appendix 1A), enable urban growth and intensification within the Rural Urban Boundary, towns, and rural and coastal towns and villages, and avoid urbanisation outside these areas.</p>	<p>Yes</p>	<p>The project enables a quality compact urban form given the role that public transport provides in serving both greenfield and brownfield development. Furthermore, the project provides for resilient and reliable transport connections through additional corridor capacity and reducing the service disruptions caused by malfunctioning locomotives. Such transport connections are critical to successful urban development given their role in reducing congestion and improving intra-regional connectivity. The project makes good use of existing infrastructure and through additional investment, provides additional network capacity for both freight and passenger services with minimal adverse environmental effects. In addition, by increasing network capacity the project increases the accessibility of Auckland's residents to work, study, cultural and recreational opportunities. This helps support greater social and cultural vitality in Auckland. The increased freight capacity will also support the economic development of the region, improves its economic linkages to other regions and supports the long-term plans of the POA.</p>

Reference	Objective/Policy	Is the Proposal Consistent	Comment
			<p>Lastly, KiwiRail have also sought to minimise the environmental effects of the project, such as by avoiding the relocation of the historic Papatoetoe station building or the undertaking of significant alterations to the road corridor of Shirley Road. The use of management plans for both construction related traffic and noise/vibration will also assist in minimising its potential adverse effects.</p>
	<p><u>Objectives B2.3.1</u> (1) A quality-built environment where subdivision, use and development do all of the following: (a) respond to the intrinsic qualities and physical characteristics of the site and area, including its setting; (b) reinforce the hierarchy of centres and corridors; (c) contribute to a diverse mix of choice and opportunity for people and communities; (d) maximise resource and infrastructure efficiency; (e) are capable of adapting to changing needs; and <u>Policies B2.3.2</u> (1) Manage the form and design of subdivision, use and development so that it does all of the following: (a) supports the planned future environment, including its shape, landform, outlook, location and relationship to its surroundings, including landscape and heritage; (b) contributes to the safety of the site, street and neighbourhood; (c) develops street networks and block patterns that provide good access and enable a range of travel options;</p>	<p>Yes</p>	<p>KiwiRail has sought to ensure that the upgrade of Middlemore Station aligns with other existing land uses.</p> <p>In particular, it is proposed to connect the extended pedestrian bridge to the CMDHB multi-storey car park. This will improve linkages between the two hospital sites and provide CMDHB staff a more direct route between the car park and the main hospital site. At ground level, the proposed works will include improved pedestrian movements to and from the station.</p> <p>While detailed design of Middlemore Station will be provided as a future Outline Plan, KiwiRail is cognisant of local board and community interest in the station design. Given this, KiwiRail will progress the station design in consultation with the Māngere-Ōtāhuhu Board, the CMDHB and mana whenua.</p>

Reference	Objective/Policy	Is the Proposal Consistent	Comment
Infrastructure	<p>(d) achieves a high level of amenity and safety for pedestrians and cyclists;</p> <p>(e) meets the functional, and operational needs of the intended use; and</p> <p>(f) allows for change and enables innovative design and adaptive re-use.</p> <p>(2) Encourage subdivision, use and development to be designed to promote the health, safety and well-being of people and communities by all of the following:</p> <p>(a) providing access for people of all ages and abilities;</p> <p>(b) enabling walking, cycling and public transport and minimising vehicle movements; and</p> <p>(c) minimising the adverse effects of discharges of contaminants from land use activities (including transport effects) and subdivision.</p>	Yes	<p>Furthermore, a landscape plan will be provided to Auckland Council as part of a future Outline Plan.</p> <p>In addition, the detailed station design will incorporate Crime Prevention Through Environmental Design (CPTED) principles to ensure the safety of both CMDHB staff and the general public.</p> <p>The works at Middlemore Station will also maintain accessibility for people of all ages and abilities. This includes providing step free access to the station platforms and improved footpaths between the station and Orakau Road.</p> <p>KiwiRail has also sought to minimise the use of large retaining walls in the other sections of the corridor. While some additional walls are proposed, they will blend into the current character of the wider rail corridor.</p> <p>Lastly, KiwiRail will minimise any adverse effects from discharges of contaminants through future resource consent applications and an associated SMP.</p>
	<p><u>Objectives B3.2.1</u></p> <p>(1) Infrastructure is resilient, efficient and effective.</p> <p>(2) The benefits of infrastructure are recognised, including:</p> <p>(a) providing essential services for the functioning of communities, businesses and industries within and beyond Auckland;</p> <p>(d) providing for public health, safety and the well-being of people and communities;</p>		<p>The proposed works will ensure that the NIMT is resilient, efficient and effective given the extra network capacity provided.</p> <p>As noted in section 7.1, the proposed works will provide significant benefits to Auckland residents and businesses. The additional rail network capacity provided will allow for the projected service demands on the NIMT. The</p>

Reference	Objective/Policy	Is the Proposal Consistent	Comment
	<p>(e) protecting the quality of the natural environment;</p> <p>(3) Development, operation, maintenance, and upgrading of infrastructure is enabled, while managing adverse effects on:</p> <p>(a) the quality of the environment and, in particular, natural and physical resources that have been scheduled in the Unitary Plan in relation to natural heritage, Mana Whenua, natural resources, coastal environment, historic heritage and special character;</p> <p>(b) the health and safety of communities and amenity values.</p> <p>(4) The functional and operational needs of infrastructure are recognised.</p> <p>(8) The adverse effects of infrastructure are avoided, remedied or mitigated.</p> <p><u>Policies B4.2.2</u></p> <p>(1) Enable the efficient development, operation, maintenance and upgrading of infrastructure.</p> <p>(2) Recognise the value of investment in existing infrastructure.</p> <p>(6) Enable the development, operation, maintenance and upgrading of infrastructure in areas with natural and physical resources that have been scheduled in the Unitary Plan in relation to natural heritage, Mana Whenua, natural resources, coastal environment, historic heritage and special character while ensuring that the adverse effects on the values of such areas are avoided where practicable or otherwise remedied or mitigated.</p> <p>(8) Avoid, remedy or mitigate the adverse effects from the construction, operation, maintenance or repair of infrastructure.</p>		<p>project also helps support the AUP(OP)'s urban growth model, thereby supporting the wider strategic objectives of Auckland Council.</p> <p>In addition, additional rail capacity helps reduce dependence on road vehicles to move both passengers and freight, thereby reducing congestion, road accidents and regionwide GHG emissions.</p> <p>While some minor adverse effects are anticipated, these are largely limited to the construction phase and can be addressed using standard management practices (e.g. a CTMP).</p> <p>Lastly, the works generally avoid any sensitive ecological, cultural or historic heritage items. Works at Papatoetoe Station will be undertaken in accordance with an archaeological authority from HNZ to ensure any heritage features are appropriately protected and recorded.</p> <p>Lastly, the streamworks at Middlemore Station will be addressed through a future resource consent application under s13 of the RMA.</p>
Transport	<p><u>Objectives B3.3.1</u></p> <p>(1) Effective, efficient and safe transport that:</p> <p>(a) supports the movement of people, goods and services;</p> <p>(b) integrates with and supports a quality compact urban form;</p>	Yes	<p>As previously discussed, the NoR will help provide additional rail network capacity, thereby supporting the ongoing movement of people, goods and services as Auckland grows. This additional capacity has been integrated with the planned quality compact urban</p>

Reference	Objective/Policy	Is the Proposal Consistent	Comment
	<p>(c) enables growth;</p> <p>(d) avoids, remedies or mitigates adverse effects on the quality of the environment and amenity values and the health and safety of people and communities; and</p> <p>(e) facilitates transport choices, recognises different trip characteristics and enables accessibility and mobility for all sectors of the community.</p> <p><u>Policies B3.3.2</u></p> <p>(1) Enable the effective, efficient and safe development, operation, maintenance and upgrading of all modes of an integrated transport system.</p> <p>(2) Enable the movement of people, goods and services and ensure accessibility to sites.</p> <p>(3) Identify and protect existing and future areas and routes for developing Auckland's transport infrastructure.</p> <p>(4) Ensure that transport infrastructure is designed, located and managed to:</p> <p>(a) integrate with adjacent land uses, taking into account their current and planned use, intensity, scale, character and amenity; and</p> <p>(b) provide effective pedestrian and cycle connections.</p> <p>(5) Improve the integration of land use and transport by:</p> <p>(a) ensuring transport infrastructure is planned, funded and staged to integrate with urban growth;</p> <p>(7) Avoid, remedy or mitigate the adverse effects associated with the construction or operation of transport infrastructure on the environment and on community health and safety.</p>		<p>growth model and provides a transport network which provides for TODs and urban intensification.</p> <p>The works are also integrated with existing land uses, such as ensuring that the extended pedestrian bridge connects to the CMDHB car park building. The station upgrade at Middlemore also provides for differently abled persons, with step free access available to and from trains.</p> <p>KiwiRail has also sought to minimise any adverse effects, including avoiding the relocation of the original Papatōetoe Station building, minimising the number of retaining walls required and employing a range of construction management practices.</p> <p>It is also noted that the use of the NoR is necessary to protect the upgraded NIMT from conflicting land uses. Without the additional area being designated development along the corridor alignment will prevent construction of the third main, having regionwide effects to further developing the integrated transport network.</p> <p>In particular, this would impact on KiwiRail's ability to upgrade the corridor and meet projected rail service demand. In this situation, the ability for the rail corridor to provide the rail services required by future population growth and freight operators would be adversely affected, with subsequent adverse</p>

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Reference	Objective/Policy	Is the Proposal Consistent	Comment
			impacts on the economic and social wellbeing of the community.

10.1.5 Section 171(1)(a) – Plan or Proposed Plan

This section of the Act requires that regard is given to any relevant provisions of a plan or proposed plan.

The relevant provisions of the AUP(OP) are summarised in Table 10-2.

Table 10-2: Relevant AUP(OP) provisions

Reference	Objective/Policy	Is the Proposal Consistent	Comment
<p>Water quality and integrated management</p>	<p><u>Objectives E.1.2</u> (1) Freshwater and sediment quality is maintained where it is excellent or good and progressively improved over time in degraded areas. (2) The mauri of freshwater is maintained or progressively improved over time to enable traditional and cultural use of this resource by Mana Whenua. (3) Stormwater and wastewater networks are managed to protect public health and safety and to prevent or minimise adverse effects of contaminants on freshwater and coastal water quality.</p> <p><u>Policies E.1.3</u> (10) Avoid as far as practicable, or otherwise minimise or mitigate adverse effects of stormwater diversions and discharges, having particular regard to: (a) the nature, quality, volume and peak flow of the stormwater runoff; (b) the sensitivity of freshwater systems and coastal waters, including the Hauraki Gulf Marine Park; (c) the potential for the diversion and discharge to create or exacerbate flood risks; (d) options to manage stormwater on-site or the use of communal stormwater management measures; (e) practical limitations in respect of the measures that can be applied; and (f) the current state of receiving environments.</p> <p>(14) Adopt the best practicable option to minimise the adverse effects of stormwater discharges from stormwater network and infrastructure including road, and rail having regard to all of the following: (a) the best practicable option criteria as set out in section 2 of the Resource Management Act 1991;</p>	<p>Yes</p>	<p>The water quality effects of proposed works will be captured in future resource consents for both bulk earthworks and the potential disturbance and discharge of soil contaminants. While the detailed design of wider corridor improvements has yet to be confirmed, it is noted that KiwiRail proposes to employ both an ESCP and a SMP during construction.</p> <p>The details of both management plans will be addressed through future resource consent applications, but these documents will be consistent with relevant Auckland Council guidelines (e.g. GD05).</p> <p>The proposed stormwater design will also be developed in the detailed design phase. However, the stormwater management used for the works addressed by this alteration to the rail designation will be designed in accordance with relevant Auckland Council guidance documents (e.g. GD01).</p> <p>In addition, KiwiRail has engaged with mana whenua regarding the cultural effects of the proposed works. This engagement will be ongoing and used to develop the detailed design, which itself will be subject to both an Outline Plan and resource consent applications.</p>

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Reference	Objective/Policy	Is the Proposal Consistent	Comment
Land disturbance - district	<p>(b) the reasonable timeframes over which adverse effects can be avoided as far as practicable, or otherwise minimised or mitigated;</p> <p>(c) the scale and significance of the adverse effects;</p> <p>(d) infrastructure investment priorities and the consequences of delaying infrastructural improvements in other areas;</p> <p>(e) the ability to prevent or minimise existing adverse effects having regard to the effectiveness and timeframes of other feasible methods, including land use controls;</p> <p>(f) opportunities to integrate with other major infrastructure projects or works;</p> <p>(g) the need to maintain and optimise existing stormwater networks and provide for planned land use and development; and</p> <p>(h) operational requirements and space limitations.</p> <p><u>Objectives E11.2</u></p> <p>(1) Land disturbance is undertaken in a manner that protects the safety of people and avoids, remedies or mitigates adverse effects on the environment.</p> <p><u>Policies E11.3</u></p> <p>(1) Avoid where practicable, and otherwise, mitigate, or where appropriate, remedy adverse effects of land disturbance on areas where there are natural and physical resources that have been scheduled in the Plan in relation to natural heritage, Mana Whenua, natural resources, coastal environment, historic heritage and special character.</p> <p>(2) Manage the amount of land being disturbed at any one time, to:</p> <p>(a) avoid, remedy or mitigate adverse construction noise, vibration, odour, dust, lighting and traffic effects;</p> <p>(b) avoid, remedy or mitigate adverse effects on accidentally discovered sensitive material; and</p>	Yes	<p>As previously noted, an ESCP will be employed for the duration of the project's construction phase. The ESCP will be developed in accordance with the requirements of GD05 and will be submitted as part of a future land use resource consent application for bulk earthworks. This resource consent application will also incorporate any related matters raised by mana whenua.</p> <p>While some earthworks are proposed to the properties at Station Road, land disturbance is limited to these site's rear boundaries and will be subject to the controls of an archaeological authority by HNZ.</p>

Reference	Objective/Policy	Is the Proposal Consistent	Comment
	<p>(c) maintain the cultural and spiritual values of Mana Whenua in terms of land and water quality, preservation of wāhi tapu, and kaimoana gathering, maintain the cultural and spiritual values of Mana Whenua in terms of land and water quality, preservation of wāhi tapu, and kaimoana gathering.</p> <p>(3) Enable land disturbance necessary for a range of activities undertaken to provide for people and communities social, economic and cultural well-being, and their health and safety.</p> <p>(4) Manage the impact on Mana Whenua cultural heritage that is discovered undertaking land disturbance by:</p> <p>(a) requiring a protocol for the accidental discovery of kōiwi, archaeology and artefacts of Māori origin;</p> <p>(b) undertaking appropriate actions in accordance with mātauranga and tikanga Māori; and</p> <p>(c) undertaking appropriate measures to avoid adverse effects. Where adverse effects cannot be avoided, effects are remedied or mitigated.</p> <p>(5) Design and implement earthworks with recognition of existing environmental site constraints and opportunities, specific engineering requirements, and implementation of integrated water principles.</p> <p>(6) Require that earthworks are designed and undertaken in a manner that ensures the stability and safety of surrounding land, buildings and structures.</p>		<p>Furthermore, the use of a CTMP and CNVMP will address any potential adverse effects on neighbouring sites arising from land disturbance.</p> <p>Lastly, the proposed retaining walls and associated land disturbance will be undertaken in a manner which ensures the stability of the adjoining sites and structures.</p> <p>This includes the use of a managed quality assurance process to peer review all engineering designs, as well as the lodgement of building consent applications where applicable.</p>
Noise and Vibration	<p><u>Objectives E25.2</u></p> <p>(1) People are protected from unreasonable levels of noise and vibration.</p> <p>(2) The amenity values of residential zones are protected from unreasonable noise and vibration, particularly at night.</p> <p>(3) Existing and authorised activities and infrastructure, which by their nature produce high levels of noise, are appropriately protected from reverse sensitivity effects where it is reasonable to do so.</p>	Yes	<p>As detailed in the noise and vibration assessment (Appendix F), the construction noise and vibration effects of the project can be addressed via CNVMP.</p> <p>The CNVMP will be prepared and supplied to Auckland Council for certification as part of a future outline plan process. It will include measures to address noise and vibration</p>

Reference	Objective/Policy	Is the Proposal Consistent	Comment
	<p>(4) Construction activities that cannot meet noise and vibration standards are enabled while controlling duration, frequency and timing to manage adverse effects.</p> <p><u>Policies E25.3</u></p> <p>(2) Minimise, where practicable, noise and vibration at its source or on the site from which it is generated to mitigate adverse effects on adjacent sites.</p> <p>(5) Prevent significant noise-generating activities other than roads and railway lines from establishing in or immediately adjoining residential zones.</p> <p>(6) Avoid activities sensitive to noise from establishing in industrial zones where adverse effects (including reverse sensitivity effects) arise that cannot be otherwise appropriately remedied or mitigated.</p> <p>(10) Avoid, remedy or mitigate the adverse effects of noise and vibration from construction, maintenance and demolition activities while having regard to:</p> <ul style="list-style-type: none"> (a) the sensitivity of the receiving environment; and (b) the proposed duration and hours of operation of the activity; and (c) the practicability of complying with permitted noise and vibration standards. 		<p>outside of standard construction hours given the need to undertake some works during night-time or public holiday periods (due to line closure schedules).</p> <p>As part of the CNVMP's development, particular consideration will be given to CMDHB, 12 Orakau Road, 62 Rosella Road, 64A Rosella Road, 16 Gordon Road and 5 Clendon Avenue given their proximity to the works provided for by this alteration to the rail designation.</p> <p>With regard to operational effects generated by the works provided for this NoR, KiwiRail will undertake further engagement with potentially affected landowners to ascertain what mitigation measures are preferred and appropriate for the sites' current uses and enter into a third-party agreement outside of the consent process for the implementation of any mitigation where needed.</p>
Infrastructure	<p><u>Objectives E26.2.1</u></p> <ul style="list-style-type: none"> (1) The benefits of infrastructure are recognised. (2) The value of investment in infrastructure is recognised. (3) Safe, efficient and secure infrastructure is enabled, to service the needs of existing and authorised proposed subdivision, use and development. (4) Development, operation, maintenance, repair, replacement, renewal, upgrading and removal of infrastructure is enabled. (5) The resilience of infrastructure is improved and continuity of service is enabled. 	Yes	<p>As previously detailed in section 7.1, the project will deliver significant benefits to the Auckland region, by providing increased capacity for both public transport services and freight. This increase capacity in rail services is critical to Auckland's ongoing sustainable management.</p> <p>In addition, the works covered by this alteration to the rail designation, have been selected and designed for the safe, efficient and secure operation of the NIIMT. The</p>

Reference	Objective/Policy	Is the Proposal Consistent	Comment
	<p>(9) The adverse effects of infrastructure are avoided, remedied or mitigated. <u>Policies E26.2.2</u></p> <p>(1) Recognise the social, economic, cultural and environmental benefits that infrastructure provides, including:</p> <ul style="list-style-type: none"> (a) enabling enhancement of the quality of life and standard of living for people and communities; (b) providing for public health and safety; (e) enabling growth and development; (f) protecting and enhancing the environment; <p>(2) Provide for the development, operation, maintenance, repair, upgrade and removal of infrastructure throughout Auckland by recognising:</p> <ul style="list-style-type: none"> (a) functional and operational needs; (b) location, route and design needs and constraints; (c) the complexity and interconnectedness of infrastructure services; (d) the benefits of infrastructure to communities within Auckland and beyond; <p>(4) Require the development, operation, maintenance, repair, upgrading and removal of infrastructure to avoid, remedy or mitigate adverse effects, including, on the:</p> <ul style="list-style-type: none"> (a) health, well-being and safety of people and communities, including nuisance from noise, vibration, dust and odour emissions and light spill; (b) safe and efficient operation of other infrastructure; (c) amenity values of the streetscape and adjoining properties; (d) environment from temporary and ongoing discharges; and <p>(5) Consider the following matters when assessing the effects of infrastructure:</p> <ul style="list-style-type: none"> (a) the degree to which the environment has already been modified; 		<p>proposed layout of the third main will allow for additional rail services which can operate without compromising the safety of rail users, KiwiRail staff or surrounding residents. This includes the extension of the pedestrian bridge at Middlemore Station, enabling the safe movement of pedestrians over the rail corridor.</p> <p>The resilience of the NIMT will also be improved, given that the works enable the installation of crossovers. These will allow for rail services to move around broken down locomotives, thereby reducing the frequency of blocked tracks and cancelled services.</p> <p>Regardless of the project's benefits, KiwiRail is aware of the need to avoid, minimise and mitigate any adverse effects. This has involved selecting an alignment which avoids taking land from existing road corridors and the relocation of the original Papatōetoe station building.</p> <p>While construction of the project will generate some minor adverse effects, these will be managed through the use of a CNVMP, a CTMP and an ESCP. Further controls on construction will be developed and imposed through the future resource consent conditions.</p>

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Reference	Objective/Policy	Is the Proposal Consistent	Comment
	<ul style="list-style-type: none"> (b) the nature, duration, timing and frequency of the adverse effects; (c) the impact on the network and levels of service if the work is not undertaken; (d) the need for the infrastructure in the context of the wider network; and (e) the benefits provided by the infrastructure to the communities within Auckland and beyond. 		<p>Similarly, KiwiRail will continue engagement with both affected landowners and other stakeholders (e.g. mana whenua) to develop the project's detailed design. This will provide an opportunity to refine the design and layout of Middlemore Station, further reduce the scale of retaining walls and achieve appropriate offsetting for future streamworks at Middlemore.</p> <p>Lastly, it should be recognised that this NoR relates to the modification of an existing rail corridor. It is considered that investment in the upgrading of the NIMT, rather than the construction of a new corridor, represents a prudent use of existing infrastructure investment and avoids potentially significant environmental effects if such a new corridor was proposed.</p>
Transport	<p><u>Objectives E27.2</u></p> <ul style="list-style-type: none"> (1) Land use and all modes of transport are integrated in a manner that enables: <ul style="list-style-type: none"> (a) the benefits of an integrated transport network to be realised; and (b) the adverse effects of traffic generation on the transport network to be managed. (2) An integrated transport network including public transport, walking, cycling, private vehicles and freight, is provided for. (6) Road/rail crossings operate safely with neighbouring land use and development. <p><u>Policies E27.3</u></p>	Yes	<p>The proposed works represent a significant improvement to the provision of both passenger and rail services. The increased capacity provided by the third main and other works will ensure that the NIMT supports the continued integrated planning of intensified land use, projected population growth and Auckland's transport networks.</p> <p>At a fine-grained level, the proposed works have been designed to integrate with the local environment.</p>

Reference	Objective/Policy	Is the Proposal Consistent	Comment
	<p>(1) Require subdivision, use and development which:</p> <p>(a) generate trips resulting in potentially more than minor adverse effects on the safe, efficient and effective operation of the transport network;</p> <p>(b) are proposed outside of the following zones:</p> <ul style="list-style-type: none"> i. the Business – City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone; ii. Residential – Terrace Housing and Apartment Buildings Zone; iii. the Centre Fringe Office Control as shown on the planning maps; or <p>(c) do not already require an integrated transport assessment or have been approved based on an integrated transport assessment to manage adverse effects on and integrate with the transport network by measures such as travel planning, providing alternatives to private vehicle trips, staging development or undertaking improvements to the local transport network.</p>		<p>At Middlemore Station, this has involved in ensuring safe pedestrian movements to and from the station, as well as improved pedestrian linkages between both hospital sites.</p> <p>Construction traffic related effects have also been considered and can be addressed through a CTMP. The CTMP will be provided with the Outline Plan and will incorporate measures to avoid conflicts with surrounding land users (e.g. schools), as well as to prevent conflict between pedestrians and construction traffic.</p>
Contaminated land	<p><u>Objectives E30.2</u></p> <p>(1) The discharge of contaminants from contaminated land into air, or into water, or onto or into land are managed to protect the environment and human health and to enable land to be used for suitable activities now and in the future.</p> <p><u>Policies E30.3</u></p> <p>(1) Identify and record the details of land containing elevated levels of contaminants in a public register.</p> <p>(2) Require any use or development of land containing elevated levels of contaminants resulting in discharges to air, land or water to manage or remediate the contamination to a level that:</p> <ul style="list-style-type: none"> (a) allows contaminants to remain in the ground/groundwater, where it can be demonstrated that the level of residual contamination is not 		<p>While a resource consent application for contamination matters under the NESCS and the AUP(OP) will be sought at a later date, KiwiRail recognises the importance of controlling the potential discharge of contaminants to the environment. Given this, a SMP will be employed during construction to manage potential discharges.</p> <p>The use of the SMP will address any potential risks to human health, water quality or cultural values. This is standard construction management approach and is considered appropriate both the scale of works proposed and the types of contaminants that may be present.</p>

Notice of Requirement for W2QP

Reference	Objective/Policy	Is the Proposal Consistent	Comment
	<p>reasonably likely to pose a significant adverse effect on human health or the environment; and</p> <p>(b) avoids adverse effects on potable water supplies; and</p> <p>(c) avoids, remedies or mitigates significant adverse effects on ecological values, water quality, human health and amenity values; while taking into account all of the following:</p> <p>(d) the physical constraints of the site and operational practicalities;</p> <p>(e) the financial implications of the investigation, remediation, management and monitoring options;</p> <p>(f) the use of best practice contaminated land management, including the preparation and consideration of preliminary and detailed site investigations, remedial action plans, site validation reports and site management plans for the identification, monitoring and remediation of contaminated land; and</p> <p>(g) whether adequate measures are in place for the transport, disposal and tracking of contaminated soil and other contaminated material removed from a site to prevent adverse effects on the environment.</p>		
<p>Natural Hazards</p>	<p><u>Objectives E3.6.2</u></p> <p>1. Subdivision, use and development, including redevelopment in urban areas, only occurs where the risks of adverse effects from natural hazards to people, buildings, infrastructure and the environment are not increased overall and where practicable are reduced, taking into account the likely long-term effects of climate change.</p> <p>(4) Where infrastructure has a functional or operational need to locate in a natural hazard area, the risk of adverse effects to other people, property, and the environment shall be assessed and significant adverse effects are sought first to be avoided or, if avoidance is not able to be totally achieved, the residual effects are otherwise mitigated to the extent practicable.</p>	<p>Yes</p>	<p>As previously discussed, the detailed design for the project will address the stormwater attenuation to address the flooding issues associated with the sites subject to this NoR. This attenuation will be designed in accordance with Auckland Council's technical standards (e.g. TP108) and in consultation with the Healthy Waters department. In addition, KiwiRail infrastructure in either overland flow paths or flood plains will be designed to be flood resilient, thereby minimising the potential for flood waters to</p>

Notice of Requirement for W2QP

Reference	Objective/Policy	Is the Proposal Consistent	Comment
	<p>(5) Subdivision, use and development including redevelopment, is managed to safely maintain the conveyance function of floodplains and overland flow paths.</p> <p>(6) Where appropriate, natural features and buffers are used in preference to hard protection structures to manage natural hazards.</p> <p><u>Policies E36.3</u></p> <p>(1) Identify land that may be subject to natural hazards, taking into account the likely effects of climate change, including all of the following:</p> <ul style="list-style-type: none"> (b) flood hazards; <p>(2) Consider all of the following, as part of a risk assessment of proposals to subdivide, use or develop land that is subject to natural hazards:</p> <ul style="list-style-type: none"> (a) the type, frequency and scale of the natural hazard and whether adverse effects on the development will be temporary or permanent; (b) the type of activity being undertaken and its vulnerability to natural hazard events; (c) the consequences of a natural hazard event in relation to the proposed activity; (d) the potential effects on public safety and other property; (e) any exacerbation of an existing natural hazard risk or the emergence of natural hazard risks that previously were not present at the location; (f) whether any building, structure or activity located on land subject to natural hazards near the coast can be relocated in the event of severe coastal erosion, inundation or shoreline retreat; (g) the ability to use non-structural solutions, such as planting or the retention or enhancement of natural landform buffers to avoid, remedy or mitigate hazards, rather than hard protection structures; (h) the design and construction of buildings and structures to mitigate the effects of natural hazards; 		<p>impact on either rail service reliability or the safety of rail users.</p>

Notice of Requirement for W2QP

Reference	Objective/Policy	Is the Proposal Consistent	Comment
	<p>(i) the effect of structures used to mitigate hazards on landscape values and public access;</p> <p>(j) site layout and management to avoid or mitigate the adverse effects of natural hazards, including access and exit during a natural hazard event; and</p> <p>(k) the duration of consent and how this may limit the exposure for more or less vulnerable activities to the effects of natural hazards including the likely effects of climate change.</p> <p>(4) Control subdivision, use and development of land that is subject to natural hazards so that the proposed activity does not increase, and where practicable reduces, risk associated with all of the following adverse effects:</p> <p>(a) accelerating or exacerbating the natural hazard and/or its potential impacts;</p> <p>(b) exposing vulnerable activities to the adverse effects of natural hazards</p> <p>(c) creating a risk to human life; and</p> <p>(d) increasing the natural hazard risk to neighbouring properties or infrastructure</p> <p>(13) In existing urban areas require new buildings designed to accommodate more vulnerable activities to be located:</p> <p>(a) outside of the 1 per cent annual exceedance probability (AEP) floodplain; or</p> <p>(b) within or above the 1 per cent annual exceedance probability (AEP) floodplain where safe evacuation routes or refuges are provided.</p> <p>(14) Require redevelopment of sites where existing more vulnerable activities are located within the 1 per cent annual exceedance probability (AEP) floodplain to address all of the following:</p> <p>(a) minimise risks from flood hazards within the site;</p>		

Notice of Requirement for W2QP

Reference	Objective/Policy	Is the Proposal Consistent	Comment
	<p>(b) minimise the risks from flood hazards to people and property upstream and downstream of the site;</p> <p>(c) remedy or mitigate where practicable or contribute to remedying or mitigating flood hazards in the 1 per cent annual exceedance probability floodplain;</p> <p>(d) location of habitable rooms above flood levels; and</p> <p>(e) provide safe evacuation routes or refuges from buildings and sites.</p> <p>(15) Within existing urban areas, enable buildings containing less vulnerable activities to locate in the 1 per cent annual exceedance probability (AEP) floodplains where that activity avoids, remedies or mitigates effects from flood hazards on other properties.</p> <p>(28) Take into account any authorised earthworks or drainage infrastructure which avoids, remedies or mitigates flood hazards when assessing proposed subdivision, use or development. Overland flow paths</p> <p>(29) Maintain the function of overland flow paths to convey stormwater runoff safely from a site to the receiving environment.</p> <p>(30) Require changes to overland flow paths to retain their capacity to pass stormwater flows safely without causing damage to property or the environment</p>		

10.1.6 Section 171(1)(b) – Assessment of Alternatives

As noted in Section 5, an assessment of alternatives was undertaken to determine the most appropriate design option. Three options to address the capacity issues facing the NIMT:

- Do nothing;
- Construct a third main using an alignment on the western edge of the existing NIMT; or
- Construct a third main using an alignment on the eastern edge of the existing NIMT.

From this assessment exercise, it was found that the construction of the “western alignment” works was the most appropriate method to address the issues facing the NIMT. This was due to several factors, such as the option avoiding impacts on the Shirley Road and Hospital Road corridors, as well as avoiding the removal of the original Papatoetoe Station building.

Given the above, KiwiRail has undertaken adequate consideration of alternative sites, routes and methods to satisfy section 171(1)(b).

10.1.7 Section 171(1)(c) – Whether the Works and Designation are Reasonably Necessary

The designation and works are necessary to achieve the project’s objectives (Section 3.3) given that the proposed infrastructure is not specifically provided for under the AUP(OP)’s zone-based controls. The land subject to this alteration to designation is zoned for open space, mixed use and residential purposes³⁹. None of these zones provide a suitable policy and rule framework associated with rail works and operation. Similarly, while Chapter E26 (Infrastructure) overrides each of these zones’ rules, the activities provided for by Chapter E26 are typically at a smaller scale than proposed (e.g. standalone utility structures) and do not reflect the range of activities and physical works that are required to construct and operate the third main.

In addition, KiwiRail currently does not have an interest in the sites included in this NoR. Given this, it is possible that land use changes or new structures could be established that would prevent the implementation of the proposed works. The application of a designation of the required areas of these sites secures the land needed to upgrade the NIMT corridor and ensures that members of the public are aware of the intended works.

10.1.8 Section 171(1)(c) – Other Matters

Section 171(1)(d) requires the territorial authority to consider any other matter reasonably necessary to make its recommendation on the NoR.

Auckland Plan 2050

The Auckland Plan 2050 (the Auckland Plan) is “another matter” that is relevant. It is the guiding strategic document for the Auckland Region and was a statutory requirement under s69 of the Local Government (Auckland Council) Act 2009. While the inaugural version of the Auckland Plan was published in 2012, an updated Plan was released in February 2018 for public comment and confirmed by Council in July 2018.

A key component of the Auckland Plan is the identification and provision of growth and environmental management across the Auckland Region as supported by reliable transport infrastructure. In particular, the Auckland Plan’s “Transport and Access” chapter lists the following three directions for transport planning:

³⁹ It is noted that the land required within the Orakau Road carriageway is unzoned under the AUP(OP).

- Better connect people, places, goods and services;
- Increase genuine travel choices for a healthy, vibrant and equitable Auckland; and
- Maximise safety and environmental protection.

It is noted that the proposed works support all three directions. The project will ensure that Auckland's rail network has increased capacity, thereby ensuring that people and goods are efficiently transported across Auckland and to other regions. The proposed works also provide for step-free train access, allowing Aucklanders of all abilities to access passenger services. Lastly, by supporting the modal shift from private to public transport, as well as moving more freight by rail, the proposed works will assist in reducing transport related injuries and deaths.

The Auckland Plan's Development Strategy also highlights the importance of public transport investment in delivering sustainable urban development, stating:

"Ensuring that infrastructure networks have sufficient capacity to service growth is critical. The sequencing of future urban and development areas influences the timing of investment in the strategic networks needed to service these areas. Further investment in local infrastructure will be needed as these areas grow. This will require alignment between the expansion of strategic water and transport networks, and investment in local infrastructure, particularly to service development areas and future urban areas."⁴⁰

Given the importance of the NIMT in connecting both existing urban town centres and the greenfield areas of South Auckland, it is considered that works proposed by this alteration to the rail designation are consistent with the Development Strategy. Without the proposed infrastructure investment, it would become increasingly difficult to service planned growth areas or ensure the reliability of the services provided.

Given the above, the project is considered consistent with the Auckland Plan and the Council should take this into account under s171(1)(d) when making its recommendation.

Heritage New Zealand Pouhere Taonga Act 2014

Under the HNZPTA no person shall modify or destroy an archaeological site unless an authority is granted by HNZ (whether or not a site is a recorded archaeological site).

It is noted in Section 4.4.1, several of the affected sites at Papatoetoe Station are located in historic heritage overlays. While no works are proposed to either the original Papatoetoe Station building or the railway cottages on Station Road (which were constructed in 1928), some earthworks will be undertaken in these overlays. In order to ensure that any archaeological items of interest are appropriately protected and recorded, an archaeological authority from HNZ will be sought.

10.2 Part 2 (Purposes and Principles) – Sections 5, 6, 7, and 8

Part 2 provides a common set of principles to be applied to the management of all resources. In relation to this NoR, section 171(1) provides that when considering the requirement and any submissions received, the Council must consider the effects on the environment of allowing the requirement, having "particular regard" to the various matters in section 171(1)(a) to (d), which have been addressed above. However, s171(1) makes it clear that these considerations are all "subject to Part 2".

⁴⁰ Auckland Plan Development Strategy 2050, Auckland Council, 2018.

10.2.1 Section 5 Assessment

The RMA has a single overarching purpose: to promote the sustainable management of natural and physical resources. Sustainable management is defined in Section 5 of the RMA as:

...managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while –

- (a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- (b) Safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
- (c) Avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

Comment

The proposed works support the purpose of RMA as defined by section 5. In particular, the works provide the social, economic and cultural wellbeing of the community given the improved intra and inter-regional connectivity that will be provided. The works will also maintain step-free access to rail services, ensuring that the connectivity benefits of the project are available to all Aucklanders, in manner which protects their health and safety. Furthermore, the proposed works are an efficient use of existing infrastructure investment, allowing the NIMT to meet future transport demands in a manner which avoids the acquisition of significant areas of privately held land.

Lastly, the adverse effects of the proposed works will be addressed through the use of construction related management plans and the project's detailed design. This will include addressing the presence of contaminated soil, minimising noise and vibration effects on adjoining sites and providing stormwater attenuation.

10.2.2 Section 6 Assessment

Section 6 of the RMA requires that in achieving the purpose of the Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for matters of national importance. The specified matters of importance of relevance to this Project are:

- (c) the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga;*
- (f) the protection of historic heritage from inappropriate subdivision, use, and development;*
- (h) the management of significant risks from natural hazards.*

Comment

The proposed works are consistent with section 6 of the RMA. KiwiRail is continuing to engage with iwi to address any potential cultural effects, such as effects on the mauri of freshwater. The results of this engagement will be incorporated into the project's detailed design and incorporated into future outline plan and resource consent applications. In addition, the works generally avoid any effects on historic heritage and the use of an archaeological authority will ensure that any uncovered heritage items are suitably protected. Lastly, the presence of both OLFPs and flood plains has been considered and stormwater attenuation will be addressed through the detailed design process.

10.2.3 Section 7 Assessment

Under Section 7 of the RMA (Other Matters) all persons exercising functions and powers under the Act, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to:

- (a) *kaitiakitanga*;
- (b) *the efficient use and development of natural and physical resources*;
- (c) *the maintenance and enhancement of amenity values*;
- (f) *maintenance and enhancement of the quality of the environment*.

Comment

As previously noted, KiwiRail is engaging with iwi to ensure that kaitiakitanga elements are incorporated into the project's detailed design. The proposed works present an efficient use of existing infrastructure investment and will support the quality compact urban growth of Auckland, thereby providing strategic support for the wider region's natural and physical resources.

Consideration has been given to amenity values, minimising the use of retaining walls and avoiding the relocation of the original Papatoetoe Station building. In addition, KiwiRail will work with iwi and other stakeholders to ensure the upgraded Middlemore Station contributes positively to amenity values and the quality of the local environment.

As such, the project is consistent with section 7 of the RMA.

10.2.4 Section 8 Assessment

Section 8 of the RMA requires that in achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall take into account the principles of the Treaty of Waitangi.

Comment

As previously discussed, KiwiRail is committed to ongoing engagement with iwi. Interested hapū will be provided an opportunity to contribute further to the project's detailed design, including the its stormwater management, landscaping and urban design elements.

Given these factors, the Project is consistent with section 8 of the RMA.

10.2.5 Lapse Date

While it is proposed to complete all works within a 3-year period following confirmation of the NoR, it is considered prudent that a 10-year lapse date is applied given the uncertain impacts of Covid-19. A 10-year lapse date will ensure that adequate time is given for the commencement of construction and matches the standard timeframe for a review of the AUP(OP).

It is also noted that KiwiRail will uplift the designation of those areas required only for construction upon the completion of works. This will avoid blighting these sites for future development.

11. Conclusion

KiwiRail has undertaken a thorough approach to the development of this NoR to alter an existing designation, having taken into regard the requirements of the RMA, the AUP(OP) and relevant national policy statements. In addition, early engagement by KiwiRail with key stakeholders will be used to further develop the project's detailed design and ensure it meets community expectations.

The project will deliver significant benefits to Auckland, helping meet the strategic outcomes sought by the Auckland Plan while also improving Auckland's connectivity with the rest of New Zealand. Auckland faces significant growth over the coming decades and investment in heavy rail is critical to serving both new greenfield and existing brownfield communities. The project is also vital to the economic success of New Zealand, including helping the POA meet projected growth in TEU movements.

The NoR has demonstrated the importance of the project and the need to designate land outside the existing NIMT corridor for rail purposes. While some minor adverse effects are anticipated, these will be addressed through the use of standard construction management practices, further engagement with directly affected parties and plan refinement through a detailed design process. Further RMA approval processes will also provide the opportunity for Auckland Council to impose any relevant conditions on the wider project, not least in relation to bulk earthworks, streamworks and discharges.

Given the factors above and the matters assessed in the AEE, Auckland Council will be able to recommend that the alteration to designation 6302 of the AUP(OP) can be confirmed without changes.

Appendix A. Existing Designation for the North Island Main Trunk Line

Appendix B. Records of Title

Appendix C. Land Requirement Plans

Appendix D. Preliminary Site Investigation (Contamination)

Appendix E. Site Plans

Appendix F. Noise and Vibration Assessment

Appendix G. Transport Impact Assessment

Appendix H. Arboricultural Assessment

Appendix I. Historic Heritage Assessment

Appendix J. Flooding Assessment



Wiri to Quay Park

Transport Assessment

IA233800-TE-RPT-0001 | 5.0

9 September 2020

KiwiRail Holdings Limited

601001



Wiri to Quay Park

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Executive Summary

KiwiRail Holdings Limited (KiwiRail) is currently undertaking a series of improvements across its Auckland metropolitan rail network as part of its Wiri to Quay Park (W2QP) Project. The works are intended to:

- increase the rail corridor capacity;
- provide the ability to serve nine car services at Middlemore Station;
- increase network resilience while supporting urban intensification; and
- provide additional siding capacity for the Port of Auckland.

The works will require both resource consents applications and Outline Plans, with a number of land parcels outside of the designated rail corridor required on both temporary and permanent bases. These land parcels are needed to either provide construction access and/or space for structures associated with the Third Main rail line.

The purpose of this Transport Assessment to support the Notice of Requirement (NoR). Accordingly, the scope of this report covers the new access requirements for the proposed alteration to designation and the works needed to enable this designation to be granted.

From the findings that have emerged, this assessment has concluded that the proposed amendment to the designation will have less than a minor effect on the local transport network. Accordingly, there will be no noticeable changes to traffic patterns nor the road network performance as a result of the intended works and land requirements. This conclusion is formed on the basis that the only permanent changes to the transport environment will be at Middlemore Station with the expansion of the station facilities and the inclusion of a new Kiss and Ride / drop off zone. The creation of an extended station platform requires the relocation of the northern car park access to No. 64 Rosella Road. The required works at this location will result in the loss of approximately 37 of the existing car parks that service Middlemore Hospital staff. It is further assessed that there are however opportunities to create new spaces within the existing secured carpark area to mitigate any potential parking reduction. Any such changes will be undertaken in consultation with Counties Manukau District Health Board (CMDHB). Discussions are on-going between KiwiRail and CMDHB regarding the future plans for the site.

During the proposed construction, a number of properties will require partial acquisition to enable retaining walls to be constructed as well as access to the rail corridor for construction staff and equipment. The transport related effects during construction have been fully considered whereupon it is concluded that such demands can be appropriately managed through an approved Construction Traffic Management Plan (CTMP).

To ensure these demands are appropriately controlled, it is recommended that a detailed CTMP be developed in consultation with Auckland Transport to define:

- The type, and number of construction vehicles, any potential congestion impact on the network and mitigation for these effects;
- Safe site access requirements including routes to/from the site, and temporary traffic control measures required;
- Safe pedestrian and cyclist routes across and around construction sites /accesses including school and hospital routes; and
- Minimise any potential conflicts between pedestrian and construction activities at stations and park and ride facilities.

With the application of sound engineering and traffic management controls, the proposed land and construction requirements associated with this proposal can be supported from a traffic planning perspective.

1. Introduction

1.1 Project Introduction

KiwiRail Holdings Limited (KiwiRail) is currently undertaking a series of improvements across its Auckland metropolitan rail network. The Wiri to Quay Park (W2QP) Project is one of a number of projects in the wider works programme. The purpose of this \$315 million project is to ease congestion of the busiest sections of Auckland's metro rail network, as well as provide for the future demands on the rail network by both passenger and freight services. The project will also improve network resilience and assist in Government goals to reduce greenhouse gas emissions (by reducing private and heavy vehicle use).

W2QP is broken down into four separate spatially based packages of work (running north from Wiri):

- **Package 1: *Wiri Junction*** - Additional tracks and crossovers to improve the functioning of Wiri Junction.
- **Package 2: *Wiri to Middlemore*** - A new 3.6km section of track between Middlemore Station and Wiri Junction, as well as the upgrading of Middlemore Station. These works will increase the capacity of the North Island Main Truck (NIMT) and future proof Middlemore Station for 9-car services.
- **Package 3: *Westfield Junction*** - A new layover track on the NIMT eastern line to provide timetable flexibility to cross the Westfield Junction, as well as works within the Westfield Yard to ensure that freight operations do not foul the mainline and impact other rail services.
- **Package 4: *Quay Park*** - A 1 km track extension and mainline connections into the Ports of Auckland (POA) freight facility, thereby allowing for faster entry and exit into and out of the Port.

Works are due to commence mid to late 2020 and will take approximately three years to complete¹.

Each package of works is subject to separate processes under the Resource Management Act 1991 (RMA), including Outline Plans, resource consents and a single Notice of Requirement (NoR) to amend the designation. This report supports the Assessment of Environment Effects (AEE) addresses the NoR.

The amendment to the designation will enable an increase in the rail corridor capacity, provide the future ability to serve nine car services at Middlemore Station, increase the frequency and number of rail services, increase network resilience, and supports urban intensification. While the works will require both resource consents and an Outline Plan, a series of land parcels outside the existing designated rail corridor are required on both temporary and permanent bases. These land parcels are needed to either provide construction access and/or structures associated with the Third Main.

1.2 Purpose and Scope

The purpose of this Transport Assessment to support the NoR for the amendment to the designation. The scope of this report covers new access requirements associated with the proposed alteration to designation. Therefore, it assesses the likely effects of the proposed changes required for the Third Main. The report will cover:

- A site description of the proposed rail network and works location in Section 2;
- Section 3 will describe the current transport environment;
- Any proposed future changes known will be covered in Section 4;
- The proposed development and works to be undertaken will be described in Section 5;
- Section 6 will undertake an assessment of the effects of the proposal; and
- Section 7 will provide a summary and recommendations of the Transport Assessment.

¹ It should be noted that the works addressed by the NoR are scheduled to commence in mid-2021.

2. Site Description

2.1 Site Location

In the Auckland Region, KiwiRail is responsible for the operation and maintenance of both the Metro rail network and sections of the NIMT Line outside the urban area. Within the urban area, Auckland Transport (AT) is responsible for the operation of passenger services, although these services use KiwiRail tracks and stations.

As shown in Figure 2-1, the Auckland Metro Network consists of four lines:

- The Southern Line, which runs from Pukekohe to Britomart;
- The Eastern Line, which runs from Manukau to Britomart;
- The Western Line, which runs from Swanson to Britomart; and
- The Onehunga Line, which runs from Onehunga to Britomart.

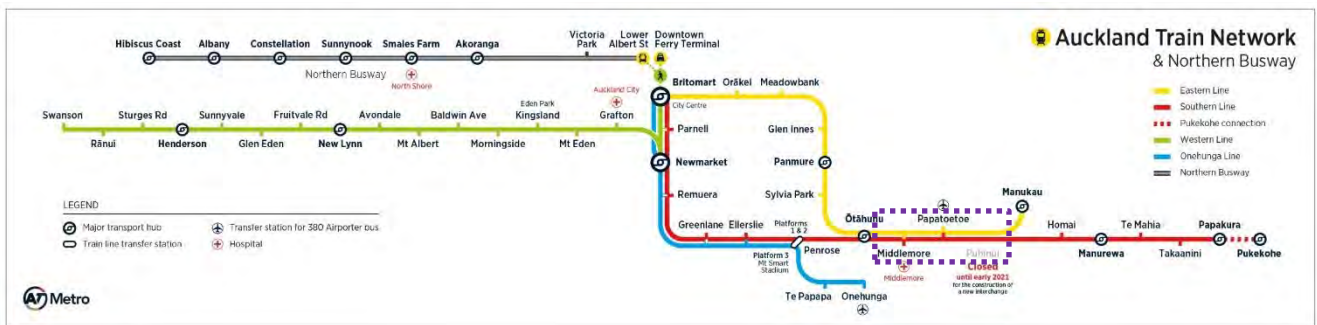


Figure 2-1: AT Metro's Auckland Rapid Transit Network

The W2QP constructs a third rail track (referred to as the "Third Main") on sections of the NIMT and junction upgrades at Wiri and Westfield yards. These works also include a new 3.6km section of additional rail line and includes upgraded station platforms at Middlemore and Papatoetoe (as shown in the purple dashed both in Figure 2-1). The proposal excludes Puhinui Station (which is being upgraded by Auckland Transport as a separate project). The majority of the proposed works are through the core urban area of South Auckland, from Middlemore in the north to Wiri in the south. The project corridor also runs past Old Papatoetoe and through the Puhinui area too.

Within the project there are four areas where an alteration to the designation is required to enable the Third Main track to be constructed. The four areas are shown in Figure 2-2 and are:

- Bridge Street and Clendon Avenue near Puhinui Station – shown in the red circle;
- Station Road near Papatoetoe Station – shown in the purple circle;
- Middlemore Station – shown in the blue circle; and
- Southern Access Areas at Cavendish Drive and Wiri – shown in the black circles.

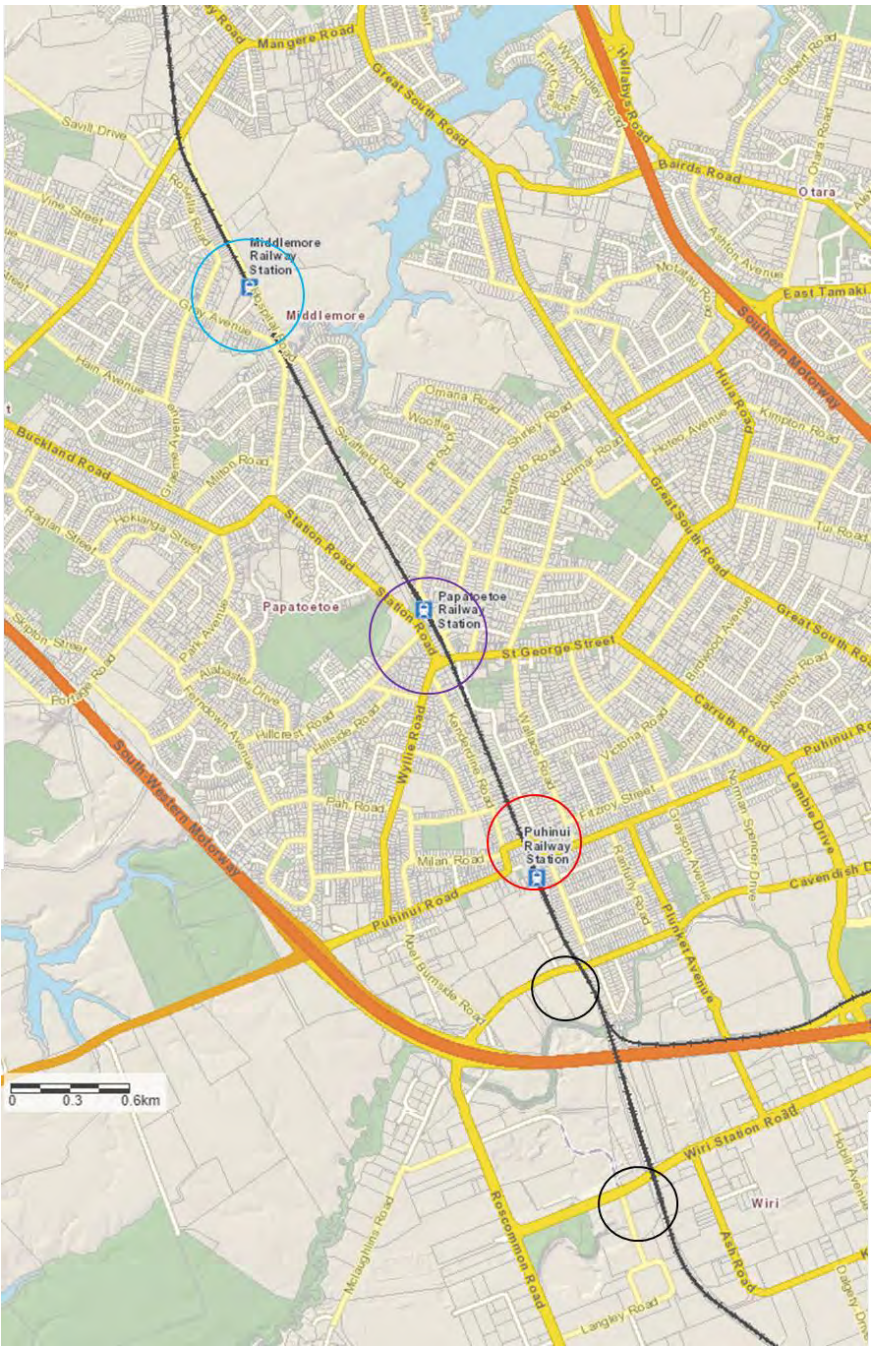


Figure 2-2: Location of Proposed Works (Base map source: Auckland Council GeoMaps)

2.2 Site Walkover

A site walkover was undertaken on Friday 22 May 2020. The purpose of this site visit was to understand the extent of the potential alteration to designation and the locations where access would be required both in a temporary and permanent capacity for the intended works. The site visit covered the following three main areas:

- Bridge Street near Puhinui Station, including Kenderdine Road and Puhinui Road;
- Station Road near Papatoetoe Station, including Wyllie Road and Kenderdine Road; and
- Middlemore Station, including Orakau Road, Rosella Road and Gray Avenue.

Photos from the site visit are included throughout the report to show current site conditions.

2.3 Land Use

The land use in the surrounding area is shown in Figure 2-3. The surrounding area is predominately residential zones, with a mix of permitted housing types (including terrace housing and apartment buildings) within the immediate area surrounding the train stations. South of Puhinui Station the zones transition to more business type zones, with the access areas being in light and heavy industrial zones.

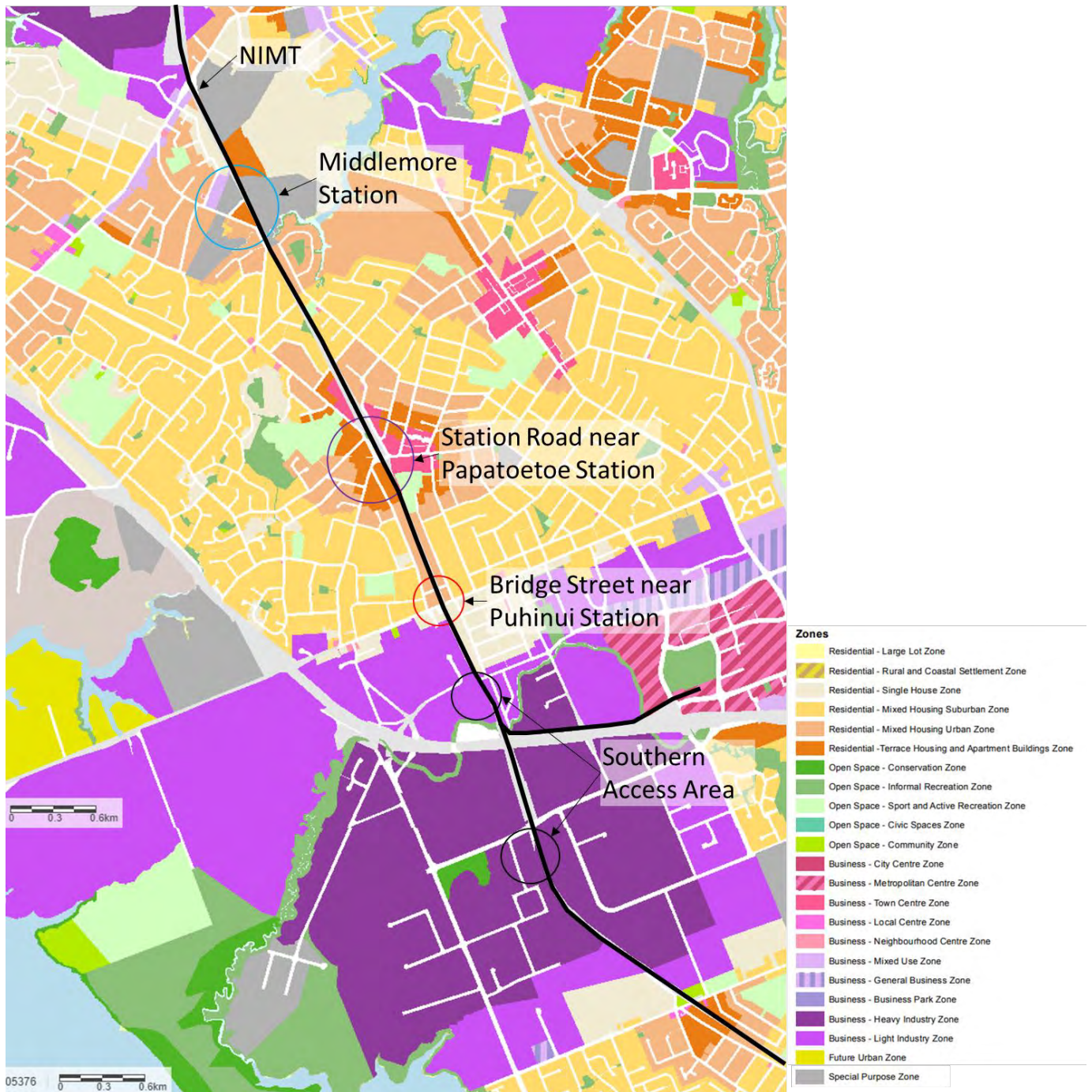


Figure 2-3: Land Use Zones along the North Island Main Trunk (Base map source: Auckland Council GeoMaps)

A key land use within the area is the Middlemore Hospital and its supporting services as shown in grey within the Middlemore Station area in Figure 2-3.

There are a number of schools in the vicinity of the site areas as shown in Figure 2-4. These include the following:

- Primary Schools (shown in hashed peach areas and labelled):
 - 1) Rise Up Academy School, Rosella Road;
 - 2) Papatoetoe West School, Hillcrest Road off Station Road; and
 - 3) Papatoetoe South School, Milan Road, off Kenderdine Road.
- Intermediate and Secondary schools (shown in hashed blue areas and labelled):
 - 4) De La Salle College, Gray Avenue; and
 - 5) Kings College, adjacent to Hospital Road.

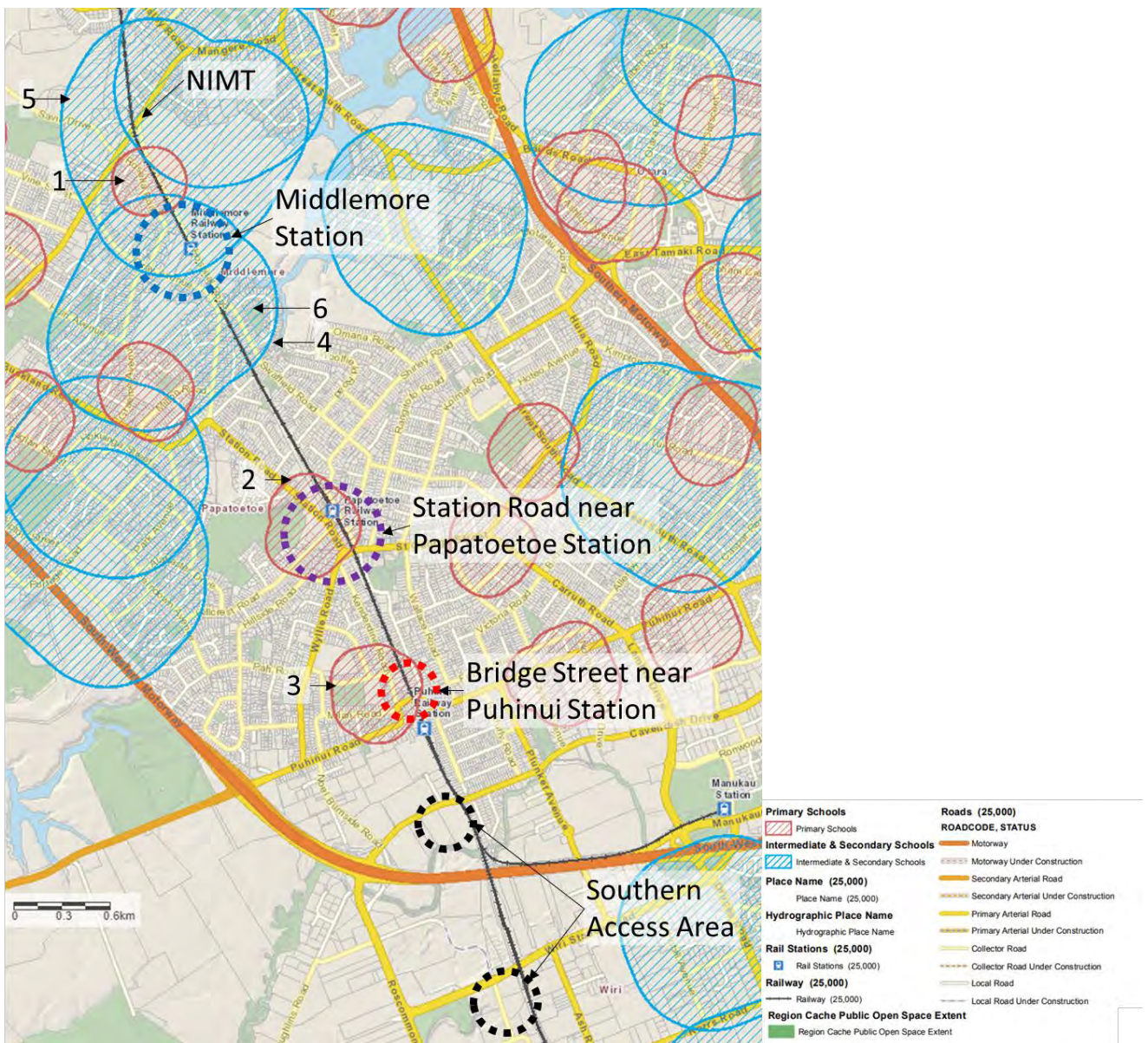


Figure 2-4: Location of schools within the vicinity of Proposed Designation (Base map source: Auckland Council GeoMaps)

3. Existing Transport Environment

In the project scope there are three areas that alteration to the designation is required to enable the third main and associated rail infrastructure to be constructed. The following section describes the current transport environment in the context of these areas including the road network, current walking and cycling facilities and access to public transport facilities.

3.1 Bridge Street near Puhinui Station

Puhinui Road forms a main east-west road across south Auckland and provides a direct link to Auckland Airport to the west. It is classified as a Secondary Arterial road in the Chapter 4 Road Classification of the Auckland Transport Code of Practice². The function of the road is to provide movement within the district between key nodes. It is a two-lane two-way road, with right turning bays into side roads. On-road cycle lanes are provided on both sides of the road, adjacent to the kerb on the southern side with no parking, and between parking areas and the road carriageway on the northern side. Both sides of Puhinui Road and Kenderdine Road has footpaths separated from the carriageway / parking / cycle lanes by grass verges as shown in Figure 3-1.

The NIMT intersects Puhinui Road severing connection at this point. To cross the rail corridor the road dog-legs using a short section of Kenderdine Road, Bridge Street and Cambridge Terrace before continuing east as Puhinui Road. Over the road bridge, the formed road corridor narrows and the cycle lanes and parking are removed as shown in Figure 3-2.

At Bridge Street the seven-day average annual traffic volume of approximately 17,000 vehicles per day was recorded in August 2019. The current speed limit is posted at 50km/h however, due to the tight corners as the road crosses over the rail line the speeds were generally observed to be lower.

Intersecting Bridge Street is Kenderdine Road at a Give Way control. This road provides a north-south road parallel to the rail corridor on the western side. It serves a residential area with properties rear boundary adjacent to the rail corridor. Kenderdine Road provides one entrance to Papatoetoe South School approximately 130m from the intersection with Bridge Street. It is a two lane, two way long straight road, with parking permitted on both sides as shown in Figure 3-3. The current speed limit is posted at 50km/h with a recorded average daily traffic count of 3,750 in 2016³. Footpaths are provided on both sides of the road separated from the carriageway with a grass berm. A raised zebra crossing is located near 79 Kenderdine Road at the entrance to Papatoetoe South School. There are no cycle facilities provided along Kenderdine Road.

Clendon Avenue intersects Cambridge Terrace and Puhinui Road on the east side of the road corridor, adjacent to the Puhinui Station at a Give Way control. This is a two-lane two-way road serving a residential area with footpaths on both sides separated from the carriageway by grass berms. Parking is also permitted on both sides of the road. Along the length of the road there are speed bumps to slow traffic down. There is no vehicle access to Cavendish Drive at the southern end, but pedestrian access is provided.

² Auckland Transport draft Code of Practice 2013

³ Auckland Transport Open GIS Data, <https://data-atgis.opendata.arcgis.com/datasets/average-daily-traffic-counts>



Figure 3-1: Kenderdine Road looking south to Puhinui Road and Puhinui Road/Kenderdine Road intersection looking west along Puhinui Road



Figure 3-2: Bridge Street looking west over the rail line and looking east from towards Kenderdine Road



Figure 3-3: Kenderdine Road, looking north from zebra crossing and looking south towards Bridge Street

With the temporary closure of the Puhinui Station no passenger trains currently stop at Puhinui Station. As an alternative, a new free bus service (Route 349 Puhinui loop bus service) has been created during the closure to collect people wishing to use the train and connect them to the Papatoetoe Station in a clockwise loop. This bus currently stops outside No. 232 Puhinui Road, to the west of the station and outside No. 174 Puhinui Road, to the east of the station. It runs at 10 minutes frequency during peak times, every 20 minutes during off peak and every 30 minutes in the evenings during the week.

The 380 Airporter service currently runs between the Airport and Papatoetoe Station with the temporary closure of the Puhinui Station during construction. This will revert to the Puhinui Station along Puhinui Road as an express service between the airport, station with an additional connection to the Manukau Town Centre.

3.2 Station Road near Papatoetoe Station

Similar to Puhinui Road, Station Road is a Secondary Arterial Road⁴. Around Papatoetoe Station, Station Road is a two lane, two-way road, with cycle lanes in both directions and a painted flush median. Bus stops are located at the entrance to the Park and Ride and station entrance. A signalised pedestrian crossing facilitates movement of people across the busy road. In July 2019, traffic counts recorded a seven-day average traffic volume of approximately 21,000 vehicles per day. The current speed limit is posted at 50km/h however, due to Papatoetoe West School adjacent to the station on the western side of the road, a School Speed Zone is enforced during school drop off and pick up times reducing the speed limit to 40km/h, shown in Figure 3-5.

Footpaths are provided for on both sides of the road. On the eastern side a grass berm separates people from vehicles. On the western side, a wider footpath is provided. Adjacent to the school the wide footpath turns into a shared path to enable cyclists to travel safely around the bus stops and a drop off / pick up short-term parking area. An aerial view of the site relative to the described features is provided in Figure 3-4 below.



Figure 3-4: Station Road and surrounds (Source: Auckland Council GeoMaps)

⁴ Chapter 4 Road Classification, Auckland Transport draft Code of Practice 2013

South of the station is the signalised intersection of Station Road and Wyllie Road. This is a signalised controlled T intersection with a left turn slip lane for westbound traffic from Station Road to Wyllie Road (see Figure 3-6). A church is located on this corner. There is a pram crossing/drop kerb⁵ with tactile pavers at this point. Signalised pedestrian crossings are located across Wyllie Road and across the northern approach of Station Road. On-road cycle lanes are provided throughout the intersection, along with advanced stop boxes at the limit lines. Each approach has two lanes generally separating vehicle movements.

The northern end of Kenderdine Road intersects Wyllie Road approximately 80m south of Station Road. Wyllie Road is marked as a two-lane, two-way road, but queuing occurs as a result of the right turn at the signals with Station Road in which vehicles were observed forming two lanes to allow left turning traffic to create a shorter queue.

Station Road continues over the rail line and intersection with St George Street and Shirley Road at a signalised intersection. This intersection has cycle facilities through the intersection and pedestrian crossings of three of the four approaches.



Figure 3-5: Station Road layout looking towards signalised pedestrian crossing



Figure 3-6: Station Road / Wyllie Road intersection with left turn slip lane into Wyllie Road

Gordon Road is a short cul-de-sac in a residential area off Portage Road east of the Station Road/Portage Road/Gray Avenue roundabout. There is a footpath on southern side of the road and a grass berm on the northern side. The speed limit on this two-lane, two-way road is 50km/h with no restrictions on parking.

3.3 Middlemore Station

The Middlemore Station area includes Orakau Road, Rosella Road and Gray Avenue, as well as the Middlemore staff car park and the support services to the west of the station as shown in Figure 3-7.

Orakau Road is a cul-de-sac providing access to Middlemore Station and pedestrian access to Middlemore Hospital and to the staff car parking areas and a multi storey secure car parking building. Vehicle access to the car parking areas currently is from a private access road at the end of Orakau Road. The speed limit along the road is 50km/hr however, as it turns and runs parallel to the rail line within the hospital site (adjacent to the proposed station), the speed limit is decreased to 20km/h. This reduction is intended to control the pedestrian and vehicle interaction with flows moving between the station and car park accesses respectively. This restriction is shown in Figure 3-8.

Orakau Road has 90 minute time restricted angled parking on the western side of the road and no parking on its eastern side. There are no cycle facilities provided within this area.

⁵ A pram crossing or drop kerb is where a break in the kerb line is made to create a ramp between the footpath and road. This allows people to easily cross the road, particularly if they have mobility issues or using a wheeled object (e.g. pram, scooter, wheelchair, mobility aid).

Footpaths along Orakau Road are provided on both sides of the road along with pram crossings on desire lines to facilitated movement of people between the car park, street and station and over the pedestrian overbridge over the rail line. The last traffic count undertaken were in 2002⁶ prior to the extension of the car parking facilities.

There are three car parks access off the end of Orakau Road, the multi storey and at-grade car park for staff and a smaller car park to the north that serve staff and patients of the Renal Self Care, Whitiora Diabetes and Te Whare Rapu Ora units. All staff are regularly users of these car parks and require a pass to access the car park. There are a small number of day-patient car park spaces available and similarly these are patients who frequently attend these hospital services.



Figure 3-7: Middlemore Station and surrounds

⁶ Approximately 1,850 vehicles per day in 2002 according to the Auckland Transport Open GIS Data, <https://data-atgis.opendata.arcgis.com/datasets/average-daily-traffic-counts>



Figure 3-8a and b: Orakau Road looking south from the cul-de-sac and Orakau Road from Middlemore Station looking west to car park entrances and drop off area

Orakau Road is accessed through a Give Way priority controlled, T intersection with Gray Avenue users having right of way. Gray Avenue provides a north-south connection between Massey Road and Station/Portage Roads. Similar to other local roads, it is a two-lane, two-way road, with a 50km/hr speed limit and parking permitted either side. The average traffic volumes recorded in 2018 were approximately 10,250 vehicles per day. Bus stops are located outside De La Salle College, between Orakau Road and Rosella Road. As shown in Figure 3-9, there is a raised zebra crossing to provide safe access across the road for school students.

Roselle Road is a local road between Gray Avenue and Massey Road with similar characteristics to Orakau Road. It provides access to residential properties and had traffic volumes of 1,950 vehicles per day recorded in 2006. This road is also controlled by a Give Way priority controlled, T intersection with Gray Avenue. Footpaths are provided on both sides of the road, separated from parked vehicles and residential frontages by grass berms. Located on the northern side are a small group of local shops. Past this, the road narrows as it has a few corners. Speed bumps are located over a 700m stretch and a 35km/h advisory speed warning sign as shown in Figure 3-10.

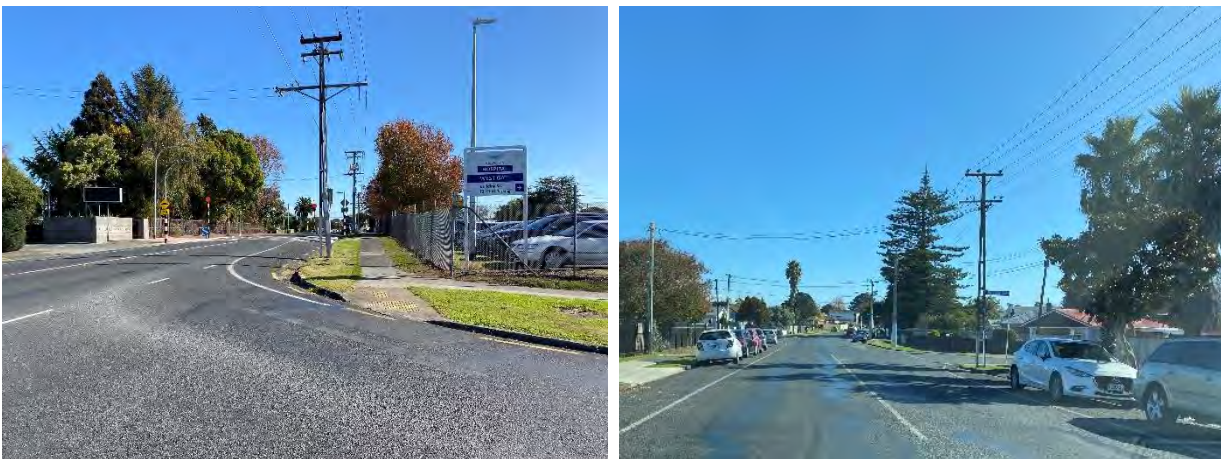


Figure 3-9: Looking north along Gray Avenue from Orakau Road intersection and looking north from Gray Avenue towards Rosella Road



Figure 3-10: Rosella Road, looking east from Gray Avenue and looking east from further east along the street

3.4 Southern Access Areas

Access to the rail corridor is required from two locations:

- Cavendish Drive
- Langley Road

3.4.1 Cavendish Drive

Cavendish Drive is classified as a Primary Arterial road in the Chapter 4 Road Classification of the Auckland Transport Code of Practice⁷. The function of the road is to provide for through traffic movements. It is a four lane two-way road, with right turning bays into side roads and a flush median separating opposing directions. On-road cycle lanes are provided on both sides of the road, adjacent to the kerb. No parking is permitted and footpaths are present on both sides. All major intersections are signalised.

On Cavendish Drive, to the west of the access area, a seven-day average annual traffic volume of approximately 15,800⁸ vehicles per day was recorded in April 2013. The current speed limit is posted at 60km/h.

Intersecting Cavendish Drive to the north is Nesdale Avenue, a short cul-de-sac serving an industrial area. The road has one lane in each direction with a posted speed limit of 50km/h. Each side of the road has a footpath separated from the road by a grass berm. At the intersection to the south is a sealed private road serving two businesses.

3.4.2 Langley Road

Langley Road is located off Wiri Station Road. It is a local road providing access to surrounding land use. The road caters for two-way traffic with road markings at intersections. There are no traffic volumes recorded for Langley Road which serves a small industrial area. Narrow footpaths are located on both sides of the road with grass berms separating them from the carriageway. The 50km/h speed limit is posted at the intersection with Wiri Station Road.

Wiri Station Road is an arterial road that runs east-west through this area. It was the old SH20 before the SH20-1 Manukau Extension motorway was opened in January 2011. As such, it has two lanes in each direction separated by a raised median. The intersection at Langley Road has turning lanes provided for all movements. A footpath is provided on the northern side of the road separated by a grass berm except where the road crossing over the rail corridor. Cycle lanes and advanced stop boxes are provided for on the approach to and at the intersection, though not along the rest of the road. The speed limit is 60km/h.

⁷ Auckland Transport draft Code of Practice 2013

⁸ Auckland Transport Open GIS Data, <https://data-atgis.opendata.arcgis.com/datasets/average-daily-traffic-counts>

4. Future Transport Environment

This section describes the future transport environment in the context of the three areas. This includes and changes and upgrades to the road network, current walking and cycling facilities and access to public transport.

4.1 Bridge Street near Puhinui Station

Puhinui Station is current undergoing an upgrade to become a major bus and train interchange⁹. Buses services will connect with rail at this location and will operate with 10-minute frequent services providing a direct connection to Auckland Airport and to Manukau Town Centre. The station closed on 28 September 2019 with the station expected to re-open in early 2021. The new Puhinui Station Interchange is expected to be fully completed by the end of March 2021. This upgrade will enable frequent bus and rail connections to make easy journeys to the airport, city centre and other areas. It will also improve safety for passengers with new lighting, HOP ticket gateline and CCTV systems installed. In addition, new shelters will be installed for passengers moving between bus and train services, as well as improved access and facilities for cyclists and pedestrians.

4.2 Station Road near Papatoetoe Station

No known changes are planned for this area.

4.3 Middlemore Station

No known changes are planned for the western side of the rail corridor.

4.4 Southern Access Areas

No known changes are planned for these areas.

⁹ <https://at.govt.nz/projects-roadworks/airport-to-botany-rapid-transit/puhinui-station-interchange/>, Auckland Transport

5. Proposed Development

Section 5.1 describes the Third Main project (Package 1 as noted previously) and confirms the physical changes of the designation and the changes required to the transport network associated with the project.

5.1 Proposed Works

The construction of a third track for the NIMT including:

- Installation of a new 3.6km track between Middlemore Station and Wiri Junction, including a series of connections between tracks and a new overhead line electrical structures and signals;
- An upgrade Middlemore Station, including an extension of the existing pedestrian bridge and a six-car platform and an emergency egress footpath at the northern end of the station;
- Reorganisation of existing car parking at Middlemore Hospital to address construction of new platform and new access required;
- Installation of above ground rail infrastructure;
- The construction of retaining walls to stabilise railway cuttings; and
- Associated utility relocations and stormwater infrastructure.

A further summary of the works is provided in the AEE.

5.1.1 Bridge Street near Puhinui Station

Works at Bridge Street include the construction of retaining walls along the western side of the rail corridor and to provide construction access. Generally, the rear part of the affected property is required only during the construction phase. The exception to this is No.10 Bridge Street, where due to the proximity of the dwelling to the retaining works, a permanent acquisition of a strip adjacent to the rail corridor is required. Construction of the retaining wall will occur from within the rail corridor.

The road reserve adjacent to No. 5 Clendon Avenue is proposed to have construction access to the Puhinui Station from Clendon Avenue along the southern boundary of this land parcel.

The Land Requirement Plans are included in an appendix of the NoR report. Figure 5-1 shows indicative locations of the properties affected¹⁰ with a full description of how the properties will be used included in the NoR.

¹⁰ The properties are identified, not the extent of the potential land requirement

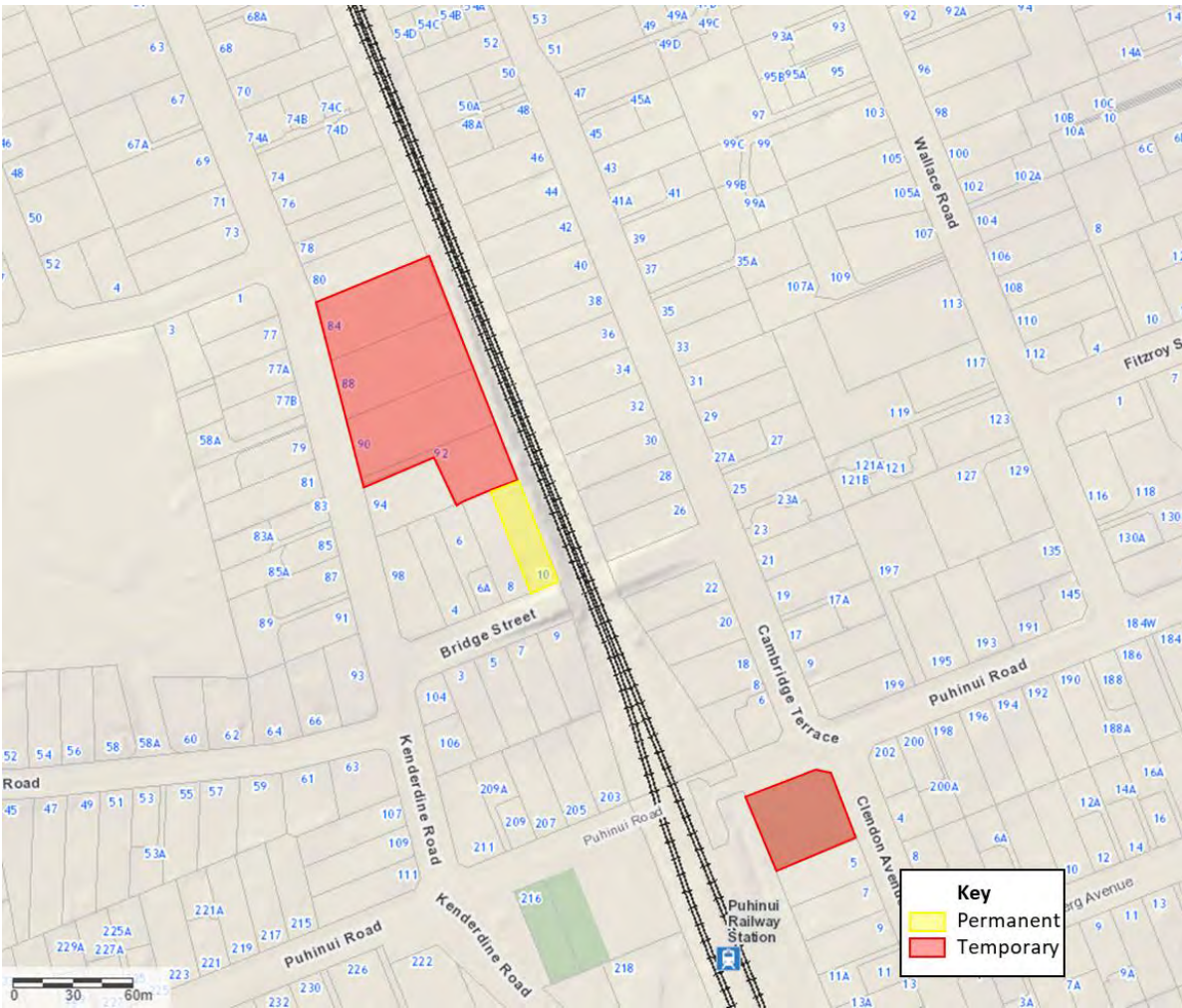


Figure 5-1: Proposed land requirement locations

5.1.2 Station Road near Papatotetoe Station

The alteration to designation required for the Third Main through this section is all located on the western side of the existing corridor. Many of these affected properties are required to enable the construction of a retaining wall (between the property and rail corridor) and are therefore expected to require temporary acquisition and/or access rights as a result of this project.

There are two other properties identified as permanent acquisition (No.'s 5 and 9 Station Road) due to the houses being located at the back of the section in close proximity to the proposed retaining structure. These are the only permanent works in this section. Access to these properties may be required to demolish the houses to enable construction.

Construction access is required to the rail corridor from No.'s 12 and 14 Wyllie Road and No. 18 Gordon Road (Gordon Park). Access is required through No.12 Wyllie Road in order to gain access to No.14 Wyllie Road and the rail corridor.

Gordon Park is currently an informal reserve and will be returned to public use once construction is completed. It is also proposed to use the reserve as a laydown area during construction.

Figure 5-2 shows the indicative locations of the properties affected. A full description of how the properties will be used included in the NoR along with the Land Requirement Plans as an appendix.

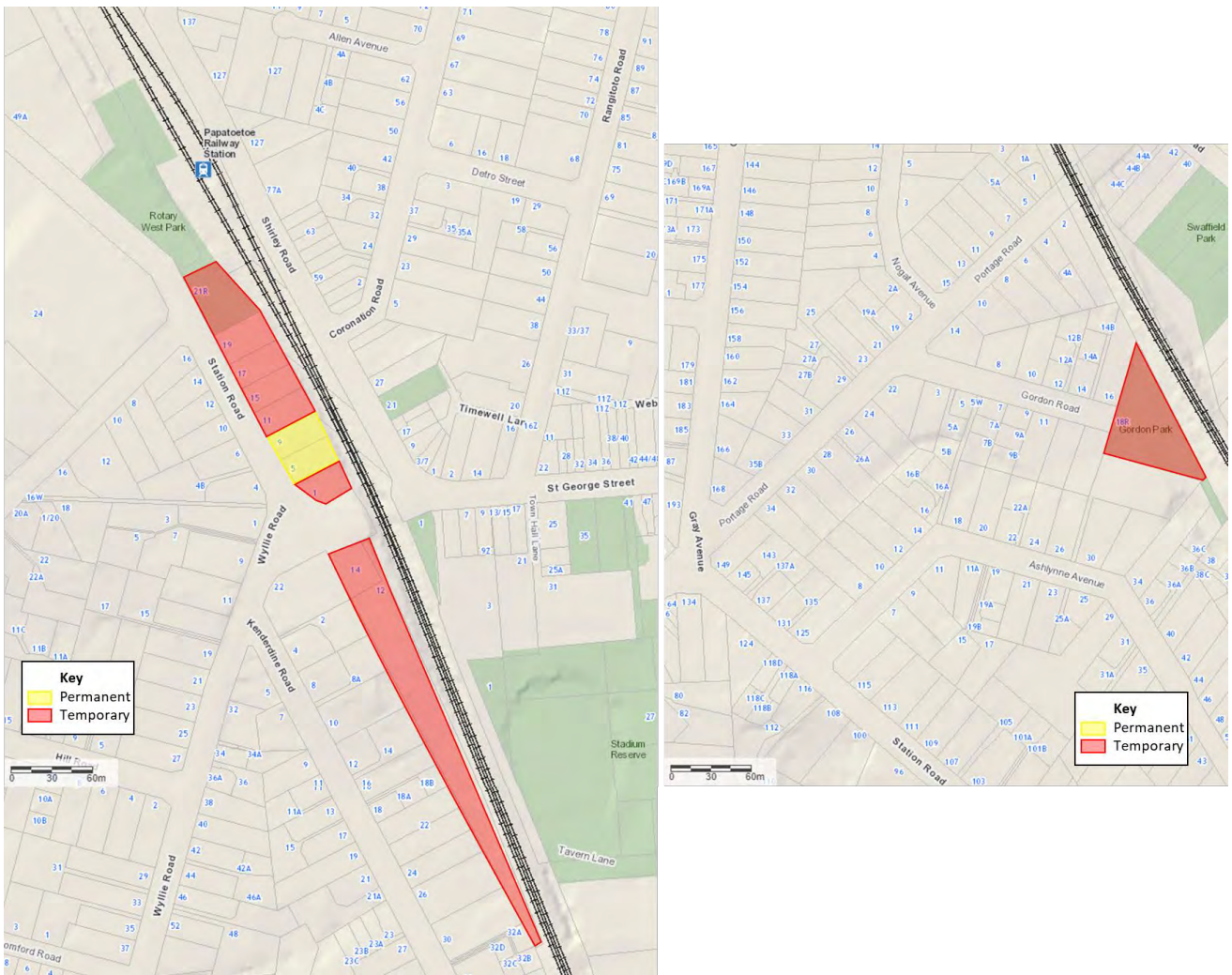


Figure 5-2: Proposed land requirement locations

5.1.3 Middlemore Station

The works at Middlemore Station are mainly focused on an upgraded station with a new platform to cater for the Third Main and extension to the existing platforms for future provision of nine-car services. The additional platform requires land from the Middlemore Hospital site and requires alteration to the three existing car parks. The proposed works are shown in Figure 5-3. As part of these works, a "kiss-and-ride" facility is created for people to drop off train passengers. This new facility may be used for hospital visitors to be dropped off here, but is unlikely to be used for hospital patients, given to distance to the main hospital site. The current pedestrian overbridge is intended to be extended over the new platform and the drop off zone. This will provide hospital staff direct access between the car parking building and the rail overbridge thereby eliminating conflicts with vehicles dropping people off at the train station.

For the two larger existing car parks, the existing vehicle access is also proposed to change. Instead of vehicles travelling from Gray Avenue to the terminus of Orakau Road and entering via secure entrances opposite the station (as shown in Figure 5-4), a new vehicle access and egress is proposed approximately 55m north of the intersection with Gray Avenue on Orakau Road. Both the at-grade and multi-storey car park will use this access and the approximate location of the vehicle crossover is shown in Figure 5-5 (along with minor circulation changes within the existing car park).

Approximately eight angled on-street car parking spaces will be removed to form the new two-way entrance. Within the car park, approximately 13 spaces will be removed to allow a new secure entry for staff to be created.

The relocation of the entrance is not included as part of the NoR and these works will be addressed through future resource consent applications and further engagement with Auckland Transport.

As part of the reconfiguration, the smaller car park to the northwest of the station, serving a range of medical related activities, will no longer be accessible from Orakau Road. The new and extended platforms no longer provide space to access the car park (see Figure 5-6). As such, an alternative access has been proposed from Rosella Road. The new accessway will be provided for construction and maintenance activities via No. 64 Rosella Road (as shown in Figure 5-7). The extended platform requires the removal of approximately 37 cars parks along the eastern boundary of the site¹¹. The previous access will be re-configured¹², and the remaining area reconfigured to maintain circulation through the car park. The development of the internal layout of the car park is subject to on-going discussion and consultation, for rationalising how the site functions, between KiwiRail and CMDHB regarding their further plans for the site. The car park is currently under design and will be detailed as part of the related Outline Plan. The spaces are expected identified as staff or patient parking in line with current practices along with the current enforcement practices in place to prevent rail passengers using the private spaces.

As noted above, No. 64 Rosella Road is proposed to be used as a laydown area during construction and maintained as a maintenance access and area following construction for access to the station and rail corridor.

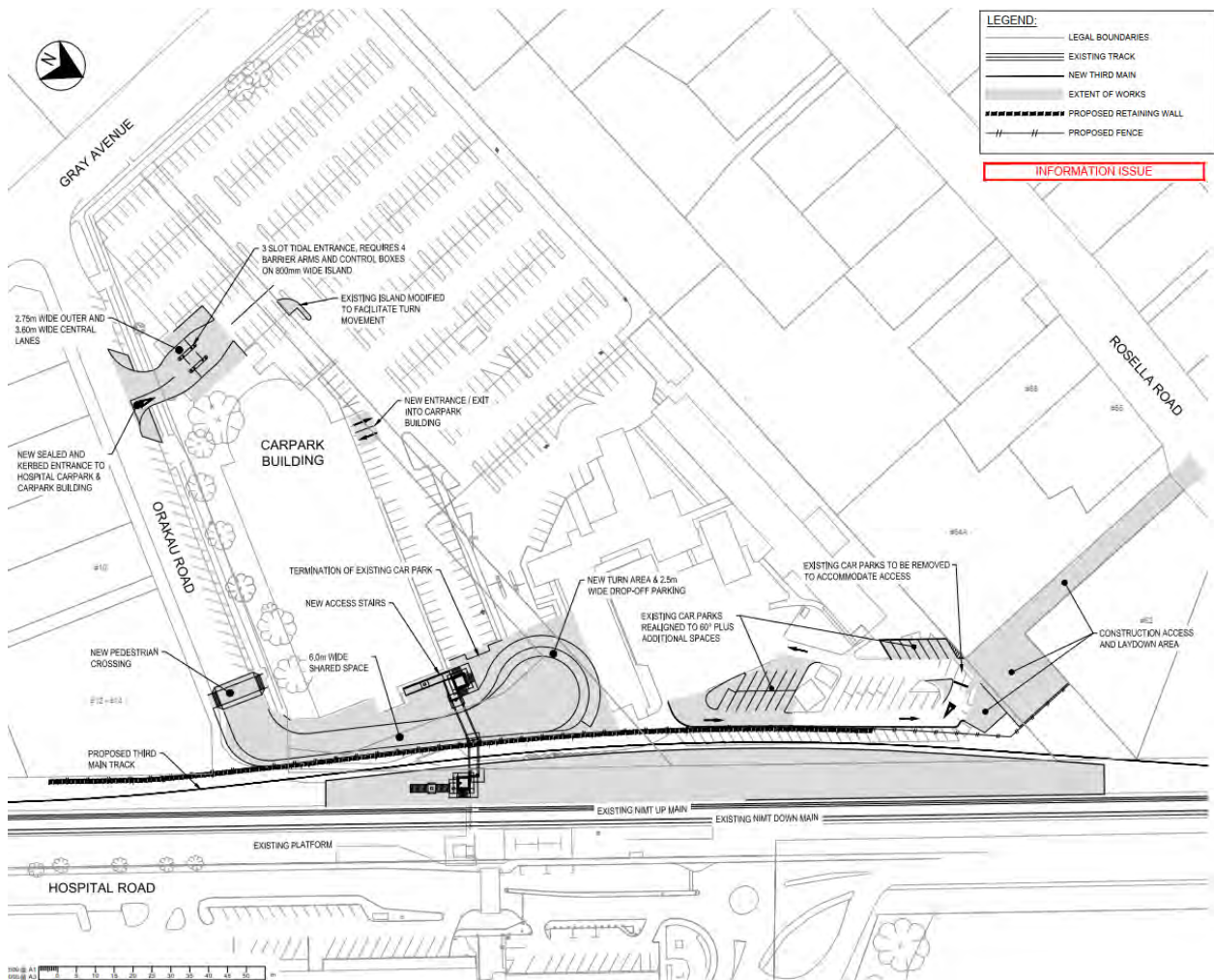


Figure 5-3: Proposed Works at Middlemore Station¹³

¹¹ As detailed in technical note Appendix 9 of the Design Report W2QP Business Case, version 2.0, 17/09/2019, KiwiRail

¹² As there will no longer be access from the hospital site from Orakau Road, the entry to the car park will be re-configured to allow vehicles to move around the car park effectively and the car parking spaces adjusted accordingly.

¹³ KiwiRail\19.14 - Wiri to Quay Park (W2QP)\Working Folder\01_Design\02 Drawings\00 - Concept\03 Middlemore Station\IA233800-SK300.dwg



Figure 5-4: Current at grade and multi storey main car park entrances to be relocated



Figure 5-5: Proposed location of new main car park entrance



Figure 5-6: Access to and current car park serving staff and outpatients



Figure 5-7: Proposed new access to the car park from 64A Rosella Road

5.1.4 Southern Access Areas

At Cavendish Drive, alteration to the designation is required to provide access to the rail corridor. Access is proposed to be taken from the signalised intersection of Cavendish Drive and Nesdale Avenue, through a private road. This intersection currently allows all turning movements controlled through the signals to serve the two properties along the private road. Access along the private road and either side of the existing buildings at No. 212 Cavendish Road is sought to enable access to the rail corridor, as shown in Figure 5-8.

An alteration to the designation at Langley Road is proposed to provide access to the rail corridor. This is proposed along the southern boundary of No. 12 Langley Road to enable construction traffic to access the rail corridor, and maintenance vehicles to undertaken ongoing maintenance. Access to the rail corridor is already undertaken from this location though a fenced and gated access point on the south-eastern corner of the site as shown in Figure 5-9 .



Figure 5-8: Proposed Access to the rail corridor off Cavendish Drive



Figure 5-9: Proposed Access to the rail corridor off Langley Road

5.2 Construction Programme

The design and construction of the Third Main works will occur over approximately 46 months. Indicative timeframes for each stage have been identified in the Design Report¹⁴ and are detailed as follows:

- Design, Consenting and Procurement ~15 months;
- Signal Design Process ~14 months;
- Land Procurement and Designation ~ 2 years;
- Civil retaining walls ~ 15 months working across all three areas simultaneously – Bridge Street, Station Road and Middlemore;
- Pedestrian bridge and access provision at Middlemore Station ~1 year; and
- Civil construction earthworks and drainage ~ 1 year.

The majority of these activities are undertaken away from live operations but works in the corridor can only occur during closures.

5.2.1 Construction Access

There are a number of accesses proposed as potential construction site accesses. These include:

- Puhinui Road Terminus adjacent to Puhinui Station;
- Reserve Land, adjacent to No. 5 Clendon Avenue
- No.'s 5 and 9 Station Road;
- No.'s 12 and 14 Wyllie Road;
- Park and Ride at Papatoetoe Station;
- No. 18 Gordon Road;
- Opposite No. 115A Gray Avenue;
- Orakau Road;
- No. 64 Rosella Road;
- No. 100 Hospital Road;
- No. 212 Cavendish Drive; and
- No. 12 Langely Road.

There is currently access to the rail corridor off Puhinui Road and adjacent to No. 5 Clendon Avenue, which are being used for the upgrade of the Puhinui Station. It is proposed to continue to use these existing accesses to the rail corridor for the Third Main works.

¹⁴ Design Report W2QP Business Case, version 2.0, 17/09/2019, KiwiRail

6. Transport Effects Discussion

This section describes the operational and construction effects of the proposed alteration to designation. It defines the works required to enable to designation to be used to construct the Third Main in the future.

It should be noted that following transport effects assessment only addresses those works outside the current designation (i.e. the works subject to the alteration to designation assessed in the NoR). Any works inside the existing designation will be addressed by future Outline Plans and resource consents, and the transport effects of those works will be subject to assessment under those future applications.

6.1 Operational Effects

Overall the alteration to designation for the Third Main will allow construction in the future of an additional rail line and platforms for passenger trains. The Third Main will support more frequent passenger services with a greater number of carriages. They will also allow express services and freight to operate at greater capacity.

6.1.1 Bridge Street near Puhinui Station

Following the designation of the additional land required for the alteration to designation and the construction of the Third Main, it is expected that there will be no effects on the network as there is no substantial land use change associated with this proposed alteration to designation. The land temporary required to enable construction works will be returned to its current use or developed on completion of works in accordance with its underlying zoning. The land permanently acquired through this alteration to designation process will form part of the Third Main construction and land excess to permanent requirement will be disposed of. For this area permanent land acquisition is proposed for a strip of land adjacent to the rail corridor at No.10 Bridge Street.

It is not anticipated that this property or the reserve land adjacent to No. 5 Clendon Avenue will be retained as permanent corridor access points.

As such, the transport effects of the proposed alteration to designation resulting from the Third Main are expected to be less than minor for this location.

6.1.2 Station Road near Papatoetoe Station

Similar to the section above, the two permanently required properties will have no effect on the network as there is no substantial land use change associated with this proposed alteration to designation. It is anticipated that following the construction of the Third Main, the properties at No.'s 5 and 9 Station Road may be returned to their current use as a residential property.

As such, the transport effects of the proposed alteration to designation and long-term activities resulting from the Third Main are expected to be less than minor for this location.

6.1.3 Middlemore Station

The proposed alteration to designation at Middlemore Station results in the greatest change to the local road network. The permanent works required as a result of the change in alteration to designation include:

- Change to the access for the at grade staff car park to the north, with access moving from Orakau Road to 64 Rosella Road and a reduction of car park spaces;
- Introduction of a formal "kiss and ride" / drop of point; and
- Expansion of the pedestrian overbridge over the Third Main and new platform to the multi storey car park building.

The relocation of the car park entrances from the end of Orakau Road is a positive effect of the project. By removing the movement of vehicles from this location this reduces the potential conflict between vehicles and

rail passengers. The introduction of the pedestrian overbridge also further assists with this. The installation of the kiss and ride is not anticipated to generate any additional traffic than currently undertakes this movement, as while not formalised there is sufficient room for this to be currently undertaken. It is further assessed that this project will not impact on the existing land uses within the immediate area. The upgrade to the station allows for both an increase in train frequency and capacity. Future passenger growth is anticipated from the local walking catchment and including potential future residential growth in the area to the east of the train line.

The relocation of the car park entry and extension of the pedestrian bridge to the car park building is expected to have minor positive effects on pedestrian safety. The continuous footpath on the western side of Orakau Road provides a direct connection to the pedestrian bridge eliminating conflict with vehicles. The new crossing point at the northern end of Orakau Road provides a well identified formal crossing location for people on the eastern side of Orakau Road to cross safely. The relocation of the main car park entrance will be considered as part of future resource consent applications.

The relocation of the smaller northern car park access from Orakau Road to Rosella Road will result a small change in traffic pattern. Currently vehicles travel along Orakau Road to access the hospital car park. The Middlemore Station upgrades requires the closure of the access and a new construction and maintenance accessway to be created at No. 64 Rosella Road. This new accessway is approximately 5.65m¹⁵ wide allowing for two vehicles to pass each other or a vehicle to pass a pedestrian/cyclist. The proposed layout removes approximately 37 car parks, but the loss of these car parks will be partially addressed through the reorganisation of other on-site parking areas and further engagement between KiwiRail and CMDHB regarding car parking and access arrangements.

The effects of this access relocation to Rosella Road will be less than minor. This is due to the low volumes of traffic expected to utilise this access, the visibility at the new access location and the presence of traffic calming infrastructure already present in the road corridor near the new accessway. There are adequate sight lines at the Gray Avenue / Rosella Road intersection for safe movements to occur (see Figure 6-1 and Figure 6-2), while any vehicles travelling to/from Massey Road intersection must traffic through a signalised controlled intersection.

There is currently no all-day parking within the vicinity of the train station. As part of this alteration to designation no changes are proposed to all day parking for train passengers.

¹⁵As detailed in technical note Appendix 9 of the Design Report W2QP Business Case, version 2.0, 17/09/2019, KiwiRail



Figure 6-1: View towards the north from Orakau Road looking towards Rosella Road on the right



Figure 6-2: View from Rosella Road looking north and south along Orakau Road

6.1.4 Southern Access Areas

It is proposed to continue to use these access points to maintain the corridor on an on-going basis. The expected maintenance activities generated at these locations are not expected to generate a large number of vehicles resulting in minimal increase in traffic on the surrounding road network. Both the Cavendish Drive and Langley Road accesses are within industrial areas with controlled access through traffic signals off arterial roads. These roads are designed to accommodate heavy vehicles and should result in no noticeable effect on the network operations.

6.2 Construction Effects

A large proportion of the construction of the Third Main can be done away from the live tracks. The regular scheduled maintenance also requires closures which can be utilised during construction. As the design of the supporting works, specifically around Middlemore Station are still under design the construction planning and staging is being developed. The staging of the construction activities will form the basis for understanding the potential impact of these activities on the transport network. Through the construction traffic management plan these will be identified, mitigated and monitored to minimise potential impacts.

6.2.1 Bridge Street near Puhinui Station

Construction access to the rail corridor around Bridge Street is anticipated to be undertaken from two main locations. The first being beside Puhinui Station. This road was the old level crossing at the station until the Kenderdine Road / Bridge Street / Cambridge Terrace dog leg was constructed. This section of Puhinui Road has good visibility onto adjacent roads and direct access to the motorway for construction traffic leaving and arriving at site.

The second access to the rail corridor will be off Puhinui Road and adjacent to No. 5 Clendon Avenue, which is currently being used for access for the upgrade of the Puhinui Station. It is proposed to continue to use this same access for the Third Main corridor works.

With Puhinui Road forming the main east-west link to the airport, construction traffic should be minimised at network peak times. With staging of the project, the number of construction vehicles on site throughout the project is expected to change regularly. As such, a CTMP should be undertaken to identify the number and types of vehicles making the movements, as well as the routes they will take to deliver material and equipment to each area. The CTMP should also consider the surrounding traffic peaks to reduce any impact on the network depending the what construction activity is occurring. This plan will also need to be mindful of the surrounding schools and reserves.

During construction, the footpath and cycle lanes should be maintained at all times, where practicable. Any diversions should be short in length, well aligned and supervised. This will enable anyone using the diversion to be appropriately angled to ensure good inter-visibility and slow speeds.

It is assumed that all construction accesses will comply with vehicle crossing standard for Auckland Transport, along with temporary footpath or cycle lanes required.

Overall any construction effects can be effectively identified and controlled through the preparation of a CTMP. As such, the ensuing effects of the required construction activities can be appropriately managed, mitigated and/or removed when the proposal is built.

6.2.2 Station Road near Papatoetoe Station

The construction effects of the Third Main for this area are very similar to the Bridge Street construction area described above. Construction access will be required for the construction from the Park and Ride Station at No. 21 Station Road. This site is also likely to be used as a construction yard. There is currently good visibility turning into this site in both directions along Station Road. There is also a flush median that can be used to help vehicles move out of the main stream of traffic, reducing effects on traffic flows.

There are bus stops close to the access which may require relocation, depending on the type of vehicles accessing the construction area through the Park and Ride. However, their relocation can be addressed via the CTMP.

Access to No. 12 Wyllie Road is required through No. 14 Wyllie Road. As access to this site is within the left turn slip lane from Station Road into Wyllie Road, construction traffic routing will be important to identify and communicate to all drivers using this site. Opportunities exist at the Wyllie Road intersection to provide safe right turn movement from Wyllie Road into the construction area through the implementation of temporary traffic management, avoiding the need for heavy vehicles to travel through Old Papatoetoe. The safe operation of this construction access will also be addressed by the CTMP. Suitable controls are also required to enable the continued use of car parking at No.12 Wyllie Road with temporary construction access through this property. Engagement with the property owner will identify construction traffic management protocols in order to manage access times that would not give rise to any conflicts with church services and/or organised gatherings/community events are held at the site.

At No.'s 5 and 9 Station Street, it is anticipated that minimal works will be undertaken on these sites for the majority of the construction. Demolition of the rear structures at these locations will likely occur early in the programme to enable the construction of a retaining wall. It is expected that these activities will be undertaken fully on site, with vehicles turning left into the site and using the traffic signal timing to exit the site in a safe manner under a traffic management plan. Pedestrian and cyclist access along the corridor should be maintained at all times during construction and keep clear of construction vehicles.

Construction access is also required at Gordon Park, No. 18 Gordon Road. This local residential cul-de-sac is reasonably narrow so during periods where higher construction traffic volumes are anticipated, consideration should be given to temporary parking restrictions to facilitate safe vehicle movement along this short length of road.

A CTMP will be used to capture the above potential transport effects and identify the types of vehicle movements required, the volume of construction vehicles, staff parking or transport to/from site. This plan should also consider the working hours of each site individually at each stage of the project to minimise effects on the surrounding network, including during peak commuting and school hours. Given the proximity of the train line and the generally operational train line, travel by public transport, including train and buses, should be encouraged by the contractor as a way to not only reduce the number of trips to/from the site but also the parking demand for construction staff vehicles.

Overall any construction effects can be identified and managed through the preparation and implementation of an approved CTMP.

6.2.3 Middlemore Station

The relocation of all northern car park access will be required to enable the station works to be undertaken. The timing and sequencing of these changes will be important as well as communicating these changes to the hospital staff and rail passengers. During construction, the CTMP will have to clearly define hours of operations and safe, clear paths for pedestrians and cyclists to gain access to the both the station and car park areas.

Pedestrian and cyclist access must be maintained at all time for all groups of people. Access to the lifts must also be maintained to provide access for low mobility users. Construction staging will need to provide safe, clearly sign posted crossing points, including pram crossings throughout the construction.

Access to all the car parks must also be maintained as these spaces are used by staff often on late / night shifts or early morning when there is limited passive surveillance around. Communication with the hospital staff to the changes during construction and to identify any other movement issues should be undertaken. Consideration to creating a temporary drop off zone at the end of Orakau Road should be reviewed to remove conflicts between construction traffic and kiss and ride vehicles.

Similarly, construction access to No. 64 Rosella Road will be managed through a CTMP, with defined operating hours, clear path for pedestrians across the construction site access, and information informing people of no station access. On-street parking on Rosella Road will need to be considered during construction to enable clear visibility in both direction while turning into and out of the proposed site access.

Opposite No. 115A Gray Avenue, access to the rail corridor is required from the road reserve on a temporary basis during the proposed construction. As this is on the outside of a curve, the visibility of vehicles leaving the site is assessed to be appropriate in both directions. The visibility for motorists turning right into this site is lower than expected prior to the yield point. However, as a vehicle approaches the proposed site access, as it is slowing to enter the site, the visibility increases again to an appropriate level. The flush median provides a safe point of entry for right turning traffic. It is recommended that parking be restricted on both sides of this road around the proposed site access to further increase visibility in the CTMP. The visibility for vehicles following turning construction vehicles is sufficient to identify vehicles that may be slowing to turn. This is anticipated to be managed through the CTMP.

6.3 Proposed Mitigation Measures

Overall the proposed mitigation for the proposed alteration to designation is the development and implementation of an approved CTMP. The CTMP will identify the risks and proposed mitigation specific to each site. These may include:

- Hours of operation to:
 - Minimise congestion of the roading network particularly around the hospital, schools and on the main route to the airport;
 - Priorities pedestrian access to train station and bus stops for transfers during peak times and during school hours; and
 - Restrict hours of operation or types of movements during peak network hours and school pick up and drop off times if required.
- Identify site access requirements including:
 - Identify type/size of vehicles required;
 - Vehicle tracking to allow all vehicles to turn around within the construction area, if possible;
 - Visibility requirements at proposed site access locations;
 - Areas of no parking restrictions and temporary loss of on street car parking;
 - Potential bus stop relocation requirements outside the Park and Ride;
 - Temporary traffic management requirements to facilitate safe movement of construction vehicles to/from site; and
 - Routes for construction vehicles to/from site, including any requirements for overweight or oversize equipment deliveries.
- Provide safe, clearly sign posted routes for pedestrians and cyclists around construction zones, separating them from construction traffic.

The CTMP should be developed in consultation with Auckland Transport, as the Road Controlling Authority. This may allow for modification to traffic signal phases in key locations to help mitigate temporary construction effects or support a change in pedestrian movement due to construction activities.

It is considered that with the use of a CTMP, the transport effects related to the alteration to designation will have no noticeable effect on the daily operation of the local road network. The CTMP will be provided with the Outline Plan or resource consent application as required.

7. Summary and Conclusion

7.1 Summary

Overall, the proposed alternation to designation is considered to have less than a minor effect on the local transport network. This assessment is based on the findings that the only permanent changes to the transport environment are at Middlemore Station with the expansion of the station and the new Kiss and Ride / drop off zone. The relocation of the car park access for the main at grade car park and the multi-story car park 150m towards Gray Avenue results in a small number of car parks being lost. The creation of the additional platform requires the relocation of the northern car park access to No. 64 Rosella Road with a loss of approximately 37 car parks. Discussions are on-going between KiwiRail and CMDHB regarding the future plans for the site and associated access/parking arrangements. There may be opportunities to create additional spaces in consultation with Middlemore Hospital.

During construction, a number of properties required partial acquisition to enable retaining walls and access to the rail corridor. The transport related effects during construction are expected to be adequately managed through a detailed CTMP.

7.2 Recommendations

It is recommended that a detailed CTMP be developed in consultation with Auckland Transport to define:

- the type, and number of construction vehicles, any potential congestion impact on the network and mitigation for these effects;
- Safe site access requirements including routes to/from the site, temporary traffic control measures required;
- Safe pedestrian and cyclist routes across and around construction sites /accesses including school and hospital routes; and
- Minimise any potential conflicts between pedestrian and construction activities at stations and park and ride facilities.

FURTHER INFORMATION REQUEST DATED 14 AUGUST 2020 with regard to built heritage and archaeology

By email

Further to our conversation earlier, I wanted to raise with you several issues around built heritage and archaeology that have arisen since our site visit and the s92 request. I understand that you are likely to send in updated information and respond to our s92 request next week and it would be appreciated if you could respond on these matters as well.

1. The Marshall Day Noise and Vibration assessment states that there are no heritage buildings identified nearby to the rail corridor, so Line 3 Cosmetic Building Damage Vibration Thresholds have been disregarded. Council's Built Heritage expert Elise Caddigan has spoken with, and emailed Micky Yang (the report author) from Marshall Day to identify this error and has advised him of the Rosella Road precinct, Station Road Special Character Area and the scheduled Historic Heritage Papatoetoe Train Station. **Referencing and discussion of these matters is required** and any amendments to the report need to be provided including pre-works building surveys, on-going monitoring and a revised work methodology to minimise the risks to these building [if required]

2. The desktop archaeological report recommends that further assessment is carried out by a built heritage specialist. This would be beneficial as there are a number of expert knowledge limitations and inaccuracies in the archaeological report regarding built heritage. Page 76 of the AEE refers to works to the railway cottages and within the railway corridor [as shown in an extract below]

As noted in the heritage assessment, the railway cottages were constructed in 1928. While this is later than the

pre-1900 limit for archaeological protection under the Heritage New Zealand Pouhere Taonga Act 2014

*(HNZPTA), given their proximity to the possible archaeological remains of the original station, **the works at***

cottage sites (as well as works within the corridor) will be addressed through an archaeological authority from

***Heritage New Zealand Pouhere Taonga (HNZ).** While further field investigations will be undertaken to determine*

what, if any, archaeological items of interest may be in-situ, the authority will detail the measures that KiwiRail

will be required to employ for both archaeological preservation and recording.

These comments need clarifying, as the council's archaeological expert Joe Mills states that the work to the cottages cannot be managed through the HNZPT authority process. As the cottage sites are not pre-1900 and have not been declared as a post-1900 archaeological site, an Archaeological Authority is not considered relevant for works that may affect them. Essentially the cottages fall outside the HNZPT Act and therefore cannot be subject to management under that legislation. An Authority can certainly be applied for *potential* pre-1900 archaeological material that has yet to be identified in the vicinity of the cottages (under what is commonly referred to as an exploratory authority) but this will not apply to the cottages themselves. **Clarify how you are proposing to deal with works to the cottages and within the corridor.**

3. Further information is required describing the work proposed near the scheduled Historic Heritage Papatoetoe Train Station. The AEE states that the project's alignment avoids any

adverse effects on the scheduled place, however no details or formal assessment has been provided. This position does not take into account the potential cosmetic damage yet to be assessed by Marshall Day. **A response is required with clarification and further information.**

FOR INFORMATION

(a) The Noise and Vibration assessment also recommends noise and vibration mitigation to a number of properties within the Rosella Road precinct. You are advised that this precinct seeks to protect the group of Californian bungalows, transitional bungalow cottages, English cottage and English cottage revival houses built around the 1920s and 1930s and that external alterations and additions (i.e. to implement mitigation measures) would require resource consent.

(b) Conditions regarding the acquisition (temporary and permanent) of the Station Road properties are necessary to ensure that the cottages are not adversely modified, demolished or the site surrounds considerably changed. The subdivision pattern and significant fabric such as outbuildings, boundary fences, open grassed sections and paths are identified in the Special Character Statement as important physical and visual qualities and should be maintained. Council's Built Heritage expert is happy to recommend/discuss some conditions to this effect [as it appears that this is Kiwirail's intention].

(c) details of the fencing to the rear of the Station Road properties is required

If you think a meeting between and with the various heritage experts and the noise and vibration experts would be beneficial please let me know.[]

thanks

Vanessa Leddra
Planner
Central/South, Plans and Places
Mobile 021 823 685

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FEEDBACK FROM HW ABOUT KIWRAIL'S NoR 21/7

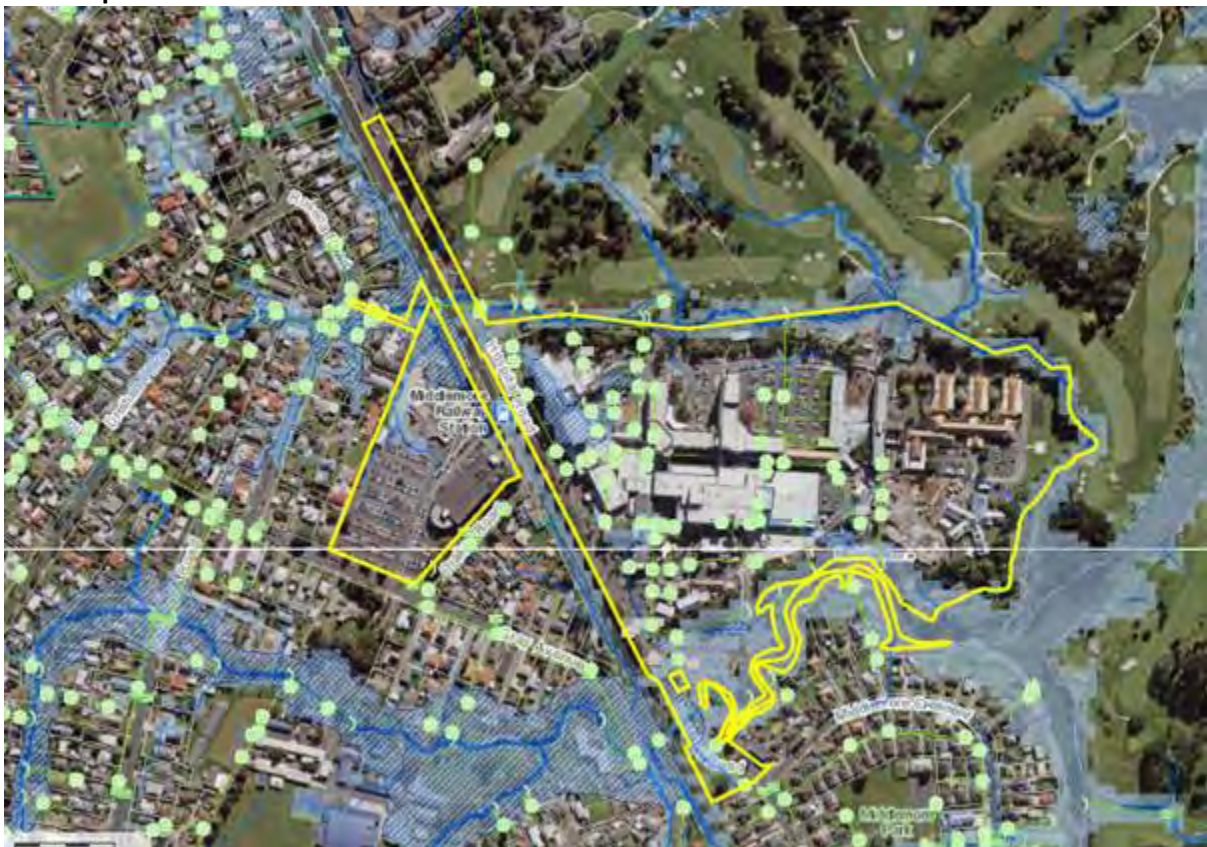
Good afternoon Vanessa,

Further to your email of last week, please find below general comments on the KiwiRail NoR and the Flood Management report prepared by Jacobs.

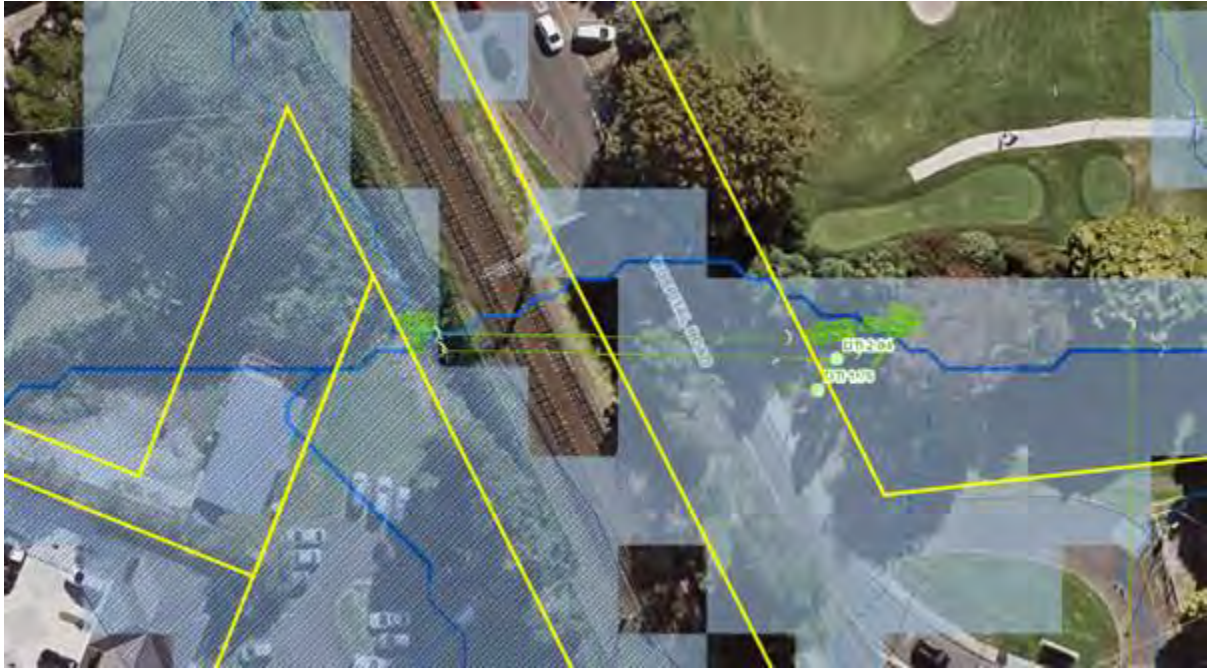
It is noted that in the production of the report, Jacobs have used the floodplain and flowpath data from GeoMaps. Updated modelling results are available for all three catchments that cover the occupancy site locations. It is recommended that before design be undertaken that KiwiRail / Jacobs contact Healthy Waters for these results that may assist them with their project.

For the Wyllie Road site it is noted that there is significant flooding upstream of the NIMT and previous Healthy Water studies have identified the requirement of an additional culvert beneath the NIMT. At this stage the project is not supported by a business case, but it would be very helpful for us to have more information about what KiwiRail intend to do in this area, as it may impact on the long-term management for stormwater in this catchment.

100 Hospital Road and 64 Rosella Road



- Sites are located in the Papatoetoe – Tamaki River catchment and more updated modelling is available from the Healthy Waters Catchment Planning Team.
- Floodplain area extends along much of the NIMT alignment with floodplain and flood prone areas located on development sites. The flood prone area results from the potential blockage of the culverts beneath the NIMT.
- GeoMaps indicates that the northern culvert is 1200DN and the southern culvert is 1300DN not as reported in the Jacobs Flood Report. Both culverts are identified as high criticality assets.



- Downstream of the site, stormwater conveyance is provided by an open channel extending around the hospital grounds to discharge to the Tamaki Estuary.
- The mitigation measures identified rely on design to be undertaken to manage potential floodplain displacement and effects on neighbouring properties.

18R Gordon Road



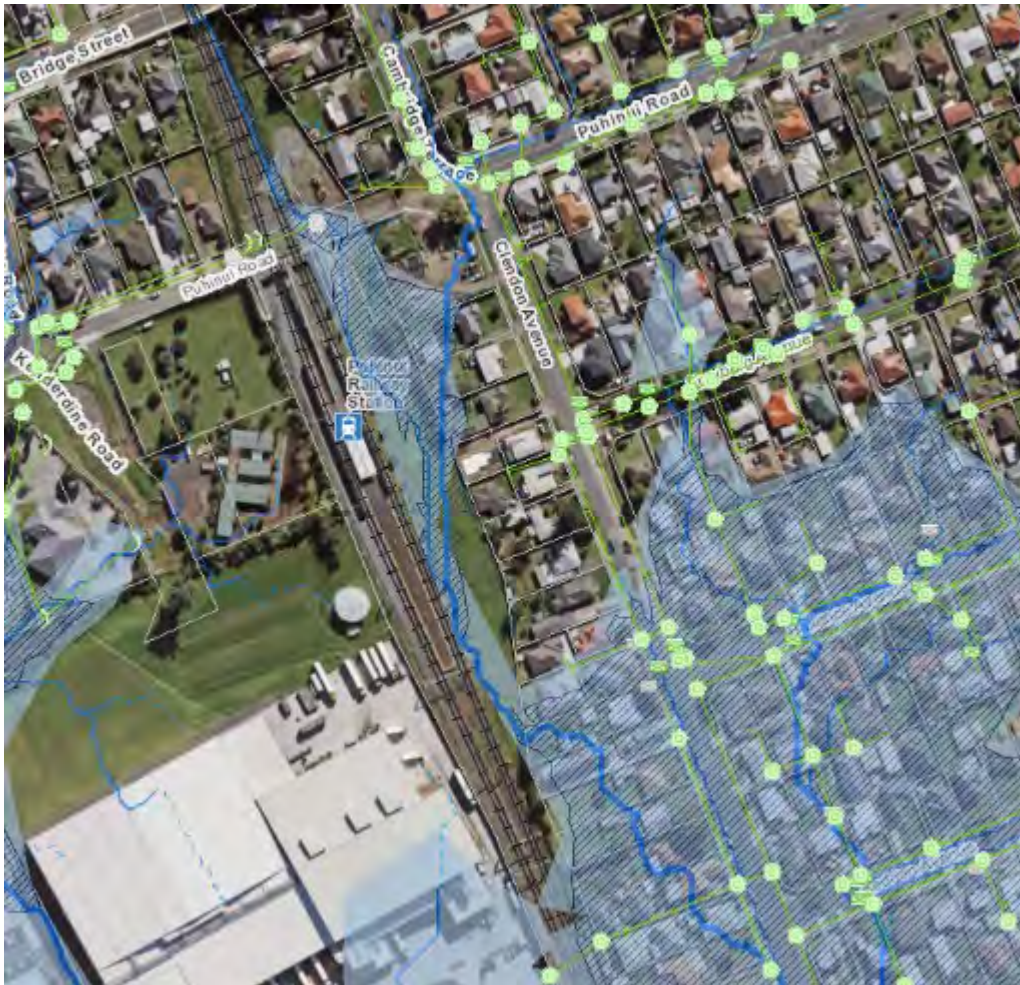
- Site is located in the Papatoetoe – Tamaki River catchment and more updated modelling is available from the Healthy Waters Catchment Planning Team.
- Site is located within flood prone and floodplain areas as a result of NIMT embankments and pipe capacity beneath the railway.
- It is noted that this is proposed to be a temporary land take for construction access works and ultimately is considered to have little impact on flood levels and extent of flooding.
- When using this site, it is recommended that CCTV condition surveys be undertaken of the public stormwater infrastructure before and after site use to ensure that damage to the public network in this location can be mitigated.

Station Road and Wyllie Road, (Papatoetoe)



- The Station Road site is in the Papatoetoe-Tamaki catchment and Wyllie Road is in the Pukaki Waokauri catchment. Both of these catchment have more up to date modelling results available.
- Agree with the Jacobs report that both locations are above the 100 year floodplain and will have minimal impact on flood levels in the catchment.
- Note that the Jacobs text states that there are permanent sites, but the figures included in the appendix suggest that at least some of the areas are temporary occupation only.

Puhinui Station



- This site is located within the Puhinui Stream catchment and has more up to date modelling results available. That said, the latest modelling does not include the upgraded Puhinui Transport Centre that is currently being constructed and may impact on floodplains and flowpaths.
- It is acknowledged that this site requires temporary construction access from Puhinui Road, with permanent occupation located alongside the western trackside.
- Any mitigation works required in response to more detailed analysis could be provided within the existing NIMT designation.

Cavendish Drive

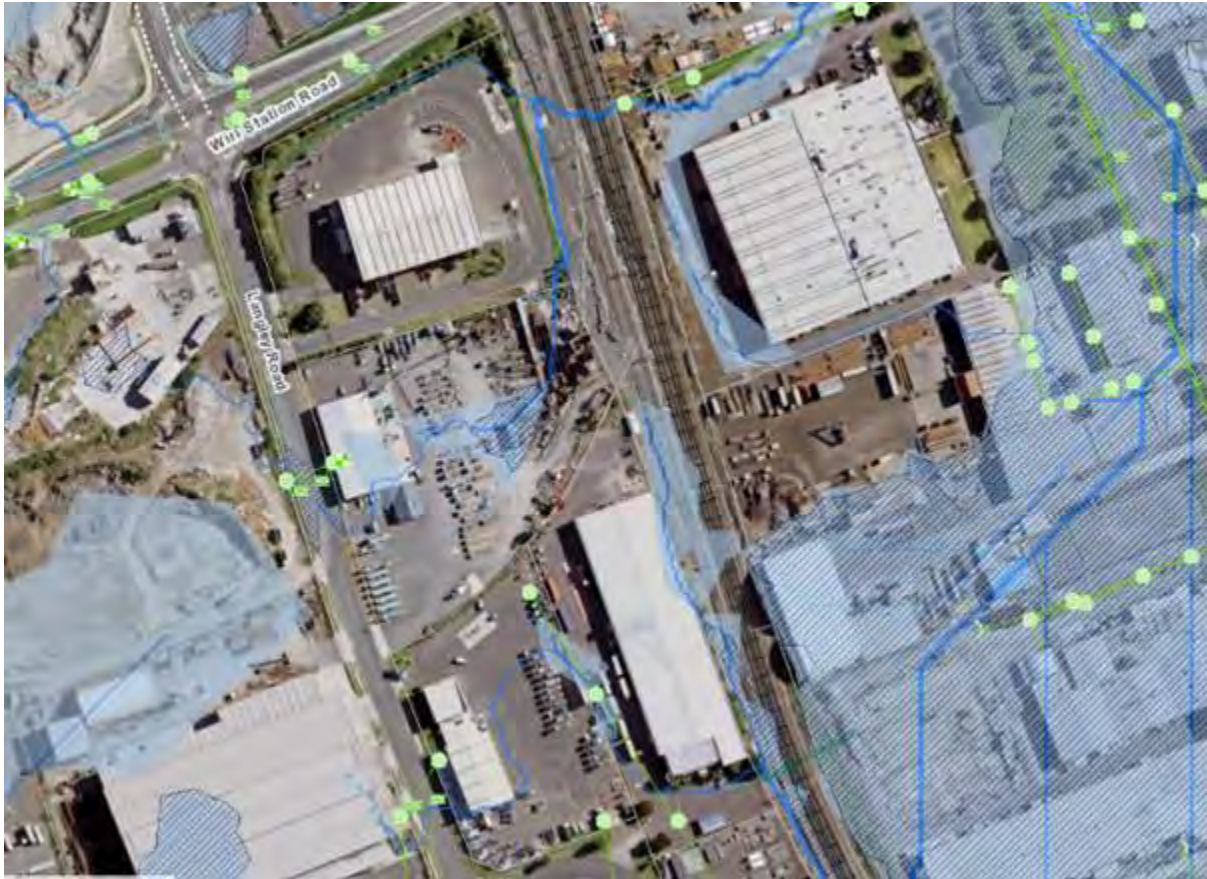


- This site is located within the Puhinui Stream catchment and has more up to date modelling results available.
- It is noted in the Jacobs report only references the temporary construction access, although the plan provided in the appendix indicates that there will also be works/land take associated with 212 Cavendish Drive.
- The northern end of 212 Cavendish Drive is within floodplain and flood prone areas which we agree will not be affected by the temporary construction access; however, if there are any permanent works within the rail corridor or 212 Cavendish Drive the potential effects on the floodplain will need to be assess and mitigation provided.

Southern Motorway

- Additional designation requires. No image provided in the Jacobs report. Unable to comment.

Langley Road



- This site is located within the Puhinui Stream catchment and has more up to date modelling results available.
- Agree with Jacobs assessment of no impact due to this being temporary construction access.

Design Philosophy: General

- The proposed design philosophy is to mitigate the potential impacts of flooding on the receiving environment and neighbouring properties. In general this approach is agreed with, but will be subject to detailed site specific investigations.

Design Philosophy: 100 Hospital Road and 64 Rosella Road

- It is proposed that extended detention and flood protection works (potentially through wetlands) should be considered to mitigate the effects of development on neighbouring properties. Although this appears to be good practice, there will potentially be hydraulic inefficiencies in the drainage system as a result of culvert extensions.
- It is recommended that detailed design consider the timing of peak flows arriving at the culverts from the upper catchment area and an assessment be made whether attenuating flows would actually make flood matter worse by coinciding catchment peaks with site peaks. This assessment should also consider downstream channel capacities.
- There are no other site specific design philosophies provided.

I hope that this assists you with reviewing the NoR. Should you require any additional information, please let me know.

Best regards as always

Danny

Danny Curtis | Principal Catchment Planning
Healthy Waters | Infrastructure & Environmental Services

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Hi Vanessa and Roger,

Please find my initial comments below.

- The Marshall Day Noise and Vibration assessment states that there are no heritage buildings identified nearby to the rail corridor, so Line 3 Cosmetic Building Damage Vibration Thresholds have been disregarded. I've spoken with, and emailed Micky Yang (report author) from Marshall Day to identify this error and have advised him of the Rosella Road precinct, Station Road Special Character Area and the scheduled Historic Heritage Papatoetoe Train Station. It's likely that his report recommendations may be amended resultant from this information as these sites will probably require pre-works building surveys and on-going monitoring. Work methods may also need to be revised in these areas to minimise the risk to these places.
- The Noise and Vibration assessment also recommends noise and vibration mitigation to a number of properties within the Rosella Road precinct. Please note that this precinct seeks to protect the group of Californian bungalows, transitional bungalow cottages, English cottage and English cottage revival houses built around the 1920s and 1930s and that external alterations and additions (ie. to implement mitigation measures) require resource consent.
- The desktop archaeological report recommends that further assessment is carried out by a built heritage specialist. This would be beneficial as there are a number of expert knowledge limitations and inaccuracies in the archaeological report regarding built heritage. The AEE also includes misleading comments as work to the cottages cannot be managed through the HNZPT authority process (Joe Mills to provide clarity on this point).
- Further information is required describing the work proposed near the scheduled Historic Heritage Papatoetoe Train Station. The AEE states that the project's alignment avoids any adverse effects on the scheduled place, however no details or formal assessment has been provided. This position does not take into account the potential cosmetic damage yet to be assessed by Marshall Day.
- Detail of the fencing to the rear of the Station Road properties is required.
- Conditions regarding the acquisition (temporary and permanent) of the Station Road properties are necessary to ensure that the cottages are not adversely modified, demolished or the site surrounds considerably changed. The subdivision pattern and significant fabric such as outbuildings, boundary fences, open grassed sections and paths are identified in the Special Character Statement as important physical and visual qualities and should be maintained. I am happy to recommend some conditions to this effect, and as it appears that this is the intention of Kiwirail they should be amenable.

Kind regards,
Elise

FEEDBACK FROM NOISE AND VIBRATION expert at Council dated 21 July 2020

I have reviewed the noise and vibration assessment in regard to the NoR to alter the existing North Island Main Trunk line designation 6302. This NoR is seeking an alteration to the existing designation and the acquisition of 3.38 ha of land (1.38 ha permanent and 2.53 ha temporary) outside the existing designated rail corridor to enable the works provided for in Package 2. This acquisition will enable construction access and works and/or structures associated with the third main, including the upgrading of Middlemore Station.

The specific report is *Wiri To Quay Park Third Main Rail Line Noise and Vibration Assessment*, Rp 001 20200311, 10 July 2020, prepared by Marshall Day Acoustics (MDA). This report assesses noise and vibration effects from construction and operation of a proposed 3.6km third railway line (Third Main) on the west side of the existing lines between Middlemore Station and Wiri Junction including upgrades and alterations to Middlemore Station and Papatoetoe Station.

Overall, the assessment is comprehensive and includes an assessment of the existing noise and vibration environment, provides predicted noise and vibration levels from trains using the new Third Main to be located outside the existing designation at Middlemore and, a description of construction noise and vibration management and mitigation measures to demonstrate that construction effects will be minimised as far as practicable.

I have no s92 request.

Comments - Construction

I note the majority of the Third Main will be located within the designation except for a section at Middlemore Station where both the Third main and an extended northbound platform (by 51m) will be located on land currently used as car parking by Middlemore Hospital.

The estimated construction period for Package 2 is 3 years. The works will be completed in four stages to minimise disruption to rail services and the wider community.

Laying of the Third Main is expected to be completed at an average rate of 100m per month – therefore most receivers would only be exposed to high construction noise and vibration levels for a short duration.

I agree the designation contains no controls or decibel limits for construction noise and vibration. For works outside the rail designation (e.g. utility relocations), the noise and vibration standards in Rule E25.6.27 and E25.6.30 (1) apply.

Most works will occur during standard construction hours (e.g. Monday to Saturday - 7.30 am to 6.00 pm) however some night-time, Sunday and public holiday works will be needed to enable line closures (Blocks of Line). Additional details regarding management and mitigation of effects during these sensitive time periods will be provided in a CNVMP.

Three site yards are proposed for the project. The main site yard will be located at Middlemore, with secondary yards located at Gordon Park, Papatoetoe Station and Puhinui Station.

The assessment predicts noise infringements will occur at multiple sites along the western side of the rail corridor given the nature of the works and the proximity of buildings being an

average of 7m to 10m away. Therefore, it is important works are managed properly to ensure effects are minimised as far as practicable.

A CNVMP will be prepared for all construction works and submitted with the Outline Plan of Works. I agree a CNVMP is the appropriate means to address temporary effects and a CNVMP satisfies both s16 of the RMA and the E25 objective and policy related to construction.

I note the CNVMP will also identify any noise infringements where works are predicted or measured in exceedance of **60 dB LAeq** at night. This noise level will be used as a trigger to identify potentially affected parties and introduce site specific mitigation as required. Although this trigger limit is +15 dB above the permitted standard in E25.6.27, it is reported that a similar management approach has been employed on earlier transport projects, including the Auckland Electrification Project (AEP), CRL and recent Puhinui Interchange Upgrade projects. This is generally supported for this project and is based on achieving an internal noise limit of 40 dB LAeq in sleeping areas by keeping windows closed. It is noted that there are no activities affected by the NoR related works that would trigger an alternative approach.

In regard to construction vibration, the CNVMP will include management and mitigation measures to ensure, where practicable to do so, compliance with structural guideline limits in *German Standard DIN 4150-3:1999 "Structural Vibration – Effects of Vibration on Structures"* referenced in E25.6.30 (1) (a).

I note any residential dwelling located within 14m of machinery/activities that create the highest vibration levels, that these dwellings are predicted to exceed the 5 mm/s PPV limit for avoidance of cosmetic damage. For these sites specific management measures are recommended and include carrying out building condition surveys in consultation with building owners and monitoring of vibration levels to inform alternative construction methods if required.

The more stringent vibration amenity standards in E25.6.30 (1) (b) will be adopted as a baseline for engagement with affected parties.

I support the recommended construction noise and vibration limits and conditions specified in 6.1 to be included in the Outline Plan of Works.

I confirm future resource consent applications would include infringing permitted construction noise and vibration standards in AUP (OP) E25 for works occurring on private land (outside the designation).

Comments - Operation

As the Third Main will be west of the existing lines, future rail operations will be closer to the receivers on the western side. Also, as reported, the Third Main will likely enable express and freight trains to bypass the stations at potentially higher speeds (therefore increased noise and vibration levels).

I note the assessment of effects is limited to the proposed Third Main section to be located outside the existing designation at Middlemore Station. I confirm there is no assessment of effects for the majority of the Third Main to be located within the designation. Some of the nearest residents will experience increased noise and vibration effects from passing trains. In this regard, I have assumed that effects from future train operations within the existing designation do not need to form part of this NoR.

I agree there are no noise and vibration standards in the AUP (OP) that apply to rail noise and there are no relevant NZ standards or regulations. Accordingly, MDA completed an overview of international rail noise guidelines and decibel limits.

On the basis of this overview, I support the rail noise criteria recommended by MDA and the reasons to adopt these criteria. The recommended limits are reproduced as follows: -

- Day (0700 – 2200): 65 dB L_{Aeq} and increase of 3 dBA, or 85 dB L_{AFmax} and increase of 3 dBA
- Night (2200 – 0700): 60 dB L_{Aeq} and increase of 3 dBA, or 85 dB L_{AFmax} and increase of 3 dBA
- Applied at the façade of any dwelling or care facility within 100m of any new railway line outside of the existing designation. This captures any new rail activity outside of the designation and the effect from this.
- Where this criterion cannot be complied with, we recommend mitigation either in the form of a noise barrier (where this is practicable) or improved sound insulation and/or mechanical ventilation to achieve an internal noise level of no more than:
 - 40 dB $L_{Aeq(0700-2200)}$ and 35 dB $L_{Aeq(2200-0700)}$ or
 - 60 dB L_{AFmax} at all times

Predicted train noise levels have been prepared through use of recognised noise modelling software. Ten affected sites do not meet the above recommended limits and are identified in Table 9 and Table 10. These sites would be subject to mitigation as mentioned above. I agree it is important to consider the existing noise environment and the noise level change to determine when mitigation is required (this is also the approach taken for traffic noise when widening state highways).

In regard to vibration created by passing trains using the Third Main, I agree vibration standards in Norwegian Standard NS 8176.E:2017 Class C (0.3mm/s vw,95) should be adopted for this project. Through measurements of existing vibration levels and calculations for trains using the Third Main, affected sites are identified in Table 11 and comprise 5 sites containing dwellings. Therefore, MDA recommend mitigation measures should be included in rail design to enable compliance with the above vibration limit.

I support the recommended noise limit in section 5.2.6 (reproduced above) and the vibration limit specified in Norwegian Standard NS 8176.E:2017 Class C (0.3mm/s vw,95). Where compliance is not predicted, appropriate mitigation will be undertaken for existing buildings identified in Table 12.

I confirm there is no reason for future resource consents for operational train noise and vibration given there are no rules or decibel standards specified in the AUP (OP).

1) Michael Yang, Marshall Day Acoustic

The requiring authority's technical report: Wiri to Quay Park Third Main Rail Line Noise and Vibration Assessment, Marshall Day Acoustic, Michael Yang, 10 July 2020.

2) Elise Caddigan, Council

The technical report was reviewed by Elise Caddigan, Built Heritage Specialist, Plans & Places Heritage, Auckland Council CPO 12 August 2020 (supplementary correspondence 17.9.2020) states:

Comment:

The Marshall Day Noise and Vibration assessment states that there are no heritage buildings identified nearby to the rail corridor. Ms Caddigan in discussions with the report author this mistake has been acknowledged and Marshall Day have been advised of the Rosella Road precinct, Station Road Special Character Area and the scheduled Historic Heritage Papatoetoe Train Station contain heritage buildings. The report recommendations have been amended resultant from this information as these sites will probably require pre-works building surveys and on-going monitoring. Work methods may also need to be revised in these areas to minimise the risk to these places.

Ms Caddigan states in in correspondence (12 August 2020):

"I'm satisfied that no work is proposed for the Papatoetoe Station building and following my discussions with Marshall Day I'm confident that Marshall Day will include provision for monitoring there. Marshall Day has also agreed that monitoring is required for the chimneys at the Station Rd cottages, and any sensitive features (such as chimneys) within the Rosella Rd precinct. I have also recommended monitoring of the Kings College buildings which Marshall Day are considering."^[1]

^[1] Auckland Council correspondence (12 August 2020):

Further notes and detail requested from Gavin Donaldson – Arborist – Council

*From the arb report regarding protected trees, he indicates that the limitations of the report means that it is only trees that were easily accessible which have included and assessed. It may be that the balance of trees are sited on private property and don't have any underlying protection – however, some of the extracts below suggest otherwise. **The bits in red outline his concerns.***

4 Scope and limitations of the tree survey

4.1 The scope of our assessment is from Wiri Station Road to Middlemore Station. All observations and information were gathered either from public land (e.g. roads and parks) or from video footage taken from the train during normal passenger travel.

NoR land take areas

7.1 Between Wiri and Middlemore, ten land parcels (or portions thereof) will be subject to the NoR for the purposes of permanent occupation. Eleven land parcels (or portions thereof) will be subject to the NoR for the purposes of temporary occupation. Given our access restrictions, we were only able to access and appraise the trees in two of these locations. Those being; Papatoetoe Station (temporary occupation, currently open space land) and Middlemore Station (permanent occupation, currently zoned healthcare facility and business use).

5.4 Only trees visible from public land were recorded and no private property was entered. The existing environment is a rail corridor, with multiple lines in a north to south direction and is designated as strategic transport corridor. Between Wiri Station Road and Puhinui Station, the surrounding land use is industrial, and the rail corridor and adjacent sites are largely devoid of trees worthy of mention.

A group of four or five Himalayan cedars abuts the northbound line which **look to be growing on land occupied** by an early childhood education centre. A parcel of **land zoned as road** abuts the southbound line, and site aerial photographs show trees present, although we are unable to confirm what these are due to access limitations.

6.2 North of Puhinui Station, the surrounding sites become residential, and whilst the rail corridor remains devoid of trees worthy of comment, mature trees in various private properties on both sides of the corridor overhang and abut the north and southbound lines. We provide no comment on these trees including species identification owing to the access constraints.

9.15 Because we were unable to access the rail corridor or private properties, any comment on specific effects to vegetation in the affected properties would be conjectural, which we prefer to avoid. Specific comment on these matters can be addressed during the notification process if submissions are made. Access to the properties would be required in order to provide this detail.

10.1 We make no specific comment about privately owned trees, e.g. those in private properties. Consultation with council's urban forest specialist (as an affected party) would be necessary when considering the trees at Papatoetoe Station in the

council-owned public reserve. **The precise ownership of tree group 2 (Japanese red cedar) is unclear**, as it appears to border the rail corridor and the adjacent hospital-owned facility. Consultation with the hospital is advised, unless KiwiRail's ownership of these trees can be confirmed.

North of Puhinui Station, the land use remains largely residential, with the addition of **a pocket of recreation land abutting the southbound line** (Alan Brewster Leisure Centre and the Papatoetoe RSA Bowling Club). Various trees (mainly titoki, 4 – 6 m high) abut the southbound line, presumably providing some screening to the bowling club.

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Subject	Summary of NoR AEE Changes	Project Name	Wiri To Quay Park
Attention	Vanessa Leddra – Auckland Council	Project No.	IA233800
From	Tim Hegarty		
Date	16 September 2020		
Copies to	Michelle Grinlinton-Hancock (KiwiRail), Melissa Merlo (Jacobs)		

As previously discussed, the Assessment of Effects on the Environment (AEE) for the Wiri to Quay Park Notice of Requirement (NoR) has been updated to reflect changes in the associated land requirement plans. This memo lists the AEE's changes to assist Auckland Council staff in their assessment of the NoR. The changes include:

- The land requirement tables (Pages 7- 11 and 26 -30) have been updated to reflect the land requirement plans. This includes changes in the area of land take at 100 Hospital Road, 12 Wyllie Road, 10 Bridge Street and 212 Cavendish Drive. In addition, a number of the Kenderdine Road properties have been deleted to reflect the updated land take requirements. The specific changes to the areas of land take were identified in the section 92 response.
- The total land take summaries (throughout document) have been updated, with changes to both the total permanent (1.38 ha to 1.15 ha) and temporary land takes (2.15 ha to 2.45 ha).
- Addition of land-take on the eastern side of the corridor (at Middlemore Station) to provide for the fire-escape bridge.
- Removal of deleted Kenderdine Road properties from the tables of Section 4 (Existing Environment).
- Changes to the discussion of the NESCS (Section 4.4.2) given the deletion of 74D Kenderdine Road from the land requirement plans.
- Updated assessment of effects on housing supply (Section 7.11) given the deletion of permanent land take at 9 and 10 Bridge Street.

Should you have any questions, please do not hesitate to contact me.

ATTACHMENT THREE
SPECIALIST REVIEWS

Memo (technical specialist report to contribute towards Council's section 42A hearing report)

To: Vanessa Leddra - Policy Planner, Plans and Places, Auckland Council
From: Andrew Gordon – Specialist, Specialist Input, Resource Consents
Date: 12 February 2021

Subject: NoR – KiwiRail - alterations to Designation 6302 - NoR - Middlemore to Wiri Junction - Acoustic Review

1.0 Introduction

- 1.1 I have undertaken a review of the NoR, on behalf of Auckland Council in relation to acoustic effects.
- 1.2 In writing this memo, I have reviewed the following document: *Wiri To Quay Park Third Main Rail Line Noise and Vibration Assessment*, Rp 001 20200311, 10 July 2020, prepared by Marshall Day Acoustics (MDA).
- 1.3 This report assesses noise and vibration effects from construction and operation of a proposed 3.6km third railway line (Third Main) on the west side of the existing lines between Middlemore Station and Wiri Junction including upgrades and alterations to Middlemore Station and Papatoetoe Station.

2.0 Key Acoustic Issues

- Construction noise and vibration effects.
- Operational noise and vibration effects from the Third Main outside the existing Designation.

3.0 Designation 6302 and AUP (OP) E25

Construction works within the rail designation are not subject to any noise or vibration standards. However, Kiwi Rail is obligated under Section 16 of the Resource Management Act (RMA) which states *“every occupier of land... shall adopt the best practicable option to ensure that the emission of noise... does not exceed a reasonable level.”*

Construction works outside the designation are subject to rules in the AUP (OP) namely E25.6.27 (construction noise) and E25.6.30 (1) (construction vibration).

The same project limits are recommended for construction works within and outside the designation.

As there are no operational noise and vibration rules or standards in the AUP (OP) that apply to rail, appropriate noise and vibration limits are recommended.

4.0 Applicant's assessment, review of effects and management

4.1 Construction

I note the majority of the Third Main will be located within the designation except for a relatively small section at Middlemore Station where both the Third main and an extended northbound platform (by 51m) will be located on land currently used as car parking by Middlemore Hospital.

The estimated construction period for Package 2 is 3 years. The works will be completed largely during daytime hours in four stages to minimise disruption to rail services and the wider community.

Laying of the Third Main is expected to be completed at an average rate of 100m per month – therefore most receivers would only be exposed to high construction noise and vibration levels for a short duration.

I agree the designation contains no controls or decibel limits for construction noise and vibration. For works outside the rail designation (e.g. utility relocations), I agree the noise and vibration standards in Rule E25.6.27 and E25.6.30 (1) apply.

Most works will occur during standard construction hours (e.g. Monday to Saturday - 7.30 am to 6.00 pm) however some night-time, Sunday and public holiday works will be needed to enable line closures (“Block of Line”). Additional details regarding management and mitigation of effects during these sensitive time periods will be provided in a CNVMP.

Three site yards are proposed for the project. The main site yard will be located at Middlemore, with secondary yards located at Gordon Park, Papatoetoe Station and Puhinui Station.

The assessment predicts noise infringements will occur at multiple sites along the western side of the rail corridor given the nature of the works and the proximity of buildings being an average of 7m to 10m away. Therefore, it is important works are managed properly to ensure effects are minimised as far as practicable.

A CNVMP will be prepared for all construction works and submitted with the Outline Plan of Works. I agree a CNVMP is the appropriate means to address temporary effects and a CNVMP satisfies both s16 of the RMA and the E25 objective and policy related to construction.

I note the CNVMP will also identify any noise infringements where works are predicted or measured in exceedance of **60 dB LAeq** at night. This noise level will be used as a trigger to identify potentially affected parties and introduce site specific mitigation as required. Although this trigger limit is +15 dB above the permitted standard in E25.6.27, it is reported that a similar management approach has been employed on earlier transport projects, including the Auckland Electrification Project (AEP), CRL and recent Puhinui Interchange Upgrade projects.

This approach is generally supported and is based on achieving an internal noise limit of 40 dB LAeq in sleeping areas by keeping windows closed. It is noted that there are no activities affected by the NoR related works that would trigger an alternative approach.

In regard to construction vibration, the CNVMP will include management and mitigation measures to ensure, where practicable to do so, compliance with structural guideline limits in *German Standard DIN 4150-3:1999 “Structural Vibration – Effects of Vibration on Structures”* referenced in E25.6.30 (1) (a).

I note any residential dwelling located within 14m of machinery/activities that create the highest vibration levels, that these dwellings are predicted to exceed the 5 mm/s PPV limit for avoidance of cosmetic damage. For these sites specific management measures are recommended and include carrying out building condition surveys in consultation with building owners and, monitoring of vibration levels to inform alternative construction methods if required.

The more stringent vibration amenity standards in E25.6.30 (1) (b) will be adopted as a baseline for engagement with affected parties. I support this approach.

I support the recommended construction noise and vibration limits and conditions specified in 6.1 to be included in the Outline Plan of Works.

I confirm future resource consent applications would include infringing permitted construction noise and vibration standards in AUP (OP) E25 for works occurring on private land (outside the designation).

4.2 Operation

As the Third Main will be west of the existing lines, future rail operations will be closer to the receivers on the western side. Also, as reported, the Third Main will likely enable express and freight trains to bypass the stations at potentially higher speeds (therefore resulting in increased noise and vibration levels).

I note the assessment of effects is limited to the proposed Third Main section to be located outside the existing designation at Middlemore Station.

I confirm there is no assessment of effects for the majority of the Third Main to be located within the designation. Some of the nearest residents will experience increased noise and vibration effects from passing trains. In this regard, effects from future train operations within the existing designation have not been assessed and they do not need to form part of this NoR application.

I confirm there are no noise and vibration rules in the AUP (OP) that apply to rail, and there are no relevant NZ standards or regulations. Accordingly, MDA completed an overview of international rail noise guidelines and decibel limits.

On the basis of this overview, I support the rail noise criteria recommended by MDA and the reasons to adopt these criteria. The recommended limits are set out in section 5.2.6 and reproduced as follows: -

- Day (0700 – 2200): 65 dB L_{Aeq} and increase of 3 dBA, or 85 dB L_{AFmax} and increase of 3 dBA
- Night (2200 – 0700): 60 dB L_{Aeq} and increase of 3 dBA, or 85 dB L_{AFmax} and increase of 3 dBA
- Applied at the façade of any dwelling or care facility within 100m of any new railway line outside of the existing designation. This captures any new rail activity outside of the designation and the effect from this.
- Where this criterion cannot be complied with, we recommend mitigation either in the form of a noise barrier (where this is practicable) or improved sound insulation and/or mechanical ventilation to achieve an internal noise level of no more than:
 - 40 dB $L_{Aeq(0700 - 2200)}$ and 35 dB $L_{Aeq(2200 - 0700)}$ OR
 - 60 dB L_{AFmax} at all times

Predicted rail noise levels have been prepared through use of recognised noise modelling software.

The affected sites which do not meet the above recommended limits are identified in Table 9 and Table 10 reproduced below: -

Table 9: Predicted noise levels – night-time

PPF Address	Existing	Future	Noise level change (range across the façades)	Mitigation options recommended to be considered (i.e. noise barrier, ventilation, building envelope upgrade)
	dB $L_{Aeq(night)}$	dB $L_{Aeq(night)}$	dB	
37 Rosella Road	48	49	1	None Required
52 Rosella Road	62	67	5	Mitigation required
54 Rosella Road	57	60	3	Mitigation required
56 Rosella Road	55	57	2	None Required
58 Rosella Road	56	59	3	None Required
60 Rosella Road	58	62	4	Mitigation required
62 Rosella Road	54	57	3	None Required
64A Rosella Road	53	56	3	None Required
3/64A Rosella Road	56	60	4	Mitigation required
66 Rosella Road	48	50	2	None Required
68 Rosella Road	42	42	0	None Required
1/70 Rosella Road	38	39	1	None Required
72 Rosella Road	40	43	3	None Required
4/72 Rosella Road	38	41	3	None Required
8 Orakau Road	46	47	1	None Required
10 Orakau Road	47	49	2	None Required
10A Orakau Road	59	63	4	Mitigation required
12 Orakau Road	63	69	6	Mitigation required
Home Health Care	59	68	9	Mitigation required
Middlemore Hospital	57	58	1	None Required

Table 10: Predicted noise levels – daytime

PPF Address	Existing	Future	Noise level change (range across the façades)	Mitigation options recommended to be considered (i.e. noise barrier, ventilation, building envelope upgrade)
	dB L _{Aeq} (night)	dB L _{Aeq} (night)	dB	
37 Rosella Road	48	50	2	None Required
52 Rosella Road	62	68	6	Mitigation required
54 Rosella Road	58	61	3	None Required
56 Rosella Road	55	58	3	None Required
58 Rosella Road	56	60	4	None Required
60 Rosella Road	58	63	6	None Required
62 Rosella Road	54	58	4	None Required
64A Rosella Road	53	56	3	None Required
3/64A Rosella Road	56	60	4	None Required
66 Rosella Road	49	51	2	None Required
68 Rosella Road	42	43	4	None Required
1/70 Rosella Road	39	40	1	None Required
72 Rosella Road	41	44	3	None Required
4/72 Rosella Road	39	41	2	None Required
8 Orakau Road	47	48	1	None Required
10 Orakau Road	48	50	2	None Required
10A Orakau Road	60	64	4	None Required
12 Orakau Road	63	69	6	Mitigation required
Home Health Care	59	68	9	Mitigation required
Middlemore Hospital	58	59	1	None Required

These sites would be subject to mitigation as mentioned above. I agree it is important to consider the existing noise environment and the noise level change to determine when mitigation is required (this is also the approach taken for traffic noise when widening state highways).

In regard to vibration created by passing trains using the Third Main, I agree vibration standards in Norwegian Standard NS 8176.E:2017 Class C (0.3mm/s vw,95) should be adopted for this project. Through measurements of existing vibration levels and vibration calculations for trains using the Third Main, affected sites containing buildings are identified in Table 11 reproduced as follows: -

Table 11: Receivers predicted to be exposed to high vibration

Receiver	Distance to new railway line (m)	Predicted vibration level (mm/s v _{w,95})
52 Rosalia Road	7	0.9
54 Rosalia Road	21	0.4
60 Rosalia Road	18	0.4
10A Orakau Road	12	0.6
12 Orakau Road	5	1.1
Home Health Care	5	1.1

Therefore, MDA recommend mitigation measures should be included in rail design to enable compliance with the above vibration limit.

Overall, I support the recommended noise limit in section 5.2.6 (reproduced above) and the vibration limit specified in Norwegian Standard NS 8176.E:2017 Class C (0.3mm/s vw,95). Where compliance is not predicted, appropriate mitigation will be undertaken for those affected building identified.

5.0 Submissions

- 5.1 Submissions were received from AT, Watercare, CMDHB, a private landowner at 12 Wylie Road (with other land interests in Kenderdine Rd), Heritage NZ, Kāinga Ora and ACC. Submissions specifically mentioning noise and vibration are from the CMDHB and Kāinga Ora.

5.2 CMDHB:

Concerned with noise and vibration effects on occupied buildings during construction and ongoing operational noise and vibration effects of the Third Main.

Comment:

- Home Health Care (part of Middlemore Hospital) is located in proximity to the proposed Third Line. As the nearest buildings would be approximately 6m from the construction works, works will need to be carefully designed and managed to ensure noise and vibration levels are minimised as far as practicable (e.g. adoption of the best practicable option or BPO). BPO will be described in a CNVMP. A CNVMP is the most appropriate method for managing temporary construction noise and vibration. I concur with this approach and the submission of an CNVMP as part of the OPW. As a CNVMP will be submitted effects are considered reasonable in regard to s16 of the RMA. Implementing a CNVMP aligns with the relevant E25 objective and policy which enables works to go ahead if permitted standards cannot be practicably met, but controls are in place to manage adverse effects.
- Predicted operational noise levels will have a significant impact relative to existing rail noise levels. Therefore, mitigation measures will be adopted which may include, but not limited to construction of a noise barrier, mechanical ventilation, and/or building envelope upgrades such as replacement glazing and seals. The mitigation measures selected will depend on the final design of the railway and the outcome of engagement with CMDHB. Therefore, I agree with the applicant it is not appropriate or necessary at this stage to recommend specific mitigation details. With suitable mitigation measures I consider the noise effects from rail noise can be controlled to a reasonable level.
- Predicted vibration levels will exceed the recommended project standard (0.3mm/s $V_{w,95}$) at Home Health Care buildings located within 27m of the Third Main. Therefore, it is important the Third Main is subject to a OPW design which incorporates vibration control measures to ensure compliance is achieved with the Norwegian Standard NS 8176.E:2017 Class C (0.3mm/s $v_{w,95}$).
- The closest Middlemore Hospital buildings are at least 60m away and therefore noise and vibration effects (including any change) will be reasonable.

5.3 Kāinga Ora

Concerned with operational noise and vibration effects on surrounding residential development. Request to be kept informed of the NOR process and request to be included in additional consultation with landowners in the area to determine final mitigation measures (where identified).

Comment:

- Any Kāinga Ora sites with existing buildings listed in Table 9 or Table 10 and predicted to receive a 3 dBA or more increase in rail noise will be subject to mitigation. Mitigation measures may include, but not limited to construction of a noise barrier, mechanical ventilation, and/or building envelope upgrades such as replacement glazing and seals. The mitigation measures selected will depend on the final design of the railway and the outcome of engagement. Therefore, I agree with the applicant it is not appropriate or necessary at this stage to recommend specific mitigation details. With suitable mitigation measures I consider the noise effects from rail noise can be controlled to a reasonable level.
- To ensure vibration effects are reasonable the OPW design would consider vibration mitigation for any Kāinga Ora sites with existing buildings in Table 11 to enable compliance with NS 8176.E:2017 Class C.
- I note that noise and vibration effects have not been assessed from future train operations within the existing designation and therefore do not need to form part of this NoR. For the Third Main with the existing designation, Kāinga Ora would need to consult with KiwiRail when developing any sites adjoining the western side of the existing designation and, ensure

that appropriate noise and vibration mitigation measures are considered as part of the site layout and design of new buildings.

6.0 Conclusions and recommendations

Overall, the acoustic assessment is comprehensive and includes:

- a review of relevant noise and vibration standards;
- recommended noise and vibration to be adopted as project limits which will ensure effects are reasonable;
- an assessment of the existing noise and vibration environment;
- predicted construction noise and vibration levels for works within and outside the designation and, assessment of effects;
- management and mitigation measures to demonstrate that construction effects will be minimised as far as practicable and to be contained in a CNVMP; and
- predicted noise and vibration levels from trains using the new Third Main to be located outside the existing designation at Middlemore and, assessment of effects.

The applicant confirms a Construction Noise and Vibration Management Plan (CNVMP) will be prepared once the Outline Plan of Works and associated resource consents are sought. At this time, the CNVMP will incorporate both the detailed design and contractor's construction methodology. This detailed information will be used to inform which buildings require monitoring for noise and/or vibration effects.

As a CNVMP will be prepared effects are reasonable in regard to s16 of the RMA. Implementing a CNVMP aligns with the relevant E25 objective and policy which enables works to go ahead if permitted standards cannot be practicably met, but controls are in place to manage adverse effects.

With adoption of recommended mitigation measures such as noise barriers and/or building upgrades, the operational noise and vibration levels would be reasonable.

I confirm there is no reason for future resource consents for operational train noise and vibration given there are no rules or decibel standards specified in the AUP (OP).

I support the assessment methodology, conclusion and recommendations in the acoustic assessment dated 10 July 2020 prepared by Marshall Day Acoustics.

10 March 2021

To: Vanessa Leddra, Policy Planner, Plans and Places, Auckland Council
From: Andrew Kalbarczyk, Senior Specialist – Contaminated Land, Contamination, Air & Noise, Specialist Input, Resource Consents

**Subject: Notice of Requirement for a new designation under s168 of the RMA:
Alteration to Designation 6302: North Island Main Trunk Railway Line: KiwiRail:
Wiri to Quay Park Project: Package 2 (Middlemore to Wiri Junction) –
s42 Assessment Report (Contamination): D.002237.01**

1.0 Introduction

I have undertaken a review of the Notice of Requirement (NoR) on behalf of Auckland Council in relation to the potential adverse effects on human health and the receiving environment, associated with the potential or actual contamination of the subject site, relevant to the proposed alteration of the existing Designation 6302. The alteration is aimed to enable the delivery of the upgrade works (including the construction of the third main), associated with the KiwiRail Wiri to Quay Park Project.

The proposed alteration of Designation 6302 is intended to provide for the acquisition of 3.6ha of land being adjacent to, but currently outside the existing railway corridor, between Middlemore and Wiri Junction. The land to be acquired is intended to be used for construction activities (temporary use) and permanent occupation by rail infrastructure. Such land is further in this Memo referred to as "the site".

In the process of preparing this Memo, I have reviewed the following reports:

- *Notice of Requirement: Wiri to Quay Park Project, Revision D*, dated September 2020, prepared by Jacobs New Zealand Ltd ('the NoR AEE report', standing for the 'Notice of Requirement - Assessment of Environmental Effects report')
- *Preliminary Site Investigation: Wiri to Quay Park Project, Revision 01*, dated 5 June 2020, prepared by Jacobs New Zealand Ltd ('the PSI report')
- The submissions, as provided by Vanessa Leddra by email on 20 January 2021

2.0 Key contamination issues (relevant to protection of human health and the environment)

I consider the following regulations, plan, and policy statements to be relevant to the assessment of this NoR, in the context of the potential contamination of the site and the associated effects on human health and the environment:

- *Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations*, Ministry for the Environment, 2011 (NES:CS)
- Chapter E30 of the Auckland Unitary Plan (Operative in Part) (AUP(OP)), Objectives E30.2(1) and Policies E30.3(1 and 2)
- The Auckland Council Auckland Regional Policy Statement, particularly Section 17, Objectives 17.3.1-3, and Policies 17.4.1.1-4
- National Policy Statement for Freshwater Management, updated in 2020, particularly Part 2, Objectives 2.1(1)(a-c), and Policies 2.2(1-5 and 13).

My assessment of the NoR and supporting documentation has been focused on identifying any major constrains, associated with the contamination status of the subject area, which would present an impediment to the proposed designation. Any other than major constrains, associated with potential contamination of the site can be dealt with at a later stage, under the

requirements of the relevant regulatory consenting process, associated with the future construction of the project.

Based on the reviewed PSI report, a majority of the site area has unlikely been used for any activities described on the Ministry for the Environment's *Hazardous Activities and Industries List* (2011) (HAIL), therefore, the NES:CS Regulations do not apply to the most of the subject site. However, a single property within the subject site has been identified to have formerly been used for horticultural activities (market garden and greenhouses), which are classified as HAIL Category A.10 (*Persistent pesticide bulk storage or use, including sports turfs, market gardens, orchards, glass houses or spray sheds*). The above property has been considered to be at risk of containing subsurface soils affected by residual pesticides in concentrations exceeding the natural background levels and the relevant criteria, relevant to the protection of human health and/or the environment.

Due to the presence of several old building structures (erected prior to 1980), encountered within the site, the PSI report also identified the potential for localised contamination of shallow subsurface soils with lead (from flakes or fines of paint formerly used for the maintenance of external cladding) and/or asbestos (from gradual degradation of asbestos containing materials, which were commonly used within building structure cladding in the past). While the use of lead-based paint or asbestos within building structures does not fall under HAIL activities, the PSI report recommended that further assessment of the potential contamination of soil with lead and/or asbestos be carried out at a later stage, prior to the proposed land-disturbance activity taking place. The PSI report also noted the potential for unverified-origin fill (in the worst-case scenario being contaminated in exceedance of the natural background levels and the relevant criteria set out for protection of human health and/or the environment). However, no evidence of such fill has been identified.

3.0 Applicant's assessment

The objective of the Preliminary Site Investigation was to make an initial assessment of the contamination status of the subject site. Based on the PSI report, the following sources of contaminants of concern have been identified as the potential constrains to the NoR and relevant future project-construction works at the site:

- The potential presence of residual pesticides, associated with the former horticultural land use within the property currently identified as 74D Kenderdine Road, Papatoetoe: HAIL Category A.10
Only a small portion of the above property (approximately 41m² in size) is proposed to be part of the altered designation and temporarily used to support the project-construction works. The PSI recommends that an updated, more detailed assessment of the potentially affected area be undertaken prior to the commencement of the works.
- Existing and former building structures at several properties within the site, constructed prior to 1980, potentially containing asbestos containing material: Potential HAIL Category E.1
Gradual deterioration of cladding/roofing of the of those structures over the years may have resulted in the accumulation of fibrous asbestos and/or asbestos fines in shallow subsurface soils around the perimeter of such structures. The PSI recommends that an updated, more detailed assessment of the potentially affected areas be undertaken prior to the commencement of the land-disturbance works.
- Potential presence of elevated levels of lead in shallow subsurface soil in the proximity of the existing old building structures, associated with the former use of lead-based paint for maintenance of the structure cladding: Potential HAIL Category H
Occasional stripping or sanding of lead-paint prior to repainting over the years may have resulted in the accumulation of flakes and/or fines of lead-based paint in shallow subsurface soils. The PSI recommends that an updated, more detailed assessment of the potentially affected areas be undertaken prior to the commencement of the land-disturbance works.

The PSI report notes the likely requirement for a land use consent under the NES:CS and a contaminant discharge consent under Chapter E30 of the AUP(OP) for the construction of the project. Further, it recommends that the current findings and the updated assessment be considered in the preparation of a Site Management Plan for the works.

The 'NoR AEE report' acknowledges that a Site Management Plan will be required for the proposed land-disturbance works within the altered designation area, in order to address any risks and potential effects on human health and the receiving environment.

Also, the 'NoR AEE report' report states that a land use consent under the NES:CS and a Contaminant Discharge Consent under Chapter E30 of the AUP(OP) will be required, if specific areas within the site have been confirmed to be contaminated in exceedance of the natural background levels or Permitted Activity soil acceptance criteria, set out in Contaminated Land Rules of the AUP(OP), respectively.

It is noted that those areas within the site, which upon the further assessment are confirmed to be contaminated in exceedance of the Soil Contaminant Standards for protection of human health, set out in the NES:CS or the Permitted Activity soil acceptance criteria, set out in Chapter E30 of the AUP(OP) will require either remediation or management. In such case, a Remedial Action Plan (RAP) or a Site Management Plan (SMP) will likely be required to be provided to the Council as part of the consenting process.

I consider the recommendations for a further environmental assessment of the proposed land-disturbance areas and preparation of a RAP or an SMP (where required), as being satisfactory. I have adopted the above recommendations and incorporated them into the overall recommendations relevant to the NoR, in Section 6.0 of this Memo.

4.0 Assessment of the effects on human health and the environment, and management methods

The purpose of my review was to obtain an understanding of the constraints affecting the NoR and the relevant future land-disturbance within the site, associated with the potential contamination of soil.

My review included the assessment of the relevant reports submitted in support of the NoR and the compliance of the NoR request with the purpose of the NES:CS Regulations, and the objectives and policies of the AUP(OP), Auckland Council Auckland Regional Policy Statement, and National Policy Statement for Freshwater Management, relevant to contaminated land management.

I consider the information provided in support of the NoR as being adequate for obtaining general understanding of the scale and significance of the adverse effects on human health and the environment, anticipated from the implementation of the proposed designation.

While no detailed site investigation has been undertaken within the site to date, a general overview of the current and former land use and associated contaminating activities was included within the PSI report. I consider it as being sufficient for the purpose of this review, however the identification of any specific contamination hotspots, if present, will only be able to be completed at a later stage, prior to the proposed land-disturbance works.

I consider the NoR as being consistent with the purpose of the NES:CS regulations, and the objectives and relevant policies of the AUP(OP), Auckland Council Auckland Regional Policy Statement, and National Policy Statement for Freshwater Management, and anticipate the subject site being generally suitable for the intended land-disturbance works, subject to a further environmental assessment and either remediation or management, if required.

5.0 Submissions

I have reviewed all seven submissions received with regards to the NoR. None of the submissions expressed any concerns relevant to the potential or actual contamination of the subject site, that may affect human health or the environment, as a result of the implementation of the proposed change to the designation.

6.0 Conclusions and recommendations

I consider the documentation provided in support of the NoR to be sufficiently adequate to identify the relevant potential effects of the implementation of the proposed designation on human health and the environment.

There appear to be no significant issues of concern with regards to contamination within the subject site, that would affect the designation in principle. However, a single property within the subject site has been identified to have formerly been used for potentially contaminating activities. Some other properties were noted to be at risk of containing lead and/or asbestos contamination within shallow subsurface soils, and therefore a recommendation has been made that a further environmental assessment of the subject site be undertaken at a later stage, prior to the lodgement of a resource consent application for the land-disturbance works.

From the perspective of contamination and the associated potential effects on human health and the environment, I consider the NoR to be consistent with the purpose of the NES:CS, and relevant objectives and policies of the Contaminated Land Rules of the AUP(OP), Auckland Council Regional Policy Statement, and National Policy Statement for Freshwater Management.

None of the seven submissions received have raised an issue of concern relevant to the contamination of the soil, associated with the current or historical land use.

Overall, from the perspective of the contamination status of the subject site and potential effects on human health and the environment, I recommend that the NoR be supported, subject to the following actions taken prior to the proposed land-disturbance activity:

- Undertaking a further environmental assessment of the site to identify the actual risks to human health and the environment and enable to determine and implement the relevant mitigation options (if required)
- Undertaking remediation or management of those parts of the site, which are found to be affected by contamination in concentrations exceeding the relevant Soil Contaminant Standards for protection of human health and/or environmental guidelines for protection of the environment
- Implementing adequate controls, management procedures, and mitigation measures during the land-disturbance activity on site (if required), in order to protect human health and the environment
- Adopting the industry best practice to avoid, remedy, or mitigate any adverse effects on human health and the environment during the proposed land-disturbance activity.

To Vanessa Leddra, Plans and Places, Auckland Council
From Wes Edwards, Consultant for Auckland Council
Date 14 May 2021
Ref 101107
Subject **Technical specialist report to contribute towards Council's section 42A hearing report
Notice of Requirement – Designation 6302 North Island Main Trunk Railway
Transport Assessment**

1.0 Introduction

- 1.1 I have undertaken a review of transport effects, on behalf of Auckland Council, of the Notice of Requirement by KiwiRail for Designation 6302 to provide for a third main line between Wiri Junction and Middlemore Station.
- 1.2 I am a Transportation Advisor and Director of Arrive Limited, a specialist traffic and transport consulting practice. I hold a New Zealand Certificate in civil engineering, and a bachelor's degree in civil engineering. I am a Chartered Professional Engineer and an International Professional (APEC) Engineer. I am a Chartered Member of Engineering New Zealand, and a Member of the Institute of Transportation Engineers. I have completed the Ministry for the Environment *Making Good Decisions* programme and am a certified Level Crossing Safety Impact Assessor.
- 1.3 I have 35 years of engineering experience with 29 of those years as a specialist traffic engineer. I have experience in traffic matters associated with resource management, including resource consents, plan changes and notices of requirement; experience in the design of traffic infrastructure and facilities such as roads and intersections; and in road safety engineering, structure planning, subdivision design, street design, and traffic modelling.
- 1.4 In writing this report, I have reviewed the following documents:
 - Notice of Requirement [**NoR**] and Assessment of Environmental Effects [**AEE**], Jacobs, September 2020
 - Land Requirement Plans, Jacobs, 14 July 2020
 - Stage 2 Civil Drawings, Opus, December 2016
 - Transport Assessment [**TA**], Jacobs, 9 September 2020
 - Letter providing additional information, Jacobs, 9 September 2020
 - Submissions relating to transport from Auckland Transport [**AT**], Brujen Holdings Limited, and Accident Compensation Corporation [**ACC**].

2.0 Key transport issues

- 2.1 The addition of a third main line to the North Island Main Trunk [**NIMT**] railway and associated works requires that the designation for the railway be widened in some locations between Wiri and Middlemore. The land requirement plans show areas of land that are proposed to be permanently added to the designation, and other areas of land that are required on a temporary basis during construction.

- 2.2 The NoR does not include an Outline Plan [OP] and it is proposed that any consents required to undertake the actual works within the designation are dealt with separately. As a result, this report does not consider transport effects arising from the construction work, such as the movement of construction trucks in detail, other than effects arising from the land being designated and/ or occupied by KiwiRail.
- 2.3 While Council can add conditions to any subsequent OP or resource consent approval, there is no ability for other parties to make submissions (unless a resource consent is notified), so it may be appropriate for Council to recommend designation conditions that would apply to those later processes.
- 2.4 The key transport issues arise from how access for third-party land is to be changed to provide for the additions to the designation to be occupied and used by KiwiRail, and most of these issues are located at and around Middlemore Station.

3.0 Applicant's assessment

- 3.1 The applicant's transport assessment is contained in the Transport Assessment [TA] report published 9 September 2020 by Jacobs. The TA describes the proposed changes as they relate to the road network and access to third-party land.
- 3.2 The TA describes and assesses the proposal in sections focussed on locations where transport effects are generated, and these are typically located at or near stations. Most of the land to be added to the designation is located at the rear of residential properties, and most of those changes would produce little to no impact on the transport environment, particularly as most of these occupations will be temporary during construction.
- 3.3 The description of the proposal and the assessment of transport effects is generally considered to be appropriate, other than where noted below.
- 3.4 The TA notes that construction activities that are proposed to occur within the proposed designation to undertake the proposed works could potentially produce adverse effects on the road network and recommends that a Construction Traffic Management Plan [CTMP] be developed to avoid and manage such effects.
- 3.5 A CTMP is commonly used to manage and avoid adverse transport effects during construction works. These plans may include provisions such as when traffic movements may or may not occur, measures to avoid dirt being tracked onto roads, provision for construction staff parking or transport, methods for managing the movement of people and vehicles on the road network, and other matters as required.
- 3.6 The use of temporary traffic management methods is subject to a temporary Traffic Management Plan [TMP] being developed by qualified personnel in accordance with the New Zealand Transport Agency [NZTA] Code of Temporary Traffic Management [CoPTTM] and approved by AT as the Road Controlling Authority [RCA]. TMPs may include measures such as the installation of traffic signs, cones, temporary speed limits, parking restrictions, traffic control and the like. The TMPs would typically form part of the CTMP.
- 3.7 The TA recommendation that a CTMP be prepared for construction activities is supported; however, a CTMP may not be capable of addressing all effects of the designation. This is most likely where third-party land is involved, and this is discussed below.

4.0 Assessment of transport effects and management methods

Wiri Junction

- 4.1 Access to the NIMT in the area around Wiri Junction is proposed in a few locations, referred to in the TA as the “Southern Access Areas”. This includes access across 212 Cavendish Road via the existing signal-controlled intersection of Cavendish Drive and Nesdale Avenue. Access is also proposed across part of 12 Langley Road. Both occupations are proposed to be temporary for construction.
- 4.2 The occupation of these properties is not expected to have any significant adverse effect on the transport network.

Puhinui Station

- 4.3 Puhinui Road is bisected by the NIMT railway at Puhinui Station. Vehicles travelling between the two parts of Puhinui Road must use Kenderdine Road, Bridge Street, and Cambridge Terrace to access the road-over-rail bridge on Bridge Street.
- 4.4 The land requirement plans show part of 10 Bridge Street being required for temporary occupation; the TA shows the site as being required permanently, and the additional information letter states the requirement for this site was changed from permanent to temporary occupation. This review is undertaken on the basis that the site is required temporarily.
- 4.5 10 Bridge Street is a residential property where access is constrained by the presence of the bridge and the movement of construction or operational vehicles to or from this site across the Bridge Street frontage would likely produce adverse traffic effects. The NoR documentation states that construction access to 10 Bridge Street is not required as the work would be accessed from the rail corridor.
- 4.6 Four other residential properties in Kenderdine Road, and the land between 5 Clendon Avenue and Puhinui Road, referred to as “Puhinui Road House Grounds Park” are to be occupied temporarily during construction. The Clendon Ave site has been occupied for some time for the construction of the Puhinui Station upgrade.
- 4.7 The occupation of these sites is not expected to result in any significant transport effects, provided there is no access to 10 Bridge Street from the road, and appropriate temporary traffic management measures are used at other locations. It is recommended that these requirements be included as conditions.

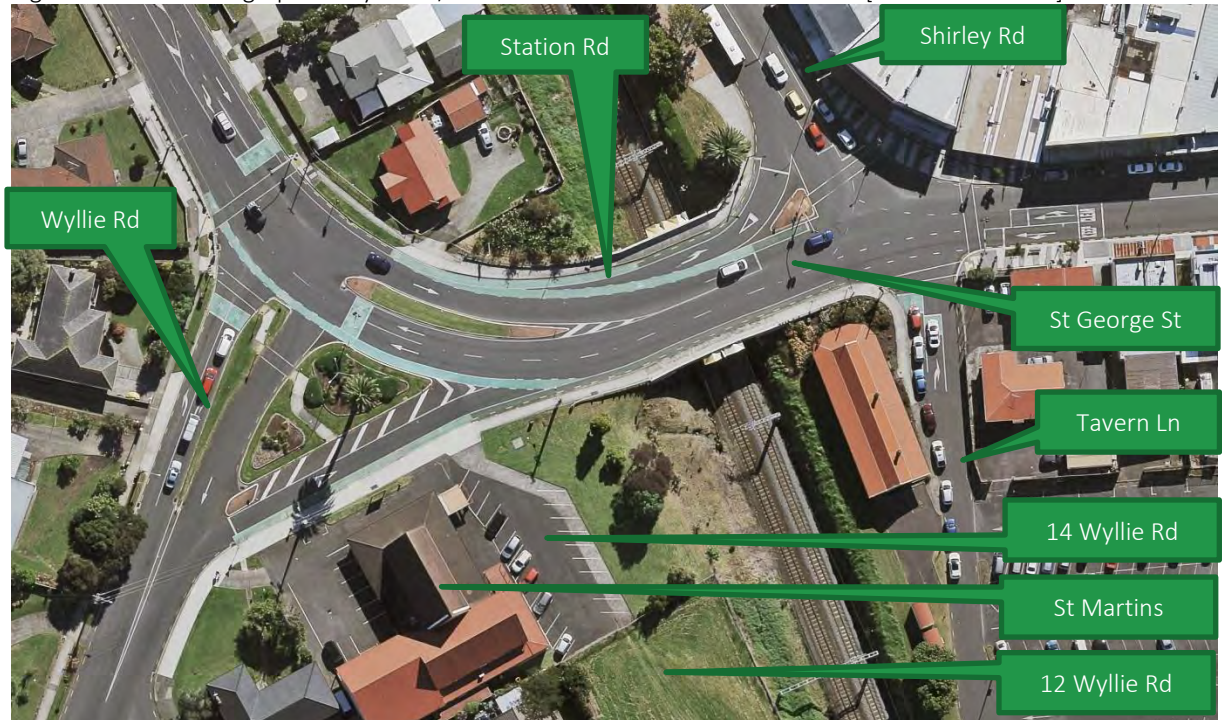
Papatoetoe Station

- 4.8 At the southern end of Papatoetoe Station, Station Road crosses the railway on a road-over-rail bridge. The intersection of Wyllie Road/ Station Road is located a short distance west of the railway. The area has several closely spaced intersections with most controlled by traffic signals and carrying significant traffic volumes.
- 4.9 A significant business and retail centre is based around St George Street to the east of the railway and Papatoetoe Station is located to the north with access from Station Road and Shirley Road. These areas have a high level of pedestrian activity and turnover of on-street parking.
- 4.10 St Martins Presbyterian Church is located at 14 and 22 Wyllie Road, with the main car parking area located on the 14 Wyllie Road property. A strip of 14 Wyllie Road is required temporarily to provide for access to 12 Wyllie Road to the south. This occupation has been designed to allow operation of the church parking area to be maintained. People using the church and parking on the eastern part

of the site would need to cross the designation to access the parking, and to access the church buildings by foot. As the construction work is not expected to involve significant volumes of traffic when the church is being used for larger events this occupation is not expected to cause any significant issues, particularly as KiwiRail has undertaken to agree protocols with the church to avoid disruption to church events by restricting construction traffic through the site at times¹.

- 4.11 12 Wyllie Road is a long narrow property. The only road frontage is a narrow strip on Wyllie Road adjacent to the bridge, and currently behind a barrier. Vehicular access for this site is currently across 14 Wyllie Road. All of 12 Wyllie Road is required temporarily and some land along the eastern edge is required permanently.

Figure 1: Aerial Photograph of Wyllie Rd/ Station Rd intersection and surrounds [Auckland Council]



- 4.12 14 Wyllie Road is accessed from a section of road providing for vehicles turning left from Station Road into Wyllie Road. The right turn from Station Road into this lane is currently permitted but could be difficult for large vehicles which would need to undertake the movement at low speed, and vehicles waiting to perform this movement would block the eastbound through lane on Station Road.
- 4.13 AT's submission has suggested there may be an opportunity to modify the road layout to allow for a safe right turn movement into the 14 Wyllie Road, and recommends this is discussed with AT during the formulation of the CTMP. The provision of a safe right turn movement would provide the opportunity to reduce truck movements along Shirley Road and St George St. Depending on the form of this arrangement it may be necessary to restrict vehicles from making this right turn during peak hours to avoid adverse traffic effects at that point. In order to avoid adverse effects on amenity in the town centre it may then be desirable to restrict all trucks from entering the site when the right turn is restricted. This matter is capable of being resolved through the CTMP process.

Middlemore Station

- 4.14 Middlemore Station lies adjacent to Middlemore Hospital. The majority of the hospital campus is located east of the railway, but a number of services and a substantial supply of carparking are located on the west side of the railway. Most of the car parking west of the railway is for hospital

¹ Jacobs letter to Council 9 Sep 2020, response to further information request, pg 4.

staff, but some outpatient parking spaces are provided close to the hospital buildings west of the railway.

- 4.15 Rosella Road is a local residential street to the west of the railway and hospital. This is a relatively narrow low-volume residential street that has been fitted with speed tables which are normally installed in an attempt to reduce the volume of traffic using the street.

Figure 2: Aerial Photograph of Middlemore Station and surrounds [Auckland Council]



- 4.16 All vehicular access to the western side of the hospital campus is from the eastern end of Orakau Road adjacent to the railway. Orakau Road also provides for vehicle access to the western side of Middlemore Station and a few houses.
- 4.17 KiwiRail require land on the western side of Middlemore Station, and the requirement extends into Orakau Road, cutting off the vehicle access to the hospital sites.
- 4.18 KiwiRail also permanently require the property at 64 Rosella Road which adjoins the northern end of the western hospital campus. This is to be used as a laydown area during construction and would be used as a maintenance access point following construction.
- 4.19 It is proposed to restore access to most of the hospital staff parking areas by constructing a new vehicle access point on Orakau Road between the parking building and the Gray Avenue intersection. This new driveway would result in a few angled parking spaces on Orakau Road being lost, but otherwise the traffic impact would be minimal. It is proposed that the staff parking access controls

(barrier arms) would be located at this driveway, preventing the public from using the driveway or parking areas.

4.20 Vehicular access to the northern part of the western hospital campus would not be available via the new carpark access. The transport assessment acknowledges this and notes *“an alternative access has been proposed from [64] Rosella Road”*, but other documentation makes it clear access to this part of the hospital site has not been finalised at the time of this review.

4.21 In response to queries about the long-term use of 64 Rosella Road and the potential for using it to provide access to the hospital property, the further information letter states (emphasis added)

*“an easement **may be granted** to the District Health Board in the future for access to hospital related parking,”*

...

*“In the longer-term, it is **not proposed to provide pedestrian access for rail users via the driveway**. There is no direct access (via the driveway) to Middlemore Station, as any pedestrians would be required to trespass on hospital land”*,

and

*“In the longer term and in a future situation **where the driveway is used by hospital operations**, this “change of use” of the driveway to accommodate hospital related traffic would be subject to land use controls under the Auckland Unitary Plan (i.e. the land use rules of both the underlying residential zone and the transport standards of Chapter E27), **triggering resource consent** under section 9(3) of the Resource Management Act 1991. It would be at this time that an assessment of traffic effects from hospital activities would be appropriate. Any assessment at the current time relating to a potential future use is outside the scope of the land use activities sought by this NoR (i.e. construction and maintenance traffic), and is also inconsistent with its objectives.”*

4.22 The TA states *“The development of the internal layout of the car park is subject to on-going discussion and consultation, for rationalising how the site functions, between KiwiRail and CMDHB regarding their further plans for the site. The car park is currently under design and will be detailed as part of the related Outline Plan”*.

4.23 Based on the information currently available it is not clear how the northern part of the hospital land would be accessed in future. It is also not clear how 64 Rosella Road may be used to provide for vehicle and / or pedestrian access, for staff or patients; and if made available for hospital staff and patients how rail users would be prevented from using the access.

4.24 It is likely that adverse effects would arise from 64 Rosella Road being used to access the hospital land, potentially including effects from an increased demand for on-street parking, effects from additional vehicle and pedestrian movements in Rosella Road, and effects that may arise from vehicles and pedestrians sharing the driveway.

4.25 The NoR material states this matter is intended to be detailed at the OP stage, and that a resource consent may be required. It is not clear if a resource consent would be required, or what the activity status for any consent application might be.

4.26 It is understood that KiwiRail are consulting the DHB regarding this matter and it is expected additional information may be available at the hearing. Based on the information provided to date it is recommended that the designation be conditional upon 64 Rosella Road not being able to provide pedestrian access to the station, and that use of 64 Rosella Road for provision of access to hospital land be made a Discretionary Activity so that any adverse effects can be properly examined by way of a resource consent application.

5.0 Submissions

5.1 Three submissions raise transport-related issues.

Auckland Transport

5.2 Auckland Transport seeks that the designation be approved subject to several matters including:

To include a condition on the Construction and Traffic Management Plan (CTMP) requirements to address the following matters:

- *Purpose of the CTMP*
- *Description of the relevant CTMP parameters to be considered (including types of vehicles / movements, operating hours)*
- *Description of measures to avoid, remedy or mitigate the transport / traffic effects associated with construction (including site access requirements, operation of public transport facilities and services, safe operation of walking and cycling facilities, applying travel management plans, mobility needs of hospital users and managing on-street parking)*

Confirmation whether any of the proposed Orakau Road road extension is located within the proposed (permanent) land requirement.

- *Depending on the response in regard to the above, the inclusion of appropriate conditions to address works within the Orakau Road extension should the proposed area of (permanent) land requirement overlap with the proposed road extension (as a vested road).*
- *To include a condition that the effects of removing existing parking supply are addressed and mitigated through the identification of alternative parking spaces or application of appropriate parking management methods.*

To include conditions that the Outline Plan of Works (OPW) for the works around Papatoetoe rail station are to address the following matters:

- *The effects of the proposed works on the operation of the Papatoetoe rail station park and ride facility and the identification of mitigation to address these effects including the provision of temporary replacement parking where the proposed works reduce the number of available park and ride spaces.*
- *The effects of the proposed works on the Station Road footbridge in regard to providing temporary access to the Papatoetoe rail station from Station Road and the identification of permanent changes to the footbridge.*

To note the following matters to be taken into consideration as part of resource consent and Outline Plan of Works (OPW) processes for the works around Middlemore rail station:

- *The ability to bring bus services into the western side of the rail station to improve the bus to rail / rail to bus interface and transfers including the location of a bus,*
- *Providing for safe walking and cycling connections between local roads and the rail station on both sides of the rail corridor and across the rail corridor,*
- *The function and operation of Hospital Road including safe pedestrian movements and crossing points and the integration of bus services with the rail station and adjacent hospital,*
- *Opportunities for further integration of the rail station access facilities with the adjacent land use activities e.g. overhead concourse.*

5.3 AT also provided commentary on several matters that it considers should be addressed in formulating the CTMP in consultation with AT.

5.4 The above requests by Auckland Transport are supported.

Brujen Holdings Limited

- 5.5 This submitter seeks that the proposed requirement for 12 Wyllie Road be declined or amended due to a lack of information and rationale provided. The submission appears to be querying the amount of land required and does not appear to be directly related to transport matters.

Accident Compensation Corporation

- 5.6 The ACC submission relates the requirement around Middlemore Station. ACC operates the car parking areas at 100 Hospital Road which is adjacent to Middlemore Hospital and on land owned by the Counties Manukau District Health Board [CMDHB].
- 5.7 The submission seeks additional conditions being imposed for several reasons:
- “KiwiRail has not adequately considered alternatives to impacting the Middlemore Hospital car park”*
- “The NOR does not appropriately avoid, remedy or mitigate the effects of the Proposal on the ability of the car parks to operate safely and effectively during the construction period”*
- “KiwiRail ought to address the effects of the Proposal on the car parks through the NOR process, not an OPW or future resource consent applications”*
- “There will be significant adverse effects on the long-term operation of the car park if the Proposal is confirmed in its current form”*
- 5.8 The submission seeks conditions which achieve the following:
- (a) Require KiwiRail to avoid impacting the Hospital’s car parking grounds by using alternative sites, routes, and methods and, where that is not possible, minimise the effect of the NOR on the operation of the car parks during the construction period and on an ongoing basis;*
- (b) Preserve the operational viability of Middlemore Hospital by ensuring that staff, visitors and patients can continue to access and use car parks throughout the duration of construction and on an ongoing basis;*
- (c) Ensure the existing traffic network within and beyond the hospital is not adversely affected by the Proposal;*
- (d) Require KiwiRail to ongoing communicate with ACC about the Proposal so that construction and operational effects can be appropriately managed; and*
- (e) Any other changes required to respond to the concerns raised in this submission.*
- 5.9 Based on the material available at the time of this review, the assertion that the NoR would adversely affect operation of the site and carparking is supported. At the current time there is no certainty that these effects could be addressed adequately, particularly as a resource consent may be required to address the effects.
- 5.10 The recommended designation conditions set out earlier, or additional information presented at the hearing may address some of the concerns raised by ACC.

6.0 Conclusions and recommendations

- 6.1 The assessment of transport effects considers adverse effects during operation and during construction.
- 6.2 The mitigation or avoidance of adverse effects during construction is proposed to be dealt with through the formulation of a Construction Traffic Management Plan for subsequent approval by Council, and the CTMP would include one or more temporary Traffic Management Plans that require approval by Auckland Transport. This is adequate and appropriate for addressing most of the effects likely to be generated by the construction activities.
- 6.3 Adverse transport effects arising from occupation and operation of the required land are largely focussed around Middlemore Station and access to the DHB land on the western side of the railway, and the potential future use of 64 Rosella Road. At the time of writing this review this matter is still being explored by KiwiRail and the DHB, and it is expected further information will be provided at the hearing.
- 6.4 To conclude, subject to additional information being provided, I support the Notice subject to the following conditions.
- a) Any Outline Plan for works in the designation, or any resource consent for works either in the designation, or enabling works outside the designation, shall provide a Construction Traffic Management Plan providing information on:
 - i. Hours of operation and hours when the type or volume of traffic are restricted;
 - ii. Site access locations including visibility, parking restrictions, and methods to prevent dirt being tracked onto the road surface;
 - iii. Site layouts showing the ability for vehicles to turn around within the site;
 - iv. Information about the provision of construction worker parking and/ or other worker transport arrangements;
 - v. Temporary Traffic Management measures developed in conjunction with Auckland Transport, including parking restrictions and relocation of bus stops.
 - vi. Any other methods to minimise traffic congestion or prioritise pedestrian movement.
 - vii. Routes for construction vehicles to and from the site, including any provisions for overweight or over-dimensional loads.
 - viii. Measures to avoid or mitigate effects on the operation of bus services at and near stations.
 - ix. Measures to avoid or mitigate effects on the operation of park and ride facilities, including the provision of temporary replacement parking supply where the supply of parking is reduced by the works.
 - x. Measures to facilitate active mode access routes between the road network and stations, and across the rail corridor, during the works.

- b) Any Outline Plan for works in the designation, or any resource consent for works either in the designation, or enabling works outside the designation, shall:
- i. Identify where the designation extends over any area of vested road and the procedures to be followed to coordinate any work with Auckland Transport.
 - ii. Address and mitigate or remedy the effects of removing on-street parking from Orakau Road
 - iii. Identify any permanent changes to the active mode access to or across the rail corridor, including any changes to footbridges.
 - iv. Consider the operation of Hospital Road, particularly the safe and efficient movement of pedestrians and cyclists, and the integration of bus services with the station and hospital.
 - v. Consider opportunities for integrating rail access facilities with adjacent land uses.
- c) Vehicle access for rail purposes to and from the road frontage of 10 Bridge Street should be minimised and may not be used for railway construction works.
- d) 64 Rosella Road may not be used to provide public access to the railway station, and the provision of access to any neighbouring property should be a Discretionary Activity. Appropriate matters for discretion might include effects on the transport network, and the amenity of the residential area; with assessment criteria drawn from the transport and residential sections of the Unitary Plan.

Memorandum

Date: 27th January 2021

To: Vanessa Leddra - Auckland Council Policy Planner

From: Gavin Donaldson - Specialist Unit Senior Arborist

Application: D.002237.02

Subject: **Kiwirail NoR application for alterations to designation # 6302.**

The Applicant (Kiwirail) seeks consent to alter the existing designation # 6302 to facilitate the construction of a third railway line from Wiri Station Road to Middlemore Station. This memorandum is my assessment of the adverse effects upon the existing protected trees throughout the above section of the rail corridor that may arise from the proposal.

Tree protection status

The AUP does not provide for tree protection in the strategic rail corridor and there are no protected trees within the existing designation area. In most instances, vegetation within the strategic rail corridor is afforded a level of protection equivalent to that of the land immediately adjacent to the rail corridor.

In this instance, the Application seeks to amend and expand the designation area, and this will occur on land that is zoned as road reserves and public open space, where trees greater than 4m tall are protected by the rules of chapters E16 and E17 of the AUP. The Applicant was advised that Asset owner approval from the Auckland Council's Community Facilities Urban Forest Specialist (Arborist) will be required to remove, prune, or undertake works in the root zone of any tree within open space and the road reserve in urban zones. As such, the Council Community Facilities Arborist will require clarity regarding the extent of proposed tree works, including a consideration of alternatives, and an appropriate tree works methodology for earthworks in close proximity to retained protected trees. This is the very same information lacking in the application that I require to make an informed assessment of effects upon trees and vegetation subject to the protection rules of the AUP.

The Application

The Application was lodged with an Arboricultural Assessment compiled by The Tree Consultancy Company (tree report Appendix H) dated 9th July 2020. This report states at paragraph 4.1 that *"the scope of our assessment is from Wiri Station Road to Middlemore Station. All observations and information were gathered either from public land (e.g. roads and parks) or from video footage taken from the train during normal passenger travel."*

Therefore, only trees that were easily accessible have been included and assessed in the Arboricultural report. The tree report does note however that:

“A group of four or five Himalayan cedars abuts the northbound line which look to be growing on land occupied by an early childhood education centre. A parcel of land zoned as road abuts the southbound line, and site aerial photographs show trees present, although we are unable to confirm what these are due to access limitations.”

The tree report further adds that: *“consultation with council’s urban forest specialist (as an affected party) would be necessary when considering the trees at Papatoetoe Station in the council-owned public reserve. The precise ownership of tree group 2 (Japanese red cedar) is unclear, as it appears to border the rail corridor and the adjacent hospital-owned facility.”*

and “north of Puhinui Station, the land use remains largely residential, with the addition of a pocket of recreation land abutting the southbound line (Alan Brewster Leisure Centre and the Papatoetoe RSA Bowling Club).”

Further information requested

Following the Council Officers site visit (undertaken with the Applicant and Agent present), the Council Parks Officer noted that:

“the area required on Rotary West park is small, but it’s not clear whether any trees will be affected. The area required for Gordon Park is larger but again it’s not clear what trees are impacted. Further information is required to understand the specific location of these works and their impact. Asset owner approval will be required for any works affecting trees.”

Following my site visit and assessment of the application, given that the tree report provided with the application does not include a tree works methodology or tree protection provisions, I requested that the Applicant *“identify all protected trees within the affected sites, either marked for removal, pruning or works in the rootzone and provide details on how any adverse environmental effects upon these trees may be avoided, remedied or mitigated.”*

The Applicant has responded to this request by stating that:

“there are no relevant conditions attached to the existing designation and any potential adverse effects associated with works within the designation are managed by the district plan provisions in the AUP(OP)” and “the arborist report (Appendix H) has clearly identified the affected trees which are subject to AUP(OP) protection,” and “we consider that the submitted arboricultural assessment adequately addresses the effects of tree works encompassed by the NoR”.

I do not consider that the Arborist report (Appendix H) amounts to an arboricultural assessment that adequately addresses the effects of tree works encompassed by the proposed designation alteration, particularly as the Arborist report identifies that it has limitations and was written before the additional land requirements were formally identified.

Therefore, I consider that the above s92 request regarding the adverse effects upon protected trees and vegetation has not been answered adequately.

Adequacy of information

My assessment is based on the information submitted as part of the application and the response provided to requests for further information under s92 of the RMA. I consider that the information provided is not sufficient to enable a consideration of the Arboricultural matters on an informed basis and conclude that:

- a) The level of information received does not provide a reasonable understanding of the nature and scope of the proposed activities as they relate to trees and vegetation protected under the rules of the Auckland Unitary Plan: (Operative in Part).
- b) The extent and scale of any adverse effects on the natural treed environment of the site are not able to be accurately assessed.

If I can be of any further assistance in this matter, please do not hesitate to let me know.



Gavin Donaldson

Senior Specialist Arborist -Earth Stream & Trees Unit

Regulatory Services - Auckland Council

Memo: Technical specialist report to contribute towards Council's section 42A hearing report

29 March 2021

To: Vanessa Leddra, Policy Planner, Auckland Council
From: Carolyn O'Neil, Heritage Consultant, on behalf of Auckland Council

**Subject: KiwiRail Notice of Requirement – Alteration to Designation 6302 North Island Main Trunk Railway Line – Middlemore to Wiri Junction
Specialist review – historic heritage**

1.0 Introduction

- 1.1 KiwiRail (the **applicant**) seeks alterations to Designation 6302 of the Auckland Unitary Plan (Operative in Part) (**AIP (OIP)**) to carry out works to the existing North Island Main Trunk (**NIMT**) line designation in association with and to support the delivery of works as part of their Wiri to Quay Park (**W2QP**) project.
- 1.2 The Notice of Requirement (**NoR**) will specifically provide for the construction of a third track for the NIMT line and address works on land adjacent to but outside the existing rail corridor, which is required for construction activities and permanent occupation by rail infrastructure. The alteration to the designation includes land along the rail corridor at Middlemore Station, Mangere East, Bridge Street/Puhinui Station, Manukau and Wiri.
- 1.3 The proposed alterations to the designation and associated works will result in work within the extent of, or adjacent to, several built heritage places (refer to Section 3.0) near the Papatoetoe Station. I have therefore undertaken a review of the NoR on behalf of Auckland Council (**Council**) in relation to effects on historic heritage and special character values.
- 1.4 I first became involved with the project in February 2021. Prior to this time (from August – October 2020) Council's Built Heritage Specialist, Elise Caddigan, provided built heritage and special character input. Although I specialise in historic heritage matters, cultural heritage, natural heritage and archaeological issues are beyond my area of expertise.

2.0 Terms of reference

- 2.1 I have undertaken a technical review of the NoR on behalf of Council in relation to historic heritage. In writing this memo, I have reviewed the documents submitted by the applicant, with particular reference to the following:
 - *'Wiri to Quay Park Project Notice of Requirement'*, prepared by Jacobs, dated July 2020, including the following plans and specialist reports:
 - Appendix C – *'Land Requirement Plans'*, prepared by Jacobs, dated 10 June 2020.
 - Appendix E – *'New Third Main – Stage 2 Civil Drawings' (site plans)*, prepared by Opus, dated 16 December 2016.
 - Appendix F – *'Wiri to Quay Park Third Main Rail Line Noise and Vibration Assessment' (NVA)*, prepared by Marshall Day Acoustics, dated 10 July 2020.
 - Appendix G – *'Wiri to Quay Park Transport Assessment'*, prepared by Jacobs, dated 14 July 2020.
 - Appendix I – *'Wiri to Quay Park (W2QP) Archaeological Desktop Assessment'*, prepared by CFG Heritage, dated 25 June 2020.
- 2.2 Furthermore, I have examined the material subsequently submitted in response to the Section 92 request for further information, which includes:

- Cover letter from Tim Hegarty (Jacobs) to Vanessa Leddra (Council), dated 9 September 2020, and the following updated reports:
 - Attachment A – ‘*Land Requirement Plans*’, prepared by Jacobs, (still) dated 10 June 2020.
 - Attachment B – ‘*Wiri to Quay Park Project Notice of Requirement*’ (**AEE**), prepared by Jacobs, dated September 2020.
 - Attachment C - ‘*Wiri to Quay Park Transport Assessment*’, prepared by Jacobs, dated 9 September 2020.

2.4 I have also relied on information contained within the Auckland Unitary Plan (Operative in part) (**AUP (OIP)**) that provide background information on the built heritage places of interest, specifically:

- Chapters D17 Historic Heritage Overlay and D18 Special Character Areas Overlay.
- ‘*Papatoetoe Railway Station (ID 01473)*’, Schedule 14.1 Schedule of Historic Heritage.
- ‘*15.1.7.10. Special Character Areas Overlay – Residential: Station Road, Papatoetoe*’, Schedule 15 Special Character Schedule, Statements and Maps.
- ‘*1436 Rosella Road Precinct*’, Chapter I Precincts: South.

2.5 I have also reviewed a series of email correspondence between Elise Caddigan (Council's Built Heritage Specialist) and Micky Yang (author of the applicant's Noise and Vibration Assessment), dated 12, 13 and 17 August 2020; 7 September 2020; and 19, 20, 21 and 22 October 2020.

3.0 Built heritage and special character context

3.1 The built heritage places that form the basis of this memo comprise the Papatoetoe Railway Station and the Station Road Special Character Area (**SCA**). To provide some context, brief descriptions of these places, their values and extents are included below.

Papatoetoe Railway Station

3.2 The Papatoetoe Railway Station was first built in 1875. It was relocated, substantially altered and extended in 1914-5, and re-opened as a new island-platform station in 1919. The building was relocated again in 1999 to its present site at 1 St George Street and refurbished. It re-opened five years later as a community facility.

3.3 The place is scheduled as a Category A*¹ historic heritage place in the AUP (OIP) for its *historical, social, physical attributes, aesthetic* and *context* heritage values. It is significant as a remnant of the region's early rail network, which played a prominent role in the development and expansion of Auckland's provincial towns and districts during the late nineteenth and early twentieth centuries, and as one of a small number of Troup-era railway station buildings remaining in Auckland.

3.4 The Papatoetoe Railway Station extent of place encompasses the station building, surrounding land and a section of the rail corridor to the west. The extent of place currently falls within the existing NIMT line designation boundary.

Station Road Special Character Area

3.5 The Station Road SCA comprises a cluster of seven railway workers' cottages built in 1928 as part of the Railway Housing Scheme and associated ancillary structures and outbuildings.

¹ Category A* Places: the most significant scheduled historic heritage places from legacy plans where the total or substantial demolition or destruction was a discretionary or non-complying activity (rather than a prohibited activity). This is an interim category until a comprehensive re-evaluation of these places is undertaken and their category status is addressed through a plan change process.

Implemented across New Zealand between 1923 and 1929, the scheme involved the mass production of prefabricated buildings to serve as housing for railway workers.

- 3.6 The area has historical value and physical and visual qualities for its intact group of railway workers' cottages, which were developed towards the end of the Railway Housing Scheme and retain a strong association with the Papatoetoe Railway Station and adjacent rail line.
- 3.7 The extent of the SCA encompasses seven residential lots (nos. 1, 5, 9, 11, 15, 17, and 19) that front Station Road and back onto the NIMT railway line at Papatoetoe station and currently falls outside the existing NIMT line designation boundary.

4.0 Nature of the proposed works

- 4.1 Alterations to the existing designation are sought through the NoR to specifically provide for the construction of a third track for the NIMT line in order to improve network capacity along the section of the line between Wiri Junction and Middlemore Station. The proposed works associated with the project are set out in the applicant's AEE². Those aspects of the works proposed to take place within the extent of, or adjacent to, the aforementioned built heritage places principally include:
 - The installation of a new 3.6km track between Middlemore Station and Wiri Junction (particularly at Papatoetoe Station);
 - The installation of above ground rail infrastructure; and
 - The construction of retaining walls to stabilise railway cuttings.
- 4.2 To enable the construction of the retaining walls to the rear of the Station Road SCA, the proposed alteration to the designation also requires the permanent acquisition of two of the sites (nos. 5 and 9 Station Road), and the temporary acquisition of a rear strip of land to the remaining five sites.
- 4.3 The NoR documentation also highlights that work will involve the demolition of structures within the SCA, the full extent of which remains unclear (discussed further in Section 6.0).

5.0 Key built heritage issues

- 5.1 Given the nature of the work in close proximity to several built heritage places (mentioned in Section 3.0, above), I consider the key heritage issue to be:
 - The extent to which the proposed works will impact on the historic heritage values of the Papatoetoe Railway Station.
 - The extent to which the demolition of structures within the Station Road SCA will impact on the area's special character values.
 - Whether there is the potential for the proposed works to result in damage to the historic fabric of the Papatoetoe Railway Station and/or the Station Road SCA cottages as a result of construction vibration and/or from machinery/vehicles using the sites.
 - The extent to which any potential effects on historic heritage and special character values are mitigated.

6.0 Applicant's assessment

Built heritage assessment

- 6.1 Despite works being proposed within the extent of several built heritage places, a specialist built heritage assessment has not been prepared as part of the NoR process. In response to the Section 92 request for such an assessment, the applicant advised that no works are proposed to any heritage buildings within or outside the corridor, and all works within the existing corridor are subject to the current designation, which overrides existing rules in the AUP (OIP). The applicant

² Summarised on page 12 and detailed on page 60 of the applicant's updated AEE, dated September 2020.

also considered that, notwithstanding the recommendation in its *Archaeological Desktop Assessment*³ to carry out a further historic and built heritage assessment, the existing AEE, associated documentation and the future Outline Plan of Works (OPW)/resource consents will adequately address potential effects on built heritage.⁴

- 6.2 In the absence of a built heritage assessment, I have therefore relied on the relevant information in these reports (listed fully in Section 2.0) for the purpose of this memo. Having reviewed this information, however, areas of inconsistencies and inaccuracies have made it difficult to determine the full extent of potential effects on historic heritage and special character values.

Extent of demolition within the SCA

- 6.3 One key example of conflicting information relates to the extent of work and level of demolition proposed within the SCA. The applicant's AEE, for example, states that no works are proposed to either the original Papatoetoe Station building or the railway cottages on Station Road, yet confirms that minor works are proposed to the rear of the cottages, involving the possible partial demolition of modern structures.
- 6.4 In contrast, the applicant's *Traffic Assessment* highlights that access to nos. 5 and 9 Station Road may be required "to **demolish the houses to enable construction.**"⁵ However, the report later comments that minimal works will be undertaken on these sites (nos. 5 and 9 Station Road) for the majority of the construction, then states that "**demolition of the rear structures at these locations will likely occur...to enable the construction of a retaining wall**"⁶ (emphasis added).
- 6.5 There also appears to be a discrepancy in the extent of SCA land proposed to be temporarily acquired for occupation. The updated *Land Requirement Plans* document identifies a strip of land along the rear boundaries of 1, 11, 15, 17 and 19 Station Road, while the *Traffic Assessment*⁷ shows an area that incorporates the entire site boundaries.
- 6.5 Whilst it is acknowledged that the statement around the demolition of the houses at 5 and 9 Station Road may have been written in error, such a comment provides a degree of uncertainty and raises concerns around the level of potential effects on the SCA. Such a proposal would also be contrary to a number of objectives and policies in Chapter D18 Special Character Areas Overlay in the AUP (OIP). Principal amongst these is Policy D18.3.(3), which seeks to "discourage the removal or substantial removal of buildings that contribute to the continuity or coherence of the special character area as identified in the special character area statement."
- 6.6 However, it is also recognised that if the intention is to demolish (or partially demolish) only 'accessory buildings' at the rear of 5 and 9 Station Road, then this work may be regarded as a permitted activity.

Noise and Vibration Assessment

- 6.7 There is also a discrepancy in the applicant's *Noise and Vibration Assessment*, which states that "There are no heritage buildings identified nearby [to the rail corridor]".⁸ As a result, Line 3 of the 'Cosmetic Building Damage Vibration Threshold' (Table 3) – which covers structures that, because of their particular sensitivity to vibration (e.g. listed buildings), are placed at a lower threshold to other dwellings and commercial premises – has been disregarded. This appears to indicate that the vibration sensitivity of the Papatoetoe Railway Station and SCA cottages has not been appropriately considered in the assessment.
- 6.8 It is understood that this matter was raised by Elise Caddigan (Council's Built Heritage Specialist) in her initial comments to you and subsequently communicated with Micky Yang (author of the assessment). Although the assessment has not been updated, I note that in an email to Ms Caddigan, Mr Yang confirmed that "the vibration levels we are considering might only reach levels to cause cosmetic damage only. They would not reach levels to cause structural damage."⁹

³ Archaeological Desktop Assessment, 25 June 2020, p. 20.

⁴ As outlined in the applicant's Section 92 response cover letter, dated 9 September 2020.

⁵ Transport Assessment, 9 September 2020, pdf p.19.

⁶ Ibid., pdf p.30.

⁷ Figure 5-2, pdf p.20.

⁸ Noise and Vibration Assessment, 20 July 2020, p.12.

⁹ Email from Micky Yang to Elise Caddigan, dated 21 October 2020.

- 6.9 Given that matters around vibration sensitivity and appropriate vibration limit are outside my area of technical expertise, I am unable to comment on the conclusions reached in the applicant's *Noise and Vibration Assessment* and rely on Mr Yang's confirmation that vibration levels will not reach levels to cause structural damage to nearby heritage buildings. Understanding that vibration levels are likely to be within the limit of cosmetic damage, however, it is considered important that any damage caused is minimised and remedied. At this stage, it remains unclear if any mitigation measures will be put in place to ensure that this is the case.

Archaeological Desktop Assessment

- 6.10 Appreciating that archaeological matters are outside my area of expertise, I defer to Council's archaeologist, Joe Mills to provide comment on the conclusions reached in the applicant's *Archaeological Desktop Assessment*, particularly around subsurface archaeological works.
- 6.11 I note that the report does contain some statements pertaining to built heritage that could be misleading. The assessment of the railway cottages against the criteria for the evaluation of historic heritage places (as set out in Chapter B5 of the AUP (OIP)) is, in my view, worth highlighting for this reason. It is unclear for what purpose the assessment against the historic heritage evaluation criteria was made when the cottages collectively form part of the Station Road SCA and their significant historical values and physical and visual qualities are clearly documented in the AUP (OIP). However, comments made around the cottages as having either little or moderate heritage values, particularly in the absence of a built heritage assessment, have the potential to misrepresent the known special character values of the SCA.
- 6.12 I also note that owing to the lack of finalised plans and the extent of work near heritage buildings not yet being confirmed, the report does not include a full assessment of effects. However, it does acknowledge that land takes near the railway cottages could result in effects on these places.

7.0 Assessment of effects on built heritage

- 7.1 As highlighted in Section 6.0 of this memo, a specialist built heritage assessment has not been provided as part of the applicant's NoR documentation. In the absence of this assessment, I have had to rely on other reports and supporting information in the preparation of my assessment.

Papatoetoe Railway Station

- 7.2 As a Category A* historic heritage place, the Papatoetoe Railway Station is a place of outstanding historic heritage significance well beyond its immediate environs. Its extent of place encompasses the station building, surrounding land and a section of the rail corridor to the west, and currently falls within the existing NIMT line designation boundary.
- 7.3 Works associated with the W2QP project will occur within its extent of place and are associated with the installation of the third rail track (on the western side of the corridor) and any related above-ground infrastructure. Understanding that the project does not involve any physical changes to the station building itself, I am mindful that due to the nature of the work in close proximity to the building, its fabric could still be subjected to damage by construction vibration.
- 7.4 As noted above, and relying on the advice of Mr Yang, the Papatoetoe Railway Station is understood to be within the vibration limits of cosmetic damage, which could potentially result in cracking masonry (chimneys) and/or paintwork. Acknowledging that, if appropriately managed, this is unlikely to compromise the historic heritage values of the place, it is nevertheless important that mitigation measures and repair methodologies are in place to ensure any damage caused to this significant historic heritage place is suitably remedied.
- 7.5 Given that the ability to manage potential impacts on the Papatoetoe Railway Station through the provisions in Chapter D17 Historic Heritage Overlay in the AUP (OIP) is overridden by the existing designation, and that the designation does not currently have any conditions to ensure that historic heritage values are appropriately considered, as a precautionary measure, it is my view that provisions should be put in place to mitigate any potential effects generated by the works. This includes clearly stipulating that no modifications shall occur to the station itself, and the preparation of a pre-construction (dilapidation) and post-construction building condition survey.

Station Road SCA

- 7.6 Comprising a group of seven railway workers' cottages, the Station Road SCA has historical value and physical and visual qualities that contribute to the area's special character. In addition to the seven cottages, the SCA incorporates numerous outhouses and ancillary structures located to the rear (eastern) portion of the lots.
- 7.7 The extent of the SCA encompasses the seven residential lots (from 1 to 19 Station Road), which back onto the NIMT line at the Papatoetoe station. The proposed extension of the NIMT line designation will include the uptake of land within the SCA. The permanent land acquisition of nos. 5 and 9 Station Road is planned for the occupation of rail infrastructure, including the provision of access to enable the construction of retaining walls. The temporary acquisition of a rear strip of land to the remaining five sites is also planned for the construction of retaining walls.
- 7.8 To enable construction works to take place, the demolition of structures within the SCA is likely to be required. But, as previously noted, the inconsistencies and limited details in the applicant's documentation means that there is some uncertainty around the full extent of demolition. Given that the amended designation would override the existing rules in Chapter D18 Special Character Overlay of the AUP (OIP), it is especially important that mitigation measures are in place to ensure that special character values are not affected by the works.
- 7.9 If, as confirmed in the applicant's Section 92 response, demolition works are restricted to the modern structures at the rear of the sites (e.g. garages, sheds and a modern dwelling), then, cognisant that the demolition of 'accessory buildings' is a permitted activity in the AUP (OIP), it is possible in my view that this work could take place without compromising the special character values of the SCA. The demolition of any of the railway cottages, however, would be a concern from a heritage perspective, and would not be supported.
- 7.10 Construction works associated with the project are also located in close proximity to the cottages in the SCA and have the ability to generate increased vibration effects. In the same way as the Papatoetoe Railway Station, the buildings within the SCA are understood to be within the vibration limits of cosmetic damage. It is possible that features such as the original brick chimneys (at nos. 9, 11 and 15 Station Road), in addition to paintwork, may be the most susceptible to damage such as cracking. I am also mindful of the potential for damage to be caused by vehicles and/or machinery when using nos. 5 and 9 Station Road to provide access for construction works.
- 7.11 Again, I am of the opinion that provisions should be put in place to mitigate any potential effects on the special character values of the SCA. This includes requiring a more specific assessment of effects on the SCA during the OPW phase, a clear statement precluding demolition of the cottages (but allowing demolition of the outbuildings), and the preparation of a pre-construction (dilapidation) and post-construction building condition survey.

8.0 Submissions

- 8.1 I have reviewed the Council-compiled '*Summary of Decisions*' relating to the submissions made in response to the notification of the NoR. I have also read in full submission #06 made by Heritage New Zealand Pouhere Taonga (HNZPT), which is the only submission that raises matters that specifically address historic heritage and special character.
- 8.2 HNZPT's submission specifically relates to the following heritage features at Papatoetoe Station:
- The 7 railway cottage located at 1, 5, 9, 11, 15, 17 and 19 Station Road, Papatoetoe; and
 - The original Papatoetoe Station building, relocated to 1 St George Street, Papatoetoe.
- 8.3 The submission also highlights HNZPT's interest in the archaeological remains of the pre-1900 Papatoetoe Station (New Zealand Archaeological Association Site Record No. R11/3197) located in close proximity to the railway cottages. As an archaeological site, however, I will again to defer Council's expert, Joe Mills, to respond to points relating to this site.
- 8.4 At present, HNZPT opposes the amendment to the designation and seeks the following recommendation from Council:

“To impose designation conditions to provide surety that historic heritage and special character values are appropriately considered and provided for commensurate with the Historic Heritage and Special Character matters provided for in the AUP(OP).”

Response

- 8.5 I support the provisions sought by HNZPT. Given the nature and uncertainties around the extent of the planned works, I agree that it is important that a condition(s) be included on the designation to ensure that the historic heritage and special character values of above-mentioned buildings are not affected by the works, and that any damage caused is appropriately remedied. The inclusion of a condition(s) to ensure that built heritage is considered and provided for in a designation is not uncommon.
- 8.6 I therefore suggest that the recommendations made in this submissions be accepted.

9.0 Conclusions and recommendations

- 9.1 For the reasons outlined in this memo, it is my opinion that the applicant has not adequately assessed the NoR effects on historic heritage and special character values. Based on the information that is available, there is considerable uncertainty around the extent of works proposed within the SCA and the measures (or lack thereof) that are in place to safeguard built heritage in the undertaking of the planned works and mitigate any effects. For this reason, I am unable to support the NoR in its current form, but I would be able to support it if heritage-related conditions are imposed.
- 9.2 To alleviate the concerns expressed and provide surety that historic heritage and special character values are appropriately considered and provided for, I recommend that a suitable condition(s) be included in the designation that seeks the following:
- No modifications as a consequence of the works associated with the W2QP project (specifically the Middlemore Station to Wiri Junction phase) shall be made to the Papatoetoe Railway Station historic heritage place (AUP (OIP) Schedule ID: 01473) or the seven cottages (nos. 1, 5, 9, 11, 15, 17 and 19) that define the character of the Station Road SCA. Demolition works within the SCA shall be restricted to the modern structures at the rear of the sites (e.g. garages, sheds and a modern dwelling).
 - Information on the following shall be submitted as part of any OPW:
 - An assessment of impacts on built heritage.
 - Alternatives considered to avoid or reduce impacts on built heritage.
 - Measures to protect built heritage fabric during construction to mitigates any effects.
 - As part of the any Construction Vibration Management Plan, a pre-construction (dilapidation) and post-construction building condition survey for the Papatoetoe Railway Station and the Station Road SCA cottages should be undertaken. Any cosmetic damage identified in the survey must be appropriately remedied upon completion of construction. This repair work to mitigate or rectify damage to built heritage must be guided by the production of appropriate repair methodologies.

Carolyn O'Neil | Heritage Consultant



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Memo: Addendum to technical specialist report to contribute towards Council's section 42A hearing report

18 May 2021

To: Vanessa Leddra, Policy Planner, Auckland Council

From: Carolyn O'Neil, Heritage Consultant, on behalf of Auckland Council

Subject: KiwiRail Notice of Requirement – Alteration to Designation 6302 North Island Main Trunk Railway Line – Middlemore to Wiri Junction
Specialist review – historic heritage: Response to further information

1.0 Introduction

1.1 This addendum to my technical specialist report dated 29 March 2021 has been prepared following the receipt of additional information from KiwiRail (**the applicant**) in response to outstanding heritage matters. As requested, the comments in this addendum are based on a review of this further information and provide confirmation as to whether they address the built heritage issues raised in my technical report. This addendum should be read in conjunction with that report.

2.0 Summary of built heritage issues

2.1 The key issue raised in my technical report was the lack of information provided that adequately and consistently assessed the Notice of Requirement (**NoR**) effects on historic heritage (the Papatoetoe Railway Station) and special character area (the Station Road SCA) values. Based on the information that was available, there was considerable uncertainty around the extent of works proposed within the SCA and the measures (or lack thereof) that were in place to safeguard built heritage in the undertaking of the planned works and mitigate any effects.

2.2 For this reason, I was unable to support the NoR, but would have been able to support it if heritage-related conditions were imposed.

3.0 Additional information considered

3.1 Further to the meeting between Council's representatives, the applicant and Heritage New Zealand Pouhere Taonga on 16 April 2021, additional information was submitted as a means to address outstanding heritage matters. This information comprises the following:

- A covering email from Michelle Grinlinton-Hancock on behalf of KiwiRail, dated 28 April 2021;
- An updated letter from Michelle Grinlinton-Hancock on behalf of KiwiRail, dated 4 May 2021;
- A plan view of the Station Road properties, undated;
- P2M Proposed Site Plan 3, dated 20 November 2020; and
- Section 9 at Rail Cottage showing a cross-section of the proposed retaining wall, dated 8 March 2021.

4.0 Comments

4.1 The additional information provided is sparse in content, and does not follow heritage best practice. However, it does provide more clarity around the extent of demolition works anticipated within the Station Road SCA. It also provides further confirmation around the works associated with the Papatoetoe Railway Station historic heritage place and the preparation of a Construction Noise and Vibration Management Plan (**CNVMP**).

Station Road SCA

4.2 The covering letter (dated 4 May 2021) confirms that the applicant does not propose to demolish the railway cottages within the Station Road SCA as part of the project works. Furthermore, the

covering email (dated 28 April 2021) states that “*when we remove parts of structures, they will be deconstructed in a way as to not touch the fabric of the cottages.*”

- 4.3 Table 1 – ‘Demolition Details’ of the covering letter and information from the associated plans (listed above) collectively identify the structure(s) requiring demolition within the SCA for the purpose of retaining wall construction. Based on the information provided and what is visible from the public realm, I acknowledge that the demolition works are restricted to the modern structures at the rear of the Station Road sites (e.g. garages, sheds and a modern dwelling).
- 4.4 In consideration of this further information and cognisant that the majority of the structures requiring demolition are ‘accessory buildings’ (the demolition of which is a permitted activity in the Auckland Unitary Plan (Operative in part)), I am satisfied that the removal of the structures identified will not impact on the special character values of the Station Road SCA.

Papatoetoe Railway Station

- 4.5 The covering letter confirms that no works are proposed to the Papatoetoe Railway Station, a scheduled historic heritage place that currently falls within the existing Designation 6302. Works associated with the project, namely the installation of the third rail track and any related above-ground infrastructure, will occur within the station’s extent of place.
- 4.6 Acknowledging that the project does not involve any physical changes to the station building and that the changes within its extent of place involve works associated with its historic use as a railway station and its historic (albeit relocated) context, I accept that the nature of the works themselves will not impact on the historic heritage values of the Papatoetoe Railway Station.

CNVMP

- 4.7 In my technical memo, I relied on the advice of Mr Yang (*Noise and Vibration Assessment*, Marshall Day Acoustics, dated 10 July 2020) to determine whether construction works would result in damage to the Papatoetoe Railway Station and the Station Road SCA railway cottages. The buildings were considered to be within the vibration limits of cosmetic damage, which could potentially result in cracking to existing fabric.
- 4.8 The covering letter confirms that a CNVMP will be employed during the construction of the project, which will include monitoring for cosmetic damage arising from ground vibration. Furthermore, the letter advises that the construction of the retaining wall at the rear of the Station Road SCA sites will no longer involve sheet piling as initially anticipated, which will reduce the scale of construction vibration generated.
- 4.9 Based on this additional information, I acknowledge that the potential for cosmetic damage has been reduced and am satisfied that measures will be put in place to monitor and remedy such damage if it occurs.

5.0 Conclusions and recommendations

- 5.1 For the reasons outlined in this addendum, it is my opinion that the further information submitted by the applicant provides more clarity around the extent of works proposed and, as such, has alleviated some of my initial concerns about the potentially high level of effects on built heritage.
- 5.2 Relying on this additional information, I am satisfied that any effects generated by the works on the historic heritage values of the Papatoetoe Railway Station and the special character values of the Station Road SCA will be no more than minor.
- 5.3 To ensure that works are carried out in accordance with this additional information and that any cosmetic repairs are remedied, I suggest the following conditions:
- The scope of demolition works within the Station Road SCA is limited to those modern structures identified in the following documents:
 - The covering email from Michelle Grinlinton-Hancock on behalf of KiwiRail, dated 28 April 2021;
 - the updated letter from Michelle Grinlinton-Hancock on behalf of KiwiRail, dated 4 May 2021;

- the plan view of the Station Road properties, undated; and
 - the P2M Proposed Site Plan 3, dated 20 November 2020.
- As part of the Construction Noise and Vibration Management Plan, if any monitoring for cosmetic damage arising from ground vibration is undertaken by the Requiring Authority, this must include the Papatoetoe Railway Station and the Station Road SCA cottages. While it is unlikely that damaging levels will be reached, any cosmetic damage identified during this monitoring must be appropriately remedied using good conservation practice upon completion of construction.

Please do not hesitate to contact me for any clarification or further discussion you may require.

Yours sincerely,



Carolyn O'Neil | Heritage Consultant
on behalf of Auckland Council

Memo

To: Vanessa Leddra – Policy Planner
From: Joe Mills – Specialist Historic Heritage, Cultural Heritage Implementation Team
Date: 10/02/2021

Subject: S42A Report Input: KiwiRail Designation 6302 Notice of Requirement

1. Purpose of this memo

- 1.1. This memo sets out Auckland Council's Cultural Heritage Implementation Team's assessment of the impact of the proposed Notice of Requirement.
- 1.2. The assessment was requested by Vanessa Leddra – Policy Planner.
- 1.3. This memo has been prepared by Joe Mills – Specialist Historic Heritage on behalf of the Cultural Heritage Implementation Team, within Auckland Council's Heritage Unit.

2. Exclusions

- 2.1. This memo does not include an assessment of the cultural significance of the application area to mana whenua. The cultural and other values that mana whenua place on the area may differ from its historic heritage values and are determined by mana whenua. It is the applicants' responsibility to liaise with mana whenua to determine mana whenua values.

3. Documents reviewed

- 3.1. In making its assessment, the Cultural Heritage Implementation Team has reviewed the following documents, which were provided in support of the application:
 - *AEE: Wiri to Quay Park Project Notice of Requirement (Revision D)*. Prepared for KiwiRail by Jacobs New Zealand. September 2020.
 - *Wiri to Quay Park (W2QP): archaeological desktop assessment*. Prepared for KiwiRail by Hayley Glover, CFG. June 2020.
 - *Land Requirement Layout Plan. Third Main, Middlemore to Puhinui*. Prepared for KiwiRail by Jacobs New Zealand. June 2020.
 - *Civil Drawings: KiwiRail, Middlemore to Puhinui, New Third Main – Stage 2*. Prepared for KiwiRail by Opus. December 2016.
- 3.2. The team has assessed the information in these documents against the Auckland Unitary Plan Operative in Part (January 2021).

4. The proposed works

- 4.1. The proposed works are described in the NOR application and its supporting documentation. They include:
 - Installation of a new 3.6 km track between Middlemore Station and Wiri Junction;

- An upgraded Middlemore Station, including an extension of an existing pedestrian bridge, the provision of a new pedestrian bridge for fire egress and the provision of a 6-car platform (with future proofing for a future 9-car platform);
- Reorganisation of car parking at Middlemore Hospital to address physical severance;
- Installation of above ground rail infrastructure;
- The construction of retaining walls to stabilise railway cuttings;
- Utility relocations; and
- Stormwater infrastructure.

5. Historic heritage within the application boundaries

5.1. This section summarises the historic heritage of the area within the application's boundaries, and includes any specific historic sites that have been identified. The information derives from the NOR application and its supporting documentation (see Section 4).

- Railway cottages, CHI 20003 to 20009. The railway cottages are subject to a Special Character overlay and date post-1900. They will be commented on by the Built Heritage Implementation Team.
- Remains of the original Papatoetoe Railway Station, CHI 22893, R11/3197. The location of the original railway station is noted on historic plans. The remains of the site have not been fully assessed. The site is not scheduled as a Historic Heritage Place under the Auckland Unitary Plan but does date pre-1900 and will likely be affected by ground disturbance as part of the proposed works.
- Papatoetoe Railway Station, CHI 12487, SHHP 1473. The station is scheduled as a Category A* Historic Heritage Place, with the primary feature being the Station building. The extent of place covers the building in addition to the width of the railway corridor. The building is proposed to be undisturbed but works will still occur within the scheduled extent. It is unclear if any subsurface heritage remains are extant within the rail corridor. The building will be commented on solely by the Built Heritage Implementation Team.

5.2. In any area with archaeological features there may be unrecorded, subsurface archaeological features present.

6. Applicant's proposed conditions

- 6.1. As this is an NOR application in anticipation of future resource consent applications, no conditions have been proposed that attach to the NOR.
- 6.2. The applicant notes their intention to defer to the Heritage New Zealand Pouhere Taonga Act 2014, specifically the Authority to Modify, to manage works on the post-1900 Railway Cottage sites and the pre-1900 remains of the original Papatoetoe Station. This is not appropriate mitigation for post-1900 heritage sites, as the HNZPTA legislation does not include post-1900 heritage except where gazetted, and does not address requirements for historic heritage sites scheduled under the Auckland Unitary Plan.

7. Cultural Heritage Implementation Team's assessment

7.1. This section sets out Auckland Council's Cultural Heritage Implementation Team's assessment of the impact of the proposed works, as described in the submitted documents.

Unscheduled Heritage

7.2. There is the high potential for unscheduled pre-1900 archaeological material to be impacted by the proposed works within the railway corridor and its proposed expansion. This largely relates to the remains of the original Papatoetoe Railway Station. The applicant's archaeologist did not fully assess the potential impacts of the proposed works on this site. Nonetheless, as the site is unscheduled, it can be effectively managed under the provisions of the HNZPTA 2014. An advice note advising the applicant of their obligations under this act is provided in Section 8.

Scheduled Heritage

7.3. The Railway Cottages are post-1900 and therefore do not fall under the definition of archaeological sites. There is a low likelihood of unrecorded archaeological material related specifically to the Railway Cottages. This risk can be managed through adherence to the AUP Accidental Discovery Rule (E12.6.1)

7.4. Papatoetoe Railway Station is scheduled under the AUP but does not include archaeological controls. The primary feature is the building. The extent of place for the building is much larger than required and extends across the entire railway corridor. It is unclear if subsurface historic heritage remains related to the building are extant in this area, given that the building has been moved to its present location. There remains a level of risk of unrecorded subsurface archaeological material within the scheduled extent of place, therefore archaeological monitoring of ground disturbance should be employed to mitigate that risk.

8. Conditions and advice notes

8.1. Where the planner supports the application, the Cultural Heritage Implementation Team recommends that the conditions and advice notes described in this section are specified.

8.2. The following advice notes are recommended:

Heritage New Zealand Pouhere Taonga Act 2014

The Heritage New Zealand Pouhere Taonga Act 2014 (*hereafter referred to as the Act*) provides for the identification, protection, preservation and conservation of the historic and cultural heritage of New Zealand. All archaeological sites are protected by the provisions of the Act (section 42). It is unlawful to modify, damage or destroy an archaeological site without prior authority from Heritage New Zealand Pouhere Taonga. An Authority is required whether or not the land on which an archaeological site may be present is designated, a resource or building consent has been granted, or the activity is permitted under the Auckland Unitary Plan Operative in part (January 2021).

According to the Act (section 6) archaeological site means, subject to section 42(3) –

- a) any place in New Zealand, including any building or structure (or part of a building or structure), that –
 - i. was associated with human activity that occurred before 1900 or is the site of the wreck of any vessel where the wreck occurred before 1900; *and*
 - ii. provides or may provide, through investigation by archaeological methods, evidence relating to the history of New Zealand; *and*

- b) includes a site for which a declaration is made under section 43(1)

It is the responsibility of the consent holder to consult with Heritage New Zealand Pouhere Taonga about the requirements of the Act and to obtain the necessary Authorities under the Act should these become necessary, as a result of any activity associated with the consented proposals.

For information please contact the Heritage New Zealand Pouhere Taonga Northern Regional Archaeologist – 09 307 0413 / archaeologistMN@historic.org.nz.

Protected Objects Act 1975 –

Māori artefacts such as carvings, stone adzes, and greenstone objects are considered to be tāonga (treasures). These are taonga tūturu within the meaning of the Protected Objects Act 1975 (*hereafter referred to as the Act*).

According to the Act (section 2) taonga tūturu means an object that –

- a) relates to Māori culture, history, or society; *and*
- b) was, or appears to have been –
- i. manufactured or modified in New Zealand by Māori; *or*
 - ii. brought into New Zealand by Māori; *or*
 - iii. used by Māori; *and*
- c) is more than 50 years old

The Act is administered by the Ministry of Culture and Heritage. Tāonga may be discovered in isolated contexts but are generally found within archaeological sites. The provisions of the Heritage New Zealand Pouhere Taonga Act 2014 in relation to the modification of an archaeological site should be considered by the consent holder if tāonga are found within an archaeological site, as defined by the Heritage New Zealand Pouhere Taonga Act 2014.

It is the responsibility of the consent holder to notify either the chief executive of the Ministry of Culture and Heritage or the nearest public museum (for Auckland this is the Auckland War Memorial Museum), which shall notify the chief executive, of the finding of the taonga tūturu, within 28 days of finding the taonga tūturu; alternatively provided that in the case of any taonga tūturu found during the course of any archaeological investigation authorised by Heritage New Zealand Pouhere Taonga under section 48 of the Heritage New Zealand Pouhere Taonga Act 2014, the notification shall be made within 28 days of the completion of the field work undertaken in connection with the investigation.

Under section 11 of the Act, newly found taonga tūturu are in the first instance Crown owned until a determination on ownership is made by the Māori Land Court.

For information please contact the Ministry of Culture and Heritage – 04 499 4229 / protected-objects@mch.govt.nz.

9. Contact for further information



Joe Mills
Specialist Historic Heritage – Cultural Heritage Implementation Team
+64 21 728 569

17 Feb 2021

To: Vanessa Leddra, Policy Planner, Plans and Places, Auckland Council
From: Zheng Qian, Senior Stormwater Specialist, Healthy Waters, Auckland Council

Subject: NoR – Wiri to Quay Park Assessment

1.0 Introduction

1.1 I have undertaken a review of the NoR, on behalf of Auckland Council in relation to stormwater effects.

1.2 In writing this memo, I have reviewed the following documents:

- Section 92 Attachment B - Assessment of Environmental Effects
- Appendix J Flooding Report

2.0 Key Stormwater Issues

- Flooding
- Water quality and erosion control
- Hydrology mitigation
- Stream works

3.0 Applicant's assessment

The applicant has addressed key stormwater issues in the Flooding Report and Assessment of Environmental Effects.

It is considered that the assessment of key stormwater issues and the conclusions reached are acceptable.

4.0 Assessment of Stormwater effects and management methods

Nil

5.0 Submissions

No major stormwater issues were raised in the submissions.

6.0 Conclusions and recommendations

- That the NoR is supported without modifications.
- That KiwiRail shall have consultation with Healthy Water's on detailed design of flood mitigation, water quality treatment, erosion control, hydrology mitigation and stream works in the proposed designation area at outline plan of works/resource consent stage.
- Where the proposed designation area contains underground/above ground existing stormwater pipe network, the stormwater infrastructure should be protected throughout the construction period, any damage to the stormwater infrastructure should be avoided, remedied or mitigated.
- That Healthy Water's ability to maintain the public stormwater infrastructure within the proposed designation area should not be affected at any time.

ATTACHMENT FOUR
NOTIFICATION REPORT

Notification report - notice of requirement for an alteration to Designation 6302 [North Island Main Trunk (NIMT) Railway Line from Buckland to Britomart Station] to enable the Wiri to Quay Park project, under the Resource Management Act 1991 under the Auckland Unitary Plan Operative in Part



To: Craig Cairncross, Team Leader, Central / South, Plans and Places

From: Vanessa Leddra, Planner, Central / South, Plans and Places

Date: 20 October 2020

Notice of Requirement/Designation Number:	Notice of Requirement to provide for an alteration to Designation 6302 - the purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure and railway premises as defined in the Railways Act 2005.
Requiring authority:	KiwiRail Holdings Limited [KiwiRail]
Site address:	As per NoR (see attachment A)
Legal description:	As per NoR (see attachment A)
Zoning	Residential - Terrace Housing and Apartment Building [THAB] Residential - Mixed Housing Urban [MHU] Residential - Single House [SH] Open Space - Informal Recreation Business – Mixed use Business – Light Industry Business – Heavy Industry Strategic Transport Corridor Unzoned Roads – unformed/formed

Summary

KiwiRail Holdings Limited [**KiwiRail**] as the requiring authority, has lodged a notice of requirement (**NoR**) for an **alteration** of Designation 6302 in the Auckland Unitary Plan (operative in part) (**AUP**), under Section 181 of the Resource Management Act 1991 (**RMA**).

This NoR is an alteration to Designation 6302, the North Island Main Trunk Railway line. More particularly this alteration would enable the Wiri to Quay Park project [W2QP] and provide for the construction of a third track for the North Island Main Trunk Line [NIMT] from Wiri Junction to Middlemore. The alteration involves extending the designation by 3.53 ha [1.38ha permanently and 2.15ha temporarily]. This NoR affects land located along the existing designated corridor at Middlemore Station, Papatoetoe Station, Bridge Street/Puhinui Station Manukau and Wiri Junction. The NoR includes the acquisition and use of land that is adjacent to but outside the existing corridor. This land is required partly for construction activities [temporary] and also for permanent occupation by rail infrastructure such as retaining walls, tracks, signals etc.

The NoR also seeks to include an area below SH20 which forms part of the rail corridor but is not shown as being designated [likely a mapping error].

Auckland Council (Council) must assess a NoR in two broad steps under the RMA:

Step 1: Notification (s169)

Within 10 working days of receiving the notice of requirement, and where a requiring authority has not requested that a NoR be fully notified, or has requested limited notification or non-notification, a notification decision must be made by the Council under, s149ZCB(1) to (4), 149ZCC(1) to (4), 149ZCE, and 149ZCF (which need to be read alongside s169).

If the Council requests further information from the requiring authority under section 92(1), but the requiring authority does not provide the information before the deadline concerned, or refuses to provide the information, public notification is required (s169(1A)).

Step 2: Recommendation by Territorial Authority (s171) (s181 if an alteration)

The territorial authority must provide a recommendation on the NoR, avoiding all unreasonable delay (s21). The territorial authority can decide to recommend to the requiring authority that the requirement be confirmed, modified, subject to conditions or withdrawn (s171(2)).

[Note: In the case of Council being the requiring authority, it does not make a recommendation, but rather makes a **decision** to confirm, modify, or withdraw the requirement, or to impose conditions.]

This report is limited to an assessment of a NoR for an alteration to Designation 6302 under section 181. Under the Step 1 notification it recommends the following:

Part A: Recommendation

That in accordance with section 169 of the Resource Management Act 1991, the alteration of Designation 6302, the North Island Main Trunk Railway line, the purpose which is to develop, operate and maintain railways, railway lines, railway infrastructure and railway premises as defined in the Railways Act 2005 and runs from Buckland to Britomart Station [more particularly the alteration would support the delivery of works associated with the Wiri to Quay Park project and

affect land located along the existing designated rail corridor between Middlemore Station and Wiri Junction, should proceed on a **LIMITED NOTIFIED** basis for the following reasons:

- The Requiring Authority has not requested public notification
- The Requiring Authority has provided all further information by the required date (refer s169(1A)(b));
- The adverse effects on the environment will be no more than minor. The territorial authority must notify the notice of requirement if the adverse effects on the environment are likely to be more than minor (ss149ZCB(2)(a))
- Section 149ZCB(2)(c) provides that the territorial authority must notify the notice of requirement if a rule or national environmental standard requires public notification. There is no rule in the AUP or an NES that requires public notification.
- There are no special circumstances under s149ZCB(4) that warrant notification; and there are no affected protected customary rights groups or affected customary marine title groups s149ZCC(1)(b)).

The proposal, site and locality description

1.1 Proposal

KiwiRail Holdings Limited, as the requiring authority, has served a notice of requirement (**NoR**) on Auckland Council (**Council**) pursuant to section 181 of the Resource Management Act 1991 (**RMA**) for an alteration to Designation 6302 at the North Island Main Trunk Railway line, the purpose which is to develop, operate and maintain railways, railway lines, railway infrastructure and railway premises as defined in the Railways Act 2005 and runs from Buckland to Britomart Station. More particularly the alteration would support the delivery of works associated with the Wiri to Quay Park project. There are four separate spatially based packages of work, running north from Wiri. The four packages of work are shown in section 4.1, figure 4-1 of the AEE.

This NoR relates to Package 2, Middlemore to Wiri Junction, this being the section of the corridor shown on Figure 1 overleaf.

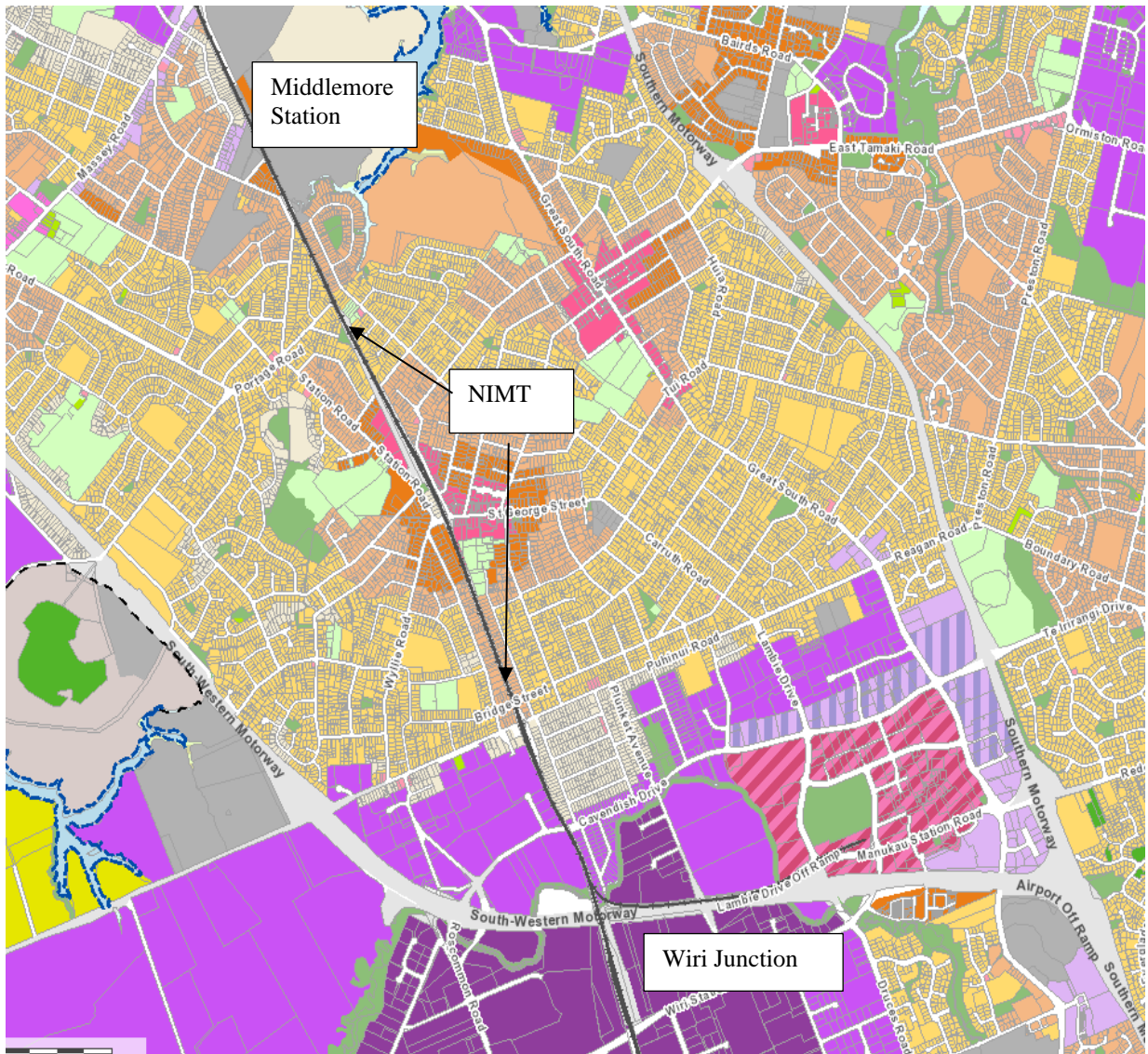


Figure 1: Auckland Unitary Plan: Operative in Part zoning map of locality, Package 2,

Middlemore to Wiri Junction KiwiRail have provided a description of the proposal in a form and manner that I have closely reviewed, as well as all supporting documentation and I concur with the description. This is contained in Section 6 of the Assessment of Environmental Effects (AEE) submitted as part of the application and titled Wiri to Quay Park project; Notice of Requirement, prepared by Jacobs Limited and [updated] September 2020. A summary of this description is provided below.

It is noted that most of the proposed works will occur within the existing rail corridor and therefore are not within the scope of the NoR and will be subject to a future outline plan of works or resource consent applications.

Nature of the finished works associated with this NoR

This NoR would affect a relatively small area of land located alongside the existing designated rail corridor from Middlemore Station to Wiri Junction and includes an upgrade of Middlemore Station. The NoR would enable the designation of 3.6 ha of land of which 1.15 ha will be

permanent and 2.45 ha will be temporary] outside the existing designated rail corridor. The subject corridor's current footprint is 175 ha.

The NoR will provide for the construction of a third track [known as the third main] for the North Island Main Trunk Line [NIMT] including: -

- Installation of a new 3.6 km track between Middlemore Station and Wiri Junction;
- An upgraded Middlemore Station, including an extension of an existing pedestrian bridge and the provision of a 6-car platform (with provision for a future 9-car platform);
- Reorganisation of car parking at Middlemore Hospital to address physical severance;
- Installation of above ground rail infrastructure including overhead lines and their support poles along the length of the corridor;
- The construction of retaining walls to stabilise railway cuttings mostly at Papatoetoe Station at the western edge of the corridor at the rear of the Station Rd properties;
- Utility relocations; and
- Stormwater infrastructure

Most of the physical works required for the third main [e.g Overhead Line Equipment (OLE), tracks and drainage] will be located within the existing designation.

The NoR also seeks to designate an area of land which forms part of the outer northbound track that runs below State Highway 20 [SH20] at Wiri but does not currently show as being designated.

Nature of the construction works associated with this NoR

Works construction is proposed to start in mid 2021 and will take up to three years to complete.

Works include three temporary site yards – the main one at Middlemore Station. Access is required at several locations along the rail corridor [a Construction Traffic Management plan will be covered under the Outline Plan of Works] and associated earthworks would be covered under resource consents and contaminated soil management which would be subject to a Soil Management Plan or the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health [NESCS] as required.

1.2 Locality Plan

The locality plan for this NoR – package 2 from Middlemore to Wiri Junction is shown in 1.1 above and also in Attachment B.

1.3 Site and surrounding environment description

Site and surrounding environment

The Requiring Authority has provided a detailed description of the subject site(s) in a form and manner that is acceptable. This can be found in the assessment of environmental effects (AEE) submitted as part of the NoR, written by Jacobs Limited, [updated] September 2020. The relevant section is titled: Section 4 Description of the Environment and in particular, 4.1 Location. Each subsection in this section covers the character of each location affected by this NoR. This includes Middlemore Station, Gordon Park, Papatoetoe Station, Bridge Street, Puhinui Station, 212 Cavendish Drive, the area around SH20 and 12 Langley Road.

Having undertaken a site visit on 4 August 2020, I concur with the description of the site and have no further comment. A range of photos are provided within the AEE and the following photos taken by the council during our site visit also provide context.



Photo 1 – Bridge Road Puhinui, looking north, site of Third Main and new retaining wall



Photo 2 – Middlemore Station existing platform area, looking north



Photo 3 – Middlemore Hospital car park and 64 Rosella Road [permanent acquisition, required for construction access and laydown area]



Photo 4 – trees alongside existing railway line [Orakau Rd/Middlemore car park]



Photo 5 – looking north to Papatoetoe Station – area of new retaining wall



Photo 6 – looking north, Bridge St Papatoetoe – area of new retaining wall

Auckland Unitary Plan [Operative in Part] – zoning, overlays, controls and designations

In section 4.2 of the AEE, the Requiring Authority has set out and identified the zoning, overlays, controls and designations in relation to the proposed works outside the designation [6302]. It is noted that the zoning, overlays, controls and designations within the designation [6302] have not been considered as works within the existing corridor will be considered at the Outline Plan of Works and appropriate resource consent applications.

I concur generally with the information set out in Tables, 4-1 [zoning description and location], Table 4-2 [overlays description and location], Table 4-3 [controls description and location] and Table 4-4 [designations description and location]. These tables are all in the RA's AEE.

Wendy Morrice, Council's Specialist Technical Statutory Advisor in Community Facilities has indicated that the land known as Puhinui Road House Grounds (corner Clendon Avenue and Puhinui Road) is noted as "reserve" in Council's GIS but its status is in fact a road. This is also referred to in the description in 4.1.5 in the AEE. [see 1.3 above]

Infrastructure and Network Utilities

Given the location, there are a range of infrastructure and network utilities either within or adjacent to the rail corridor. These assets are set out in Table 4-5 and included within the AEE.

2 Notification

Auckland Council must assess a NoR in two broad steps under the RMA. Firstly, where a requiring authority has not requested that a NoR be fully notified, or has requested limited notification or non-notification, a notification decision must be made under s149ZCB(1) to (4), 149ZCC(1) to (4), 149ZCE, and 149ZCF of the RMA (these sections must be read alongside section 169 of the RMA, which modifies these sections for the purposes of designations).

Secondly, a recommendation to the requiring authority needs to be made under s171(2) of the RMA, on whether the NoR should be confirmed, modified, or withdrawn or conditions are to be imposed.

In the case where Council is the requiring authority under s168A, the Council makes a decision to confirm, modify, or withdraw the requirement, or to impose conditions.

2.1 Public notification assessment (s149ZCB, and 149ZCD)

The requiring authority has not requested public notification.

If the Council requests further information from the requiring authority under section 92(1), but the requiring authority does not provide the information before the deadline concerned, or refuses to provide the information, public notification is required (s169(1A)(b)).

Further information was requested on 28 July 2020. A copy of the section 92 letter is provided as Attachment C. This request sought further information or clarification of transport/traffic issues and matters relating to trees. Following a site visit, additional information or clarification was sought on 14 August in relation to archaeological and built heritage matters [see Attachment D] A response was provided on 9 September and following review, I consider that this provides a satisfactory response [see Attachment E] This is discussed in section 2.1.2 below.

2.1.1 Adverse effects assessment (section 149ZCE)

The following assessment addresses the adverse effects of the activities on the environment.

Effects that must be disregarded - effects on persons who are owners and occupiers of the land in, on or over which the notice of requirement relates, or of land adjacent to that land

Under s149ZCE, Council is to disregard any effects on person who own or occupy any adjacent land.

The requiring authority has identified the following directly or potentially affected neighbouring properties in the Notice, identified in Table 9-1 and 9-2 and following a site visit, I agree with this assessment.

Affected parties are also shown on a map in Attachment F to this report.

Table 1: Directly affected properties

64 Rosella Road, Mangere East	88 Kenderdine Road, Papatoetoe
100 Hospital Road, Papatoetoe	90 Kenderdine Road Papatoetoe
Road Reserve – Orakau Road	1/ 90 Kenderdine Road, Papatoetoe
18R Gordon Road, Papatoetoe	2/ 90 Kenderdine Road, Papatoetoe
1 Station Road, Papatoetoe	3/ 90 Kenderdine Road, Papatoetoe
5 Station Road, Papatoetoe	4/ 90 Kenderdine Road, Papatoetoe

9 Station Road, Papatoetoe	5/ 90 Kenderdine Road, Papatoetoe
11 Station Road, Papatoetoe	6/ 90 Kenderdine Road, Papatoetoe
15 Station Road, Papatoetoe	7/ 90 Kenderdine Road, Papatoetoe
17 Station Road, Papatoetoe	8/ 90 Kenderdine Road, Papatoetoe
19 Station Road, Papatoetoe	9/ 90 Kenderdine Road, Papatoetoe
21R Station Road, Papatoetoe	10/ 90 Kenderdine Road, Papatoetoe
12 Wyllie Road, Papatoetoe	11/ 90 Kenderdine Road, Papatoetoe
14 Wyllie Road, Papatoetoe	92 Kenderdine Road, Papatoetoe
84 Kenderdine Road, Papatoetoe	1/ 92 Kenderdine Road, Papatoetoe
1/ 84 Kenderdine Road Papatoetoe	2/ 92 Kenderdine Road, Papatoetoe
2/ 84 Kenderdine Road Papatoetoe	3/ 92 Kenderdine Road, Papatoetoe
3/ 84 Kenderdine Road Papatoetoe	10 Bridge Street, Papatoetoe
4/ 84 Kenderdine Road Papatoetoe	Council reserve, Puhinui
5/ 84 Kenderdine Road Papatoetoe	Road Reserve – Puhinui Road
6/ 84 Kenderdine Road Papatoetoe	212 Cavendish Drive, Manukau
7/ 84 Kenderdine Road Papatoetoe	SH20
8/ 84 Kenderdine Road Papatoetoe	12 Langley Road, Manurewa
9/ 84 Kenderdine Road Papatoetoe	

Table 2 – Potentially affected parties

10A Orakau Road, Mangere East	Unit 2 64A Rosella Road, Mangere East
12 Orakau Road, Mangere East	Unit 3 64A Rosella Road, Mangere East
52 Rosella Road, Mangere East	Unit 4 64A Rosella Road, Mangere East
54 Rosella Road, Mangere East	Unit 5 64A Rosella Road, Mangere East
60 Rosella Road, Mangere East	16 Gordon Road, Papatoetoe
62 Rosella Road, Mangere East	1/ 16 Gordon Road, Papatoetoe Auckland
Unit 1 64A Rosella Road, Mangere East	2/ 16 Gordon Road, Papatoetoe Auckland
	5 Clendon Avenue, Papatoetoe

The following mana whenua groups are also included [as set out in section 9 of the AEE]

- Ngāi Tai ki Tāmaki Tribal Trust;
- Ngāti Maru Runanga Trust;
- Ngāti Tamaoho Trust;
- Ngāti Tamaterā Treaty Settlement Trust;
- Te Ara Rangatu o Te Iwi o Ngāti Te Ata Waiohua;
- Ngāti Whanaunga Incorporated;
- Te Runanga o Ngāti Whātua;
- Te Kawerau Iwi Settlement Trust;
- Te Ākitai Waiohua Iwi Authority;
- Te Patukirikiri Iwi Trust;
- Te Whakakitenga o Waikato Incorporated;
- Makaurau Marae Māori Trust;
- Ngāti Paoa Iwi Trust; and
- Ngāti Whātua o Ōrākei Trust Board

Effects that must be disregarded - any effect on a person who has given written approval to the notice of requirement and not withdrawn that approval prior to the notification decision being made. (s149ZCE(e))

There are no persons who have provided their written approval.

Effects that must be disregarded - effects of trade competition

Under section s149ZCE(d) the Council must disregard trade competition and the effects of trade competition. There is no trade competition.

Effects that may be disregarded – permitted baseline assessment

Sections 149ZCE(b) and 149ZCF(2)(a) provide that a territorial authority **may** disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect (this is referred to as the permitted baseline).

The permitted baseline refers to the adverse effects of permitted activities on the subject sites.

The Environment Court in *Beadle v Minister of Corrections* A074/02 accepted that the obligation to apply permitted baseline comparisons extended to Notices of Requirement. In *Nelson Intermediate School v Transit NZ* (2004) 10 ELRNZ 369, the Court accepted that the permitted baseline must define the “environment” under section 5(2) (b) and (c) and from that section 171(1). When considering the adverse environmental effects of a proposal, the effects may be considered against those from permitted baseline activities. As the effects resultant from permitted baseline activities may be disregarded, only those environmental effects which are of greater significance need be considered.

In *Lloyd v Gisborne District Council* [2005] W106/05, the Court summed up the three categories of activity that needed to be considered as part of the permitted baseline as being:

1. What lawfully exists on the site at present;
2. Activities (being non-fanciful activities) which could be conducted on the site as of right; i.e., without having to obtain a resource consent (see for example *Barrett v Wellington City Council* [2000] CP31/00); and
3. Activities which could be carried out under granted, but as yet unexercised, resource consents.

Application of the permitted baseline approach is at the discretion of Council and depends on the circumstances of the NoR.

I concur with the description of the environment as set out in 4.1 and 4.2 of the AEE

The following table has been developed to assist with consideration of a permitted baseline.

Table 3 – permitted baseline assessment

Activity Tests	Zone	Activities
1.What lawfully exists on the site at present?	Residential - THAB	Single and multi-unit dwellings
	Residential - SH	Single dwellings
	Residential - MHU	Dwellings
	Special Purpose Healthcare and Hospital facility	A range of medical activities associated with Middlemore Hospital
	Open Space - Informal Recreation	Council reserves

	Business - Mixed use	Residential and smaller scale commercial activity
	Light Industry	Light industrial area with manufacturing plant and distribution centres
	Heavy Industry	Heavy manufacturing and storage areas
	Strategic Transport Corridor	SH20
	Roads – unzoned/unformed	End of Orakau Road, close to Hospital Road
2.Activities (being non-fanciful activities) which could be conducted on the site as of right; i.e., without having to obtain a resource consent	Residential – THAB	Higher density residential dwellings around commercial centres and public transport - buildings enabled up to seven storeys
	Residential – Single House	One dwelling per site, conversion into 2 dwellings, boarding houses up to 10 people per site all subject to compliance with standards around height, height in relation to boundary, coverage etc
	Residential – MHU	Allows up to 3 dwellings, subject to compliance with standards
	Special Purpose Healthcare and Hospital facility	A range of medical activities associated with Middlemore Hospital
	Open Space - Informal Recreation	Informal recreation with facilities accessory to the permitted activity. Public amenities
	Business - Mixed use	Dwellings, commercial services with floorspace <500sqm of floorspace, food and beverage outlets
	Light Industry	Industrial activities, wholesalers, service stations but need to manage adverse effects on adjoining zones
	Heavy Industry	Industrial buildings up to 20 m in height with min. yard depths
	Noise and vibration	Operational and construction noise and vibration from railways are regulated in the AUP by Chapter E25.6 and maximum noise levels are identified in residential and business [mixed use heavy and light and industry], Special Purpose – Health Care Facility and Hospital zones
	Infrastructure	The proposed works are not covered under Chapter E26 of the AUP – however these rules override each of these relevant zones' rules.
3.Activities which could be carried out under granted, but as yet unexercised, resource consents.		There are no known granted resource consents that need to be considered as being part of the permitted baseline.

Most of the physical works for the third main [e.g OLE, tracks, drainage] will be located within the existing designation where rail operations have occurred for over 100 years. The existing designation is part of the existing environment and although there are conditions attached to the existing designation, none are relevant to this proposed alteration. Any potential adverse effects resulting from this alteration will be managed by the provisions of the AUP and/or will

be managed within the OPW process. No further conditions are proposed by the RA. It is noted that the scope and scale of works required will be refined throughout the process of detailed design and the mitigation management plans or offsetting required will be implemented via resource consent conditions.

The alteration to the designation and associated work is necessary to achieve the RA's objectives in and along the rail corridor. The works enabled by the designation are not specifically provided for under the AUP's zone-based controls or the specific provisions for infrastructure. The sites affected by the alteration to the designation have a variety of zones ranging from Special Purpose – Healthcare Facility and Hospital, to residential [Terraced Housing Apartment Buildings, Mixed Housing Urban and single house] to Business uses to open space – informal recreation] [as set out in Table 3 above]. None of these zones provide a suitable policy framework associated with rail works and operation and the alteration will provide for a wider range of activities and physical works which are required to construct and operate the third main.

I consider that the relevant and comparable permitted baseline of effects established by the provisions of the Unitary Plan to be considered in the notification assessment are:

- proposed works located within the existing designation 6302 are in accordance with its purpose (which is the North Island Main Trunk Railway Line [NMIT] from Buckland to Britomart Station);
- noise and vibration from construction activities where these are within the parameters of the relevant (E25) Unitary Plan rules;
- the visual effects of the part of proposed retaining walls The removal of trees in special purpose, residential, strategic transport corridors or business zones are a permitted activity in the Unitary Plan and works to trees within the corridor are provided for by the exiting designation
- the works to/ the removal of three trees are protected given their location within road reserve or council reserve

Therefore, I consider that the permitted baseline can be applied but with limited scope for the purposes of considering the environmental effects of the NoR for the reasons set out above. The alteration to the designation covers a range of zones which by their very nature do not envision a project of this scale and complexity and the nature of the works will trigger the need for resource consents and other such requirements.

2.1.2 Assessment of adverse effects

The requiring authority has provided an [updated] AEE with the NoR. The AEE considers the existing environment and the works proposed are substantially provided for under the existing designation. Therefore, the assessment of effects is limited to works associated with the land acquisition and works occurring on sites currently outside the existing corridor designation.

Each of the technical reports attached to KiwiRail's AEE has assessed the environmental effects of the proposal. These include the following effects:

Noise and Vibration

The requiring authority's technical report on noise and vibration was undertaken by Marshall Day Acoustics [MDA] dated 10 July 2020 for Jacobs. The specific report is titled Wiri To Quay Park Third Main Rail Line Noise and Vibration Assessment, Rp 001 20200311. The report's findings are outlined in 7.2 of the AEE and the full report is attached at Appendix F to the AEE.

Given the difference in the source and scale of effects anticipated by the construction and operational phases of the project, the effects are discussed separately within the AEE.

The construction noise and vibration findings were:

- Works within the rail Designation are not controlled by designation conditions. Nevertheless, noise and vibration effects from the works must be reasonable. We have recommended criteria that trigger the need for mitigation and management measures to be implemented.*
- Works outside of the Designation are controlled by the rules of the Auckland Unitary Plan (AUP).*
- We have assumed that the majority of high noise and high vibration works will be carried out during daytime hours where it is safe and practicable. Due to access and safety constraints, there will be works required during the night-time as part of Block of Line works.*
- Noise and vibration criteria are predicted to be exceeded at most buildings fronting the alignment to a varying degree. Therefore, mitigation measures will need to be implemented.*
- We recommend that a Construction Noise and Vibration Management Plan [CNVMP] is prepared prior to the works commencing. This will form a part of the Outline Plan of Work (OPW).*

We have assessed the rail noise and vibration effects from the proposed new railway line outside of the existing Designation for selected receivers within our recommended effects zone. We have focused only on the effect due to the Third Main being closer to receivers, rather than a change in capacity enabled in the existing Designation due to the Third Main.

In summary:

- We have recommended assessment criteria for rail noise and rail vibration enabled by the alteration to the rail Designation; and*
- We have predicted rail noise and vibration levels for the operations enabled by the proposed alteration and recommended where mitigation should be investigated for some receivers.*

• The Project would have a noticeable adverse effect arising from the change in rail noise and vibration levels. However, with recommended mitigation measures such as noise barriers and/or building upgrades (e.g. ventilation, glazing and/or façade), the rail noise and vibration levels would be reasonable. We understand that these controls will be implemented as part of the OPW for this NoR to achieve reasonable outcomes for noise and vibration effects.”

Operational Period Effects

The operational period noise and vibration findings are set out in 7.2.2 of the AEE.

In summary, given there are no applicable limits in the existing designation or adjoining Strategic Transport corridor zone, AUP maximum noise limits are of limited use in assessing this project. Instead an assessment has been made using KiwiRail’s reverse sensitivity guidelines, NZ and International Rail Noise Performance Standards. Noise thresholds were developed and will be applied at the façade of any dwelling or care facility within 100m of the land subject to this designation. If this criterion can’t be complied with, KiwiRail has proposed that mitigation would be employed, with either a noise barrier, improved sound insulation or mechanical means.

Comment:

Andrew Gordon, Council’s Specialist / technical expert from the Resource Consent team within the Regulatory Services division, has undertaken an assessment of the requiring authority’s NoR, AEE and associated technical report.

I adopt the findings of Mr Gordon who comments that overall, the assessment is comprehensive and includes an assessment of the existing noise and vibration environment. This assessment includes predicted noise and vibration levels from trains using the new Third Main to be located outside the existing designation at Middlemore and a description of construction noise and vibration management and mitigation measures to demonstrate that construction effects will be minimised as far as practicable.

Given the above, I consider the construction period noise and vibration effects can be considered to be no more than minor given the mitigation proposed inclusive of the implementation of the Construction Noise and Vibration Management Plan which would be considered as part of the future OPW, when the outline plan is submitted.

With regard to the Operational Period noise and vibration effects, Mr Gordon comments that as the Third Main will be west of the existing lines, future rail operations will be closer to the receivers on the western side. It is also noted that the Third Main will likely enable express and freight trains to bypass the stations at potentially higher speeds (therefore resulting in increased noise and vibration levels).

He notes that some of the nearest residents [as set out in 7.2.2 of the AEE] will experience increased noise and vibration effects from passing trains and he assumes that effects from future train operations within the existing designation do not need to form part of this NoR.

Mr Gordon agrees there are no noise and vibration standards in the AUP (OP) that apply to rail noise and there are no relevant NZ standards or regulations. Accordingly, Marshall Day Acoustics [MDA] completed an overview of international rail noise guidelines and decibel limits. On the basis of this overview, he supports the rail noise criteria recommended by MDA and the reasons to adopt these criteria [as set out in 7.2.2].

Mr Gordon notes that ten affected sites are likely to not meet the above recommended limits and are identified in Table 9 and Table 10 [of MDA's assessment [in Appendix F attached to the AEE]]. These sites would be subject to mitigation as mentioned above. Mr Gordon agrees it is important to consider the existing noise environment and the noise level change to determine when mitigation is required

With regard to vibration created by passing trains using the Third Main, Mr Gordon agrees that the vibration standards in Norwegian Standard NS 8176.E:2017 Class C (0.3mm/s vw,95) should be adopted for this project. Through measurements of existing vibration levels and calculations for trains using the Third Main, affected sites are identified in Table 11 and comprise 5 sites containing dwellings. Therefore, MDA recommend mitigation measures should be included in rail design to enable compliance with the above vibration limit.

Mr Gordon supports the recommended noise limit in section 5.2.6 as set out in Appendix F of the AEE and the vibration limit specified in Norwegian Standard NS 8176.E:2017 Class C (0.3mm/s vw,95). Where compliance is not predicted, appropriate mitigation will be undertaken for existing buildings identified in Table 12 of the same appendix

Finally, Mr Gordon confirms there is no reason for future resource consents for operational train noise and vibration given there are no rules or decibel standards specified in the AUP (OP).

I adopt the findings of Andrew Gordon and concur that the information provided and the mitigation proposed inclusive of the information and details above, the noise and vibration effects can be considered to be no more than minor.

Land Disturbance

Section 7.3 indicates that within the land required by the alteration to this designation, land disturbance will occur as part of the works for site clearance, establishing lay down areas, the station works at Middlemore, retaining wall construction etc. Such work has the potential to create adverse effects such as dust and sediment laden discharges. It concludes that a land use consent would be sought at a later date for the entirety of the third main works and this would include an Erosion and Sediment Control Plan [ESCP] with suitable measures to control the effects from land disturbance.

Comment:

I agree that given the need for future land use consent, the use of an ESCP and the nature of the works, any effects from land disturbance hazards can adequately be avoided and mitigated and would have a less than minor effect.

Contaminated Land

The requiring authority's technical report on contaminated land was undertaken by George Hampton, at Jacobs and is dated 5 June 2020. The specific report is titled Wiri to Quay Park project, Preliminary Site Investigation IA233800-A.CS.EV.P1ENV-NW-RPT-0001 | 01. The report's findings are outlined in 7.4 of the AEE and the full report is attached at Appendix D to the AEE

The objective of the Preliminary Site Investigation (PSI) was to provide preliminary information on the contamination status of properties outside the existing rail corridor that may be subject to soil disturbance activities associated with the works associated with the alteration to the designation.

Mr Hampton states that based on the aerial imagery and information obtained; the residential properties are not likely to be HAIL sites. It is noted however, that given the age of many of the dwellings, lead from lead-based paint and asbestos from degradation of building materials could be present in soil, close to the buildings. The potential for the presence of fill associated with rail corridor activities is also noted.

The PSI assessment indicates that the properties were generally in agricultural land use, primarily grazing land, although localised horticultural land use is also possible. On the basis of the aerial imagery and information obtained from the council in summary and in conclusion the interpretation is that all of the residential properties, are not likely to be HAIL sites.

Comment

Mr. Andrew Kalbarczyk Council's Senior Specialist, Contaminated Land from the Resource Consent team within the Regulatory Services division at Council, has undertaken an assessment of the requiring authority's NoR, AEE and associated technical report as set out above. He considers the report to have been prepared by a suitably qualified and experienced contaminated land practitioner.

Mr Kalbarczyk agrees that all sites along the proposed project route were reported to have had no HAIL history and were considered to be of low risk to human health. All information relevant to the contamination status of the project site and the proposed general mitigation measures to be put in place are provided in the relevant reports.

It is noted that the only site identified by the PSI as potentially having contaminated soils was 74D Kenderdine Road and this site has since been removed from the project's required land take.

Notwithstanding this, the RA, in 4.4.2 of the AEE, proposes to utilise a Site Management Plan [SMP] during construction to address any potential risk/effects associated with the disturbance of contaminated soil during work at this site.

Also, the AEE at 4.4.2 discusses that additional contamination investigations will be undertaken in support of future land use and discharge consents for the project.

Given the above and based on the views of Mr Kalbarczyk, I consider the effects to be less than minor.

Transport

The requiring authority's technical report on transport was undertaken by Jacobs and is dated [updated] 9 September 2020. The specific report is titled Wiri to Quay Park Transport Assessment IA233800-TE-RPT-0001 | 5.0. The report's findings are outlined in 7.5 of the AEE and the full report [updated] is attached at Attachment C of the s92 response. Given the nature of the proposal, the effects discussion has been separated into construction traffic and operational effects on the local road network.

A summary of the conclusions and recommendations in the AEE are as follows;

Construction [discussed in section 7.5.1 of the AEE]

As construction access would be provided at several locations along the corridor, the effects from each of these access points include:

"Traffic congestion caused by construction related traffic;

- Temporary loss of on-street parking;*
- Conflicts and safety risks arising between pedestrians and construction traffic at Middlemore Station and Middlemore Hospital;*
- Conflicts and safety risks between construction traffic and industrial activity traffic at 212 Cavendish Drive;*
- Traffic safety risks arising from heavy vehicles entering and exiting work areas; and*
- Traffic safety risks associated with heavy vehicles operating near schools (e.g. Papatoetoe West School).*

In order to limit these potential effects, KiwiRail proposes to utilise a Construction Traffic Management Plan (CTMP). The CTMP will be developed in consultation with AT and will include controls such as the following:

- Defined routes to and from construction sites for heavy vehicles to manage congestion and ensure road safety;*
- Temporary traffic control measures employed to allow the safe entry and exit of construction traffic;*
- Restrictions on traffic movements during peak hours/school drop off and pick up times;*
- Safety measures to separate pedestrians from construction traffic at Middlemore Station, Gordon Reserve the Papatoetoe Park and Ride facility, Cavendish Drive, Langley Road and Puhinui Road; and*
- The temporary relocation of bus stops".*

It is noted that the use of a CTMP [Construction Traffic Management Plan] is proposed and would be provided with a future OPW.

Operational Effects [discussed in section 7.5.2 of the AEE]

“The only permanent changes to traffic flows and access will occur at Middlemore Station, with a new access off Rosella Road and the alteration of Orakau Road’s northern terminus.

As noted in the TIA, the proposed access of Rosella Road meets AUP(OP) access requirements and can provide the safe movement of vehicles to and from the road corridor. The TIA also identifies that the access will not degrade the safe operation of the local road network. Sightlines to and from the accessway allow for safe vehicle movements, while the intersections of Gray Avenue/Rosella Road and Massey Road/Rosella Road can safely accommodate any additional traffic generated by the proposed access. As such, it is not currently proposed to undertake any alterations to the carriageway of Rosella Road (e.g. install no-parking signs). Furthermore, adequate sightlines exist both to and from the accessway, thereby preventing any safety issues for pedestrians crossing the vehicle access. In addition, a minor alteration at the northern terminus of Orakau Road is also proposed, with the kerb line being pushed slightly to the south. This alteration will not affect the function of Orakau Road or any neighbouring vehicle crossings.engagement with CMDHB and AT is being undertaken in regard to the final design of the new Rosella Road accessway and modification to Orakau Road. The final design of both features will also be confirmed via a future Outline Plan and any required resource consent applications.

Given the above, it is considered that the operational traffic effects of the project will less than minor.”

Comment:

Council’s consultant, Wes Edwards, Director, Transportation Advisor from Arrive, reviewed the TIA for the Council and determined that further information was required. This formed part of the s92 request to the applicant (see Attachment C) (in 2.1 above) The applicant provided a response to the section 92 request (Attachment E) (in 2.1 above) dated 9 September. Mr Edwards also reviewed the information provided in the response to the section 92 request. The following summarises these requests and responses -

Firstly the section 92 request: -

(i) 14 Wyllie Road - confirm the extent of the temporary occupation of this site

(ii) 64 Rosella Road - provide information about:

(a) the number of vehicle movements expected to use this driveway at various times of the day

(b) the number of pedestrians that are able to use the access

(c) the potential for an increase in demand for on-street parking in Rosella Road if DHB staff are able to use the driveway to access the hospital campus, and the effect of any increase in parking demand

(d) the potential for, and effects of, pick-up and drop-off traffic movements in Rosella Road

(e) the ability of the driveway to cater for passing vehicles and pedestrians

(f) if the driveway is to be lit to provide for pedestrian use during darkness

(iii) DHB Staff Carpark Access - provide information about the likely effects of the access relocation on the transport environment, including effects on pedestrians, road safety and parking.

Secondly, in terms of the response to the s92 request, Mr Edwards has reviewed this and comments on the additional information provided by Jacobs. This can be summarised as follows - the s92 request numbering above is repeated here:

(i) The land requirement [at 14 Wylie Road] has been reduced to retain the church carparking.

(ii) Jacobs have responded to say that “this property will only be used by KiwiRail, but that a future easement may be provided to the DHB and that would require a resource consent. That means the small northern DHB carpark would no longer have vehicle access”. As these future access arrangements appear to be a matter between the DHB and KiwiRail, and therefore outside the scope of this NoR.

(iii) Jacobs have responded saying this access would be addressed separately from the NoR and would be a permitted activity.

Mr Edwards considers that this addresses the matters outlined in the s92 request.

Conclusion

Construction Period

Based on the input from Mr Edwards and given the mitigation proposed, including the implementation of the measures within the CTMP which will be developed in consultation with Auckland Transport, I concur with KiwiRail that the effects can be considered to be less than minor.

Operational Effects

Based on the input from Mr Edwards, and given the mitigation proposed, including the implementation of the measures described in 7.5.2 in the AEE, and the ongoing liaison with Auckland Transport, [who are delivery partner for the project] I concur with KiwiRail that the effects can be considered to be less than minor.

Vegetation and trees

The requiring authority's Arboricultural report, by Andrew Benson of The Tree Consultancy Company dated 9 July 2020 is summarized in section 7.6 of the AEE and is attached as Appendix H of the AEE. This states that *"the removal of and alteration of mature vegetation has been minimised where possible, the requirement to provide clearance between vegetation and the tracks /OLE will require specific works to three generally protected trees as part of this NoR"*

These protected trees include works within the rootzone of a Himalayan cedar on Orakau Rd, the removal of a rimu at Papatoetoe Station and work in the root zone of a London plane tree at Papatoetoe station.

The AEE notes *"the adverse effects of works to these trees are limited...with works proposed to be undertaken in according with best practice.....also the use of replacement planting....12 trees are to be planted to offset the tree works proposed"*.

Furthermore, the AEE notes that works to mitigate and manage the effects of the tree works will be carried out by an arborist and a landscaping plan for Middlemore Station would be provided as part of the OPW.

Comment:

Gavin Donaldson, Council's Senior Arborist from the Resource Consent team within the Regulatory Services division, has undertaken an assessment of the requiring authority's NoR, AEE and associated technical report.

Mr Donaldson ascertained that additional information was required and this was included in the section 92 request to the applicant (see Attachment C) Further detailed information around this request was supplied to Jacobs on 6 August [see Attachment G] to clarify the request following the site visit.

The applicant provided a response to the section 92 request (Attachment C) Mr Donaldson reviewed the information provided in the response to the section 92 request but considers that the arborist report [Appendix H of the RA's AEE] does not provide the level of detail relating to tree work methodology or tree protection provisions and would have liked additional detail on any effects on these trees which may be avoided, remedied or mitigated.

Conclusion

I note that the vegetation controls of the Covid-19 Recovery [Fast-track Consenting] Act 2020 provide for vegetation works [amongst other standards] as a permitted activity as set out in

the s92 response [See Attachment E]. It is noted that section 18 of the above legislation provides for vegetation controls as a permitted activity.

The Auckland Unitary Plan [AUP] has protection rules for trees within road reserves and Open Space zones and other tree works at the rear of other sites along the corridor [e.g. where retaining walls are to be installed]. Tree works are permitted under the AUP given their zoning and therefore are not within the scope of this NoR. Therefore, these works can occur as of right and the effects of such works have been considered as part of the UP provisions. Where the trees are located on land not controlled by KiwiRail, further discussion will occur with the relevant department[s] within Council and with affected parties as set out elsewhere in this report.

In terms of the comments outlined above, and notwithstanding Mr Donaldson's concerns, there appears to be the need for ongoing discussions regarding arboricultural matters which can be resolved at a later stage during the reporting process. However, on balance, and for the purposes of a notification decision, the matter of determining relevant affected parties has been agreed. Overall, I conclude that the resultant works to trees and vegetation as a result of this alteration to the designation can be considered to have a less than minor effect. Adverse effects as a result of these works would be mitigated with the provision of 12x replacement trees, works to be carried out utilising arboricultural best practice and landscaping plans being provided at the OPW stage.

Heritage

Archaeology and Built Heritage

The requiring authority's technical report: Wiri to Quay Park (W2QP): Archaeological desktop assessment was prepared by Hayley Glover, CFG Heritage Ltd dated 25 June 2020. The report's findings are outlined in 7.7 of the AEE and the full report is attached at Appendix I to the AEE.

Ms Glover's report reviews the archaeology and the built heritage relating to the NOR, however the report acknowledges that more investigation may be required in relation to the built heritage as part of the ongoing process.

The report identifies a number of sites that are scheduled in the Auckland Council's Cultural Heritage Inventory (CHI) that are within the immediate vicinity of the rail corridor including the Papatoetoe Railway Station parts of which date to 1875; Papatoetoe Railway Station historic heritage extent of place; the Papatoetoe railway bridge and WW2 Cambria Park military base at Puhinui. The report notes that although the Papatoetoe Railway station is sited within AUP (OP) historic heritage extent of place (rcp/dp), it was in fact moved onto its current site at 1 St George Street in 1999. The report states that while works will be taking place within the Papatoetoe Railway Station historic heritage extent of place, the works should not affect the station building itself.

With regard to the WW2 Cambria Park military base, Ms Glover notes that there is a small possibility that material could be encountered if earthworks are undertaken on the western side of the railway corridor in this location.

The report concludes that none of the identified sites are like to be impacted by the NoR or in the case of the Cambria Park they can be managed through the Outline Plan of Works. (see table 4-7: Summary of the CHI List in the AEE).

The report also acknowledges the heritage value of the Station Road, Papatoetoe railway cottages and AUP (OP) special character area. and given the vicinity of the proposed works associated with the alteration to the designation, the report states that further assessment by a built heritage specialist may be required.

The report recommended that:

- *A full archaeological assessment, including in depth historic research and a field assessment, is carried out for the route, including sites R11/84 and R11/142, in support of an archaeological authority application to Heritage New Zealand Pouhere Taonga.*
- *Further historic and built heritage assessment is carried out for CHI items 12487, 15944, 17015, 20003, 20004, 20005, 20006, 20007, 20008, 20009, and 20010.*
- *Since archaeological survey cannot always detect sites of traditional significance to Māori, or wāhi tapu, the appropriate tangata whenua authorities should be consulted regarding the possible existence of such sites, and the recommendations in this report.*

Comment

Mr. Joe Mills, a Specialist Historic Heritage within Auckland Council's Heritage Unit has undertaken an assessment of the requiring authority's NoR, AEE and associated technical report.

Mr. Mills is of the view that the report provided simply identifies sites, and although noting potential conflicts, it does not address the expected works. Ideally for completeness, more than the desktop archaeological survey should have been provided. However Mr Mills accepts that this detail would forthcoming at the Outline Plan of Works stage.

Mr. Mills also indicates that he did not agree with comments in the report relating to the construction of the railway cottages in 1928 although he acknowledges that this is later than the pre-1900 "limit for archaeological protection". However given their proximity to the possible archaeological remains of the original station, Mr Mills' view is that should any work to the cottages be needed in association with works to the corridor, this would not align with the Heritage New Zealand Pouhere Taonga (HNZ) Act, Section 6 Interpretation, which defines the meaning of an archaeological site and the role of HNZ.

Ms Elise Caddigan, Council's Built Heritage Specialist, Ms Caddigan indicates there are a number of expert knowledge limitations and inaccuracies in the archaeological/ heritage report regarding built heritage, particularly with regard with the Special Character Area in the AUP and this additional assessment would be beneficial to all parties. Ms Caddigan agrees with Ms Glover that further assessment should carried out by a built heritage specialist.

Ms Caddigan is satisfied there is no work proposed for the [old] Papatoetoe Station building as part of this NoR.

Construction Vibration [with regard to historic heritage]

The requiring authority's technical report on noise and vibration was undertaken by Mr Micky Yang at Marshall Day Acoustics [MDA] dated 10 July 2020 for Jacobs. The specific report is titled Wiri To Quay Park Third Main Rail Line Noise and Vibration Assessment, Rp 001 20200311. The report's findings are outlined in 7.2 of the AEE and the full report is attached at Appendix F to the AEE [and addressed at the beginning of this section under Noise and Vibration]

With regard to historic heritage in the report, it states that no heritage buildings are identified nearby. However, Ms Elise Caddigan, Council's Built Heritage Specialist, disagreed with Mr Yang from MDA on this matter and following discussions with Mr Yang, this has been acknowledged. It is noted that within the AUP, there is the Rosella Road precinct, Station Road Special Character Area and the scheduled Historic Heritage Papatoetoe Train Station, all of which contain heritage buildings are in the immediate vicinity. As a result, Ms Caddigan and Mr Yang discussed this issue and both consider that these sites will require pre-works building surveys and on-going monitoring and work methods may also need to be revised to minimise the risk to these places. This can be considered within the Construction Noise and Vibration Management Plan [CNVMP] to be implemented as part of the Outline Plan of Works.

Conclusion

I adopt the findings of Mr Mills and Ms Caddigan but I note that in the s92 response from Jacobs, [see Attachment E], it is stated that no works are proposed to any heritage buildings, either within or outside the corridor. This includes the Station Road properties and the old Papatoetoe Station building. The only works proposed are to the modern structures at the rear of the Station Rd sites. Furthermore, any works within the existing corridor are subject to the current designation.

Given the above, I concur that further studies relating to built heritage and an archaeological assessment could be considered as part of resource consent consideration and/or Outline of Works process, at a later stage, along with the measures within the CNVMP as set out above. On balance, adequate information has been provided in order to complete the notification determination process at this time and any potential and actual effects can be considered to be less than minor.

Natural Hazards – Flooding and Stormwater

The requiring authority's technical report on stormwater was undertaken by Jacobs and dated 14 July 2020. The specific report is titled Wiri To Quay Park Stormwater Assessment 001 | Rev A and the report's findings are outlined in 7.10 of the AEE and the full report is attached at Appendix J to the AEE. In summary the findings and recommendations state:

- *the area around Middlemore Station is subject to flooding due to its proximity to the Tamaki River, the existing stormwater infrastructure and rail corridor acting as a dam*

- *KiwiRail infrastructure that will be located within overland flowpaths or floodplains will be designed to be flood resilient... and ensuring that any flood risk is not increased by the design nor shifting the risk to downstream properties.*

Comment:

Comment

Mr Danny Curtis, a Principal, Catchment Planning, within Healthy Waters team in Infrastructure & Environmental Services department at Council has undertaken an assessment of the requiring authority's NoR, AEE and associated technical report. His comments are as follows: -

Mr Curtis notes that Jacobs have used the floodplain and flowpath data from GeoMaps and that updated modelling results are available for all three catchments that cover the occupancy site locations. In his response, Mr Curtis recommends that before design be undertaken, that KiwiRail /Jacobs contact their department for updated information/results. Jacobs acknowledge this and will be continuing to liaise with Healthy Waters.

More generally Mr Curtis agrees that the proposed design philosophy is to mitigate the potential impacts of flooding on the receiving environment and neighbouring properties, but this would be subject to detailed site-specific investigations.

In terms of specific sites [100 Hospital Road and 64 Rosella Road] Jacobs are proposing that extended detention and flood protection works (potentially through wetlands) should be considered to mitigate the effects of development on neighbouring properties. Although this appears to be good practice, Mr Curtis' view is that there will potentially be hydraulic inefficiencies in the drainage system as a result of culvert extensions and recommends that detailed design consider the timing of peak flows arriving at the culverts from the upper catchment area. Furthermore, an assessment needs to be made whether attenuating flows would actually make flooding matter worse by coinciding catchment peaks with site peaks. This assessment should also consider downstream channel capacities.

Conclusion

Based on the information received, discussions to date and ongoing discussions, I adopt the findings of Mr Curtis, consider that the effects to be less than minor and consider the effects will be managed during the design and construction process with more collaboration and detailed design.

Land Stability

Land instability is referred to within section 7.10 Natural Hazards section the AEE and states that: -

- *Retaining walls are required due to the slope from the residential properties to the rail corridor and will be subject to fully engineered design process during construction.*

The AEE concludes that any effects of ground instability [along with effects from flooding] will be managed during the design and construction process to ensure that any hazard related effects are less than minor.

Comment

I adopt this assessment relating to land stability and consider that given further resource consents are required for the site as well as an OPW, this will require further geotechnical assessment. Given the current rail corridor and existing environment extensive earthworks have already been already carried out in the past. Therefore, any potential natural hazards can adequately be avoided and mitigated and would have an overall less than minor effect

Landscape and Visual Amenity

The NoR addresses visual and landscape effects in section 7.8 of the AEE and in summary states that visual amenity, particularly recognising the area around Middlemore Station, will be enhanced by:

- Incorporating elements of cultural history into the design aspects of work connected with Middlemore Station, following discussions with mana Whenua and Mangere-Otahuhu Local Board
- Preparation of a landscape plan as part of the OPW with the use of native fauna for the area around Middlemore Station [from Orakau Road]

Other visual amenity effects include the use of retaining walls or OLE structures like those existing. It is noted that many of the effects for example at Gordon Park and Puhinui Station will be temporary and planting will ensure the corridor is screened from users of the Park/station during the time it is used for corridor access and as a laydown area. Given the alignment works, the values associated with the visually significant buildings including the railway cottages on Station Road and the original Papatōetoe Station building at 1 St Georges Street are retained.

Comment:

I agree with this assessment relating to visual effects and consider that the effects are no more than minor for the following reasons:

- the works proposed [such as overhead lines or retaining walls] will be similar to those already existing along the NIMT line and will not be out of character
- the impact of the construction works at areas such as the parks are temporary in nature and will be restored following construction
- screening of such construction areas will minimize effects on visual amenity

I also note that a detailed plan of the completed Middlemore Station and the associated works is not yet finalised. Engagement with the local board and mana whenua would inform this to ensure visual amenity will be enhanced where possible. An outline plan of works will be provided in due course which will assess the landscape and visual effects on the adjoining properties and the hospital itself.

Cultural Values

In Section 7.9 of the AEE, Jacobs have advised that “while there are several heritage features located within the works area, none of the sites to be included in this project are located within the Sites and Places of Significance to Mana Whenua overlay or have notable trees”.

Jacobs confirm that KiwiRail recognises the importance of cultural sites and notes that mana whenua are interested in the detailed design of Middlemore Station and the landscaping to be undertaken as part of this project [see Landscape and Visual amenity section above]. Furthermore, KiwiRail are committed to continuing their engagement with mana whenua to ensure appropriate cultural elements are included in the Station’s design and landscaping plan.

Comment

I agree with the assessment relating to effects on cultural values. I consider that given the ongoing commitment by KiwiRail to engage with mana whenua, this will enable an understanding of the project’s cultural effects and potential mitigation appropriate to cultural matters.

Effects on other infrastructure

As indicated in the AEE in section 4.3, there are a number of existing infrastructure and network utilities currently within or adjacent to the rail corridor [infrastructure assets are set out in Table 4-5 in the AEE]. Major utility relocation works will be required during construction [section 6.1.5] and the AEE indicates that discussions will be held with utility operators and infrastructure providers as part of the proposed works.

Comment:

I agree with this assessment of effects on infrastructure. I consider that given the liaison proposed between KiwiRail and the network utilities and KiwiRail’s awareness of its responsibilities under other Acts and Regulations, disruption to these services can be appropriately mitigated such that the adverse effects will be less than minor.

Effects on private property/public land (reserves)

Housing supply

In 7.1.1 of the AEE it is noted that there will be the partial or full demolition of structures associated with three residential sites. Those affected are set out in Table 7-4 of the AEE. It is noted that the two front cottages at 5 and 9 Station road will be retained, but upon

completion of works, the sites will be released back into the housing market following construction.

Comment

Any loss of housing is regrettable but I agree with the assessment that the completion of this third main project will have a wider public benefit and potentially a greater positive impact on Auckland's housing development associated with increasing the capacity and the resilience of the rail network for both passengers and freight, than the temporary loss of six residential properties. Some of these housing sites could be redeveloped in due course to provide a higher density of residential given their zoning. Overall, the effects of the proposed permanent loss of one dwelling and the temporary loss of two residential sites is considered to be less than minor for the above reasons.

Reserves

The AEE in section addresses the effects of works to Council land – Gordon Park at 18R Gordon Road [section 4.1.2], a reserve near Papatoetoe Station [set out in section 4.1.3] known as Rotary West Park at 21R Station Road and a reserve near Puhinui Station on the corner of Puhinui Road and Clendon Ave [set out in 4.1.5]. The land take for these areas of Council land is shown as being temporary for construction works, access, site yard or for rail infrastructure associated with the third main project.

Comment

Maylene Barrett, Council's Principal Specialist, Parks Planning within Parks Services has reviewed the requiring authority's NoR and AEE. She notes that works to the council sites are temporary and therefore would not permanently impact any significant Council recreational assets.

Ms Barrett indicates that works to affected trees on the reserves would require asset owner approval will be required for any works affecting trees as they have indicated in their assessment [see above in Vegetation and Trees effects section]

Wendy Morrice, a Property and Commercial Business Statutory Advisor within Council's Community Facilities team has also reviewed the relevant part of the requiring authority's NoR and AEE. She concurs with the Parks Planner above in terms of 18R Gordon Road and 21R Station Road, that there is no land permanently required and these areas will be utilised

during construction only. Ms Morrice indicates that the Parks team will negotiate temporary occupation agreements directly with KiwiRail as a result of these proposal in the NoR.

Ms Morrice also states that although the NoR refers to the land near Puhinui Road [near Puhinui Station] as a “reserve” in 3.1 [and this is its annotation in GIS], however its status is in fact a road.

I adopt these findings and consider that the effects will be less than minor for the reasons set out above. Further discussion with the relevant council departments will be carried out by KiwiRail in order to agree protection measures for trees in the reserves and to obtain asset owner approval which is required for any necessary works as indicated in the AEE

Positive Effects

I note the RA outlines the positive effects of the project in 7.1 of its AEE. These cannot be considered as part of a notification determination however the following is provided as context.

The third main and associated works would allow an increase in capacity which supports urban intensification and the resilience of the rail network for both passengers and freight. Generally, there would be positive environmental effects with reduced greenhouse gas emission, and community wellbeing with better rail services and better outcomes for users of Middlemore Station and better linkages in the area.

2.1.3 Adverse effects conclusion

I consider that overall, the adverse effects are no more than minor for the following reasons:

The actual and potential effects resultant from:

- construction and operational noise and vibration
- land disturbance/earthworks
- contamination
- construction traffic and operations period traffic
- visual
- vegetation
- historic heritage and special character
- cultural values
- natural hazards and
- housing supply

are able to be appropriately managed and mitigated.

- adverse environmental effects are typically localised, temporary in nature and can be avoided, mitigated or remedied through the proposed management plans, OPW process or consents
- the provision of replacement trees will mitigate the loss of vegetation along the corridor.

2.1.4 Special circumstances and general discretion

Special circumstances

Special circumstances are those that are:

- exceptional or unusual, but something less than extraordinary;
- outside of the common run of applications (NoR in this case) of this nature;
- or circumstances which makes notification desirable, even where the conclusion is that the adverse effects will be no more than minor.

“Special circumstances” have been defined by the Court of Appeal as those that are unusual or exceptional, but they may be less than extraordinary or unique (*Peninsula Watchdog Group (Inc) v Minister of Energy* [1996] 2 NZLR 529). With regards to what may constitute an unusual or exceptional circumstance, Salmon J commented in *Bayley v Manukau CC* [1998] NZRMA 396 that if the district plan specifically envisages what is proposed, it cannot be described as being out of the ordinary and giving rise to special circumstances.

In *Murray v Whakatane DC* [1997] NZRMA 433, Elias J stated that circumstances which are “special” will be those which make notification desirable, notwithstanding the general provisions excluding the need for notification. In determining what may amount to “special circumstances” it is necessary to consider the matters relevant to the merits of the application as a whole, not merely those considerations stipulated in the tests for notification and service.

In this case, the alterations to the designation for the project in the manner proposed cannot be described as out of the ordinary and giving rise to special circumstances as the majority of works is occurring within the existing designation which is designated for railway purposes. I consider that there are no special circumstances under s149ZCB(4) with regard to this NoR.

2.1.5 Public notification assessment conclusion:

The NoR can be processed without public notification as set out above and for the following reasons:

- the adverse effects are no more than minor;
- there are no special circumstances;

2.2 Limited notification assessment (section 149ZCC)

If the NoR is not publicly notified, the Council must decide if there are any affected persons, or customary rights or title groups.

A person is affected if the adverse effects of the activity on them are minor or more than minor (but are not less than minor).

Also, adverse effects:

- permitted by a rule or national environmental standard may be disregarded,
- on those persons who have provided their written approval must be disregarded.

Council must also have regard to any statutory acknowledgement under schedule 11 of the RMA. Within the Auckland region, the following are relevant:

- Te Uri o Hau Claims Settlement Act 2002
- Ngāti Manuhiri Claims Settlement Act 2012
- Ngāti Whātua Ōrākei Claims Settlement Act 2012
- Ngāti Whātua o Kaipara Claims Settlement Act 2013
- Te Kawerau ā Maki Claims Settlement Act 2015.

2.2.1 Adversely affected persons assessment (section 149ZCF)

The requiring authority has provided an assessment of adversely affected persons in its AEE in Table 9-1 and potentially affected persons in Table 9-2.

As part the proposed alteration to the existing designation, the RA's AEE states a total of approximately 3.6ha of land is required in addition to the current footprint of 175ha rail corridor. It is noted that 2.45 ha of the land take is required on a temporary basis and 1.15ha on a permanent basis. This is needed to accommodate both temporary construction and access works and the permanent operational components of the project. The areas are shown in the RA's s92 response, and in their Attachment a [updated LR plans] and in Attachment H.

Comment:

I concur with the RA's assessment of temporary and permanent land acquisition effects in 3.2 of the AEE and consider that the effects are **less than minor** for the following reasons:

- more than 0.5 has of this permanent land take is unformed road adjacent to the Puhinui Station
- other permanent land acquisition varies from whole sites at Station Road [but this results in only a temporary loss of two dwellings as the majority of this land at 5 and 9 Station Road will be returned as sue for single dwellings] and In some case for a small strip of land adjacent to the existing rail corridor
- in most cases the land acquisition on a temporary basis includes small strips of land adjacent to the corridor or narrow strips for access
- mitigation is provided through the Public Works Act process, with each of the landowners receiving compensation for any land required for either temporary or permanent acquisition.

I consider the effects on landowners with land subject to permanent or temporary land acquisition to be minor.

The requiring authority has requested that all the approx. 70 landowners [excluding land owned by NZTA/KiwiRail] affected by temporary and/or permanent land acquisition are notified on a limited notification basis.

Notice will also be served on [as set out in section 9 of the AEE]:-

- Ngāi Tai ki Tāmaki Tribal Trust;
- Ngāti Maru Runanga Trust;
- Ngāti Tamaoho Trust;
- Ngāti Tamaterā Treaty Settlement Trust;
- Te Ara Rangatu o Te Iwi o Ngāti Te Ata Waiohua;
- Ngāti Whanaunga Incorporated;
- Te Runanga o Ngāti Whātua;
- Te Kawerau Iwi Settlement Trust;
- Te Ākitai Waiohua Iwi Authority;
- Te Patukirikiri Iwi Trust;
- Te Whakakitenga o Waikato Incorporated;
- Makaurau Marae Māori Trust;
- Ngāti Paoa Iwi Trust; and
- Ngāti Whātua o Ōrākei Trust Board

Similarly notice will also be served on the relevant statutory bodies [including the infrastructure and network utility companies]:-

- New Zealand Transport Agency [NZTA]
- Auckland Transport [AT]
- Vector
- Watercare
- Vodafone

The AEE concludes that:

- the works will have effects on the sites identified in Table 9-1 given the undertaking of works within their boundaries and
- the works will potentially have effects on the sites identified in Table 9-2
- the scope and scale of works required will be further refined through the detailed design process and the mitigation, management plans or offsetting required will be implemented via conditions imposed on resource consents

Overall, I agree with the AEE and conclude that:

- KiwiRail has not requested public notification
- The applicant/requiring authority has provided all further information requested, that is required to form a view and make an assessment of adverse effects for notification.
- There is no rule or national environment standard that requires public notification, and the applicant/requiring authority has not requested it.
- The adverse effects on the environment are likely to be no more than minor for the reasons that have been set out within this report.
- There are no special circumstances that warrant notification being notified publicly.
 - There will be adverse effects on specific sites required for works or on adjoining properties given the nature and extent of the works – which have been identified within this report – all other persons being sufficiently separated from the site, or the extent of adverse effects generated less than minor
- No customary rights or marine title groups are considered adversely affected.

2.2.2 Limited notification assessment conclusion

Given the assessment above, it is recommended that the NoR be considered on limited notified basis. Notice of the NoR should be served on the persons identified in Table 1 and 2 above and shown in Attachment F

3 Local board views

An email with a memo and links to the NoR documents [as lodged] was sent to the Māngere-Ōtāhuhu Local Board and the Ōtara-Papatoetoe Local Board on 20 July 2020 advising them of the NoR at the time of lodgement. The memo to the local boards provided information on the NoR and the designation process.

The local board's views on the NoR will be sought once the submission period closes following notification of the NoR. Subsequently there will be an opportunity for a report that outlines the NoR and summarises key themes from submissions [if any] so the local board are informed of views and preferences expressed by submitters. If the local board chooses to provide its views, local board member(s) will be invited to attend the hearing.

4 Notification recommendation

This NoR should proceed on a limited notified basis because:

The requiring authority has provided all further information requested by the required date.

Under s149ZCB(2)(a) the adverse effects on the environment will or are likely to be no more than minor because:

- The potential effects are limited to either the sites required for the proposed works or immediately adjoining properties
- Temporary land acquisition accounts for over 2ha of the total land take requirements

- The potential effects are predominantly related to construction activities which are temporary, localised in nature and will be completed in stages to minimize disruption
- Mitigation measure have been proposed including the implementation of a variety of management plans
- Further details such as impact on vegetation, landscaping, noise controls, visual impact, noise etc will be provided during the outline plan of works process via the necessary resource consents and any adverse effects must be considered as part of this process.

There is no rule or national environment standard that requires public notification and the requiring authority has not requested it.

Under s149ZCB(4) there are no special circumstances to warrant notification.

There are no protected customary right groups or marine title groups in the region affected by this NoR.

Accordingly I recommend that the notice of requirement for an alteration to Designation 6302 to the North Island Main Trunk Railway line, the purpose which is to develop, operate and maintain railways, railway lines, railway infrastructure and railway premises as defined in the Railways Act 2005, more particularly to provide for the construction of a third main for the North Island Main Trunk Line [NIMT] from Wiri Junction to Middlemore and associated works including upgrading to Middlemore Station be processed on a **LIMITED NOTIFIED** basis.

Report Prepared by:

Date

Vanessa Leddra

20 October 2020

Vanessa Leddra

Planner

Central / South team

Plans and Places

Report reviewed and approved for release:

Name: Craig Cairncross

Title:

Team Leader Planning Central / South

Signed:



22/10/20

ATTACHMENT FIVE
SUBMISSIONS AND LOCAL BOARD VIEWS

20 November 2020

Attention: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

Email: unitaryplan@aucklandcouncil.govt.nz

Dear Sir / Madam

**NOTICE OF REQUIREMENT TO ALTER THE EXISTING NORTH ISLAND MAIN TRUNK
LINE DESIGNATION (6302) – WIRI TO QUAY PARK PROJECT**

Please find attached Auckland Transport's submission on the above Notice of Requirement by KiwiRail.

If you have any queries in relation to this submission, please contact Kevin Wong-Toi on 09 447 4200.



Kevin Wong-Toi
Principal Planner, Land Use Policy and Planning (Central/South)

Encl: Auckland Transport's submission on Notice of Requirement for the alteration to the existing North Island Main Trunk Line

Cc: Jacobs New Zealand Limited
c/o Tim Hegarty
Email: Tim.Hegarty@jacobs.com
Post: PO Box 9806, Newmarket, Auckland 1149

SUBMISSION BY AUCKLAND TRANSPORT ON NOTICE OF REQUIREMENT TO ALTER THE EXISTING NORTH ISLAND MAIN TRUNK LINE DESIGNATION (6302) – WIRI TO QUAY PARK PROJECT

To: Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

From: Auckland Transport – Planning and Investment
Private Bag 92250
Auckland 1142

Auckland Transport is a Council Controlled Organisation (CCO) of Auckland Council with the legislated purpose to contribute to an “effective, efficient and safe Auckland land transport system in the public interest”.¹ In fulfilling this role, Auckland Transport is responsible for:

- a. The planning and funding of public transport;
- b. Promoting alternative modes of transport (i.e. alternatives to the private motor vehicle);
- c. Operating the local roading network; and
- d. Developing and enhancing the local road, public transport, walking and cycling networks.

Auckland Transport could not gain an advantage in trade competition through this submission.

Auckland Transport’s submission is:

The specific parts of the Notice of Requirement that this submission relates to and reasons for Auckland Transport’s views are outlined in **Attachment 1** and can be summarised as follows:

- Managing temporary construction related effects on the transport network
- Managing permanent (on-going) operational effects on the transport network
- Ensuring co-ordination of works between KiwiRail and other transport improvements around Puhinui rail station
- Managing effects on the operation of the Papatoetoe rail station park and ride facility and access to the station
- Planning for integrated accessibility outcomes around Middlemore rail station

Auckland Transport supports the Notice of Requirement, subject to the matters raised in **Attachment 1** being addressed to ensure that any adverse effects on the transport network of the proposal are avoided, remedied or mitigated and to safeguard potential positive effects relating the planning and operation of the Middlemore rail station as a physical resource.

¹ Local Government (Auckland Council) Act 2009, section 39

Auckland Transport seeks resolution of the various matters raised in this submission which, for example, could include amended conditions and/or methods to ensure any effects on the transport network are managed in support of the proposal.

Auckland Transport is available and willing to work through the matters raised in this submission with the applicant.

Recommendations sought

The recommendations that Auckland Transport seeks from the Council are set out in **Attachment 1**.

In all cases where amendments to the Notice of Requirement are proposed, Auckland Transport would consider alternative wording or amendments which address the reason for Auckland Transport's submission. Auckland Transport also seeks any consequential amendments required to give effect to the recommendations sought.

Appearance at the hearing

Auckland Transport wishes to be heard in support of this submission. If others make a similar submission, we will consider presenting a joint case with them at a hearing.



Signed for and on behalf of Auckland Transport

Christina Robertson
Group Manager, Strategic Land Use and Spatial Management

Date: 20 November 2020

Address for service: Kevin Wong-Toi
Auckland Transport
Private Bag 92250
Auckland 1142

Telephone: +64 9447 4200

Email: kevin.wong-toi@at.govt.nz

Attachment 1

Issue	Position	Reasons	Recommendation sought from the Council
General overview	Support	<p>KiwiRail Limited is seeking a Notice of Requirement (NoR) to alter their existing designation ID:6302 - North Island Main Trunk (NIMT) Railway Line from Buckland to Britomart Station, Auckland Central. The Notice of Requirement provides for an alteration to the existing designation and the addition of 3.6 ha of land to the rail corridor's existing 175 ha footprint. Approximately 1.15 ha of this is permanently required with 2.45 ha required temporarily for construction purposes.</p> <p>Auckland Transport supports and recognises the need for this infrastructure to support wider growth in the region. This includes enabling interregional and intraregional connections, including freight movements. The Wiri to Quay Park rail investment supports the strategic and economic role of this rail line in terms of providing for the future capacity and resilience of the rail network to take an increasing freight mode share (containers and bulk freight).</p> <p>Given that KiwiRail's proposed infrastructure is required to be implemented within established and built-up urban areas, the need to co-ordinate and safeguard the operation and on-going provision of other infrastructure is unavoidable, including non-KiwiRail transport infrastructure and facilities.</p> <p>Auckland Transport seeks resolution of the various matters raised in this submission which, for example could include conditions and/or methods to ensure any effects on the transport network are managed in support of the proposal. These matters may broadly relate to a range of concerns or issues including but not limited to effects on the road network and road network activities, construction management, maintaining the operation of public</p>	<ul style="list-style-type: none"> Agreement with the proposal to alter the existing designation, subject to any further or other relief, or other consequential or other amendments considered appropriate and necessary to address the concerns identified in this submission.

Issue	Position	Reasons	Recommendation sought from the Council
Construction traffic / transport effects (general)	Support in part	<p>transport facilities, pedestrian safety and works within road reserve.</p> <p>The Assessment of Environmental Effects (AEE) indicates that construction traffic related effects would be less than minor, with this being premised on applying a Construction Traffic Management Plan (CTMP).² The AEE identifies generic potential effects without assessing the scale or extent of the effects in the context of the proposed alteration to the NoR. The AEE mentions limiting these effects through the use of a CTMP.</p> <p>Auckland Transport broadly agrees with the proposed general CTMP mitigation measures identified in the Integrated Transport Assessment (ITA).³ The ITA notes that information such as construction staging, types of vehicle movements and construction traffic routes will be captured as part of a CTMP. To assist in providing a greater level of certainty that the relevant and potential effects will be addressed as part of the CTMP, a condition is proposed setting out the matters to be addressed as part of any subsequent CTMP.</p> <p>These matters also include any temporary transport facilities or arrangements resulting from the construction activities to accommodate the specific mobility needs of hospital and associated health service visitors and patients and the management of on-street parking demands (e.g. demand from contractors).</p>	<ul style="list-style-type: none"> • To include a condition on the Construction and Traffic Management Plan (CTMP) requirements to address the following matters: <ul style="list-style-type: none"> - Purpose of the CTMP - Description of the relevant CTMP parameters to be considered (including types of vehicles / movements, operating hours) - Description of measures to avoid, remedy or mitigate the transport / traffic effects associated with construction (including site access requirements, operation of public transport facilities and services, safe operation of walking and cycling facilities, applying travel management plans, mobility needs of hospital users and managing on-street parking)
Effects on the transport network	Support in part	The proposal includes additional land requirements to facilitate temporary construction related activities. Where the movement of construction related vehicles has the potential to affect the	<ul style="list-style-type: none"> • Refer to recommendation sought in relation to the Construction and Traffic Management Plan (CTMP)

² Wiri to Quay Park Project Notice of Requirement, Assessment of Environmental Effects, September 2020, section 7.5.1

³ Wiri to Quay Park Transport Assessment, 9 September 2020, section 6.3

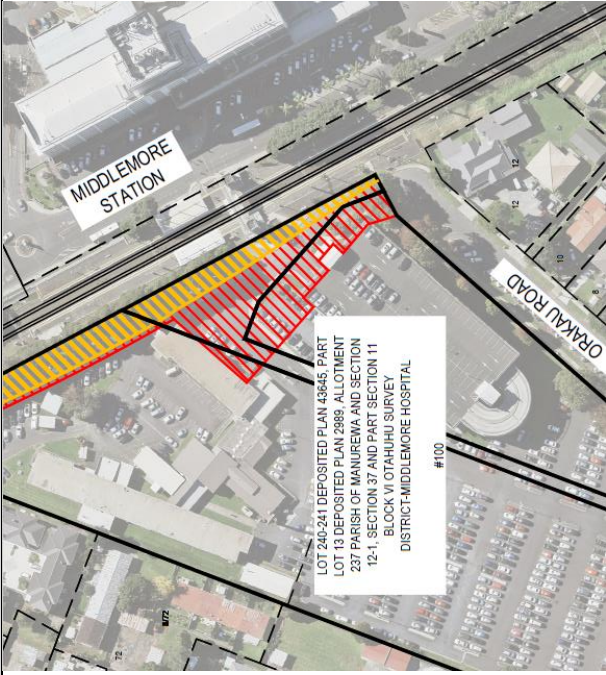
Issue	Position	Reasons	Recommendation sought from the Council
(temporary network operations)		<p>safe and efficient operation of the immediate transport network, these effects need to be appropriately assessed and mitigated where required. Specific locations where further assessment is recommended include the following:</p> <ul style="list-style-type: none"> • 12 Wyllye Road and 21 Station Road - to provide vehicle tracking assessments to demonstrate that vehicular access and egress is achievable without having adverse effects on the safe and efficient operation of the transport network. • The Integrated Transport Assessment (ITA) proposes that access to the construction site at 12 Wyllye Road is required through 14 Wyllye Road and that there may be opportunities at the Wyllye Road intersection to provide safe right turn movement from Wyllye Road into the construction area. Further information and consultation will be required with Auckland Transport on the potential effects of alternative intersection layout options. • Relocation of the northern car park access from Orakau Road to Rosella Road will potentially result in a mix of modes accessing the hospital car parking areas and Middlemore station. Although this access does not form part of the public network, there is a need to ensure that this access way operates safely by minimising potential conflicts, particularly between active (walking and cycling) modes and vehicles. <p>To assist in providing a greater level of certainty that the relevant operational matters are assessed as part of the CTMP, a condition is proposed setting out the matters to be addressed as part of any subsequent CTMP.</p>	for construction traffic / transport effects (general) issue.
Effects on the transport network (permanent on-going operations)	Support in part	The most significant permanent changes to the transport network will result from the proposed alteration to designation (and associated works outside of the Notice of Requirement) at Middlemore station. These changes involve the following:	<ul style="list-style-type: none"> • Support changes to the rail corridor to increase rail capacity and support wider growth.

Issue	Position	Reasons	Recommendation sought from the Council
		<ul style="list-style-type: none"> • Extending the station footprint to the west of the existing northbound platform with the new third main and an extended northbound platform (51m long) positioned on land currently used as car parking by the Counties Manukau District Health Board. • Platform and corridor future-proofed for 9-car services. • Change to the access for the at grade staff car park to the north, with access moving from Orakau Road to 64 Rosella Road and the removal of 37 off-street car parking spaces within the hospital site. • Introduction of a formal “kiss and ride” / drop of point as part of an extension to Orakau Road forming a cul-de-sac turning head adjacent to the proposed pedestrian access point. • Expansion of the pedestrian overbridge over the Third Main and new platform to the multi storey car park building. • New vehicle entrance to the hospital at-grade and multi-storey car parking building on the western side of Orakau Road resulting in the removal of eight on-street angle car parking spaces (works outside of the Notice of Requirement). <p>There is a need to ensure that the planned permanent changes do not preclude further transport improvements and upgrades that support the integration of Middlemore station with the surrounding land use developments and between other modes of transport. It is noted that the design of Middlemore station will be subject to resource consent (where the works are outside of the Notice of Requirement) and Outline Plan of Works applications. This is discussed further below as part of the safeguarding integration and accessibility outcomes matter.</p>	<ul style="list-style-type: none"> • Confirmation whether any of the proposed Orakau Road road extension is located within the proposed (permanent) land requirement. • Depending on the response in regard to the above, the inclusion of appropriate conditions to address works within the Orakau Road extension should the proposed area of (permanent) land requirement overlap with the proposed road extension (as a vested road). • To include a condition that the effects of removing existing parking supply are addressed and mitigated through the identification of alternative parking spaces or application of appropriate parking management methods.

Issue	Position	Reasons	Recommendation sought from the Council
		<p>The proposed extension of Orakau Road and new pedestrian crossing appears to form part of an extension of the existing section of Orakau Road, a public vested road. Although not explicitly stated in the AEE report, it is presumed that the extension of Orakau Road and the proposed pedestrian crossing will be vested as a public road. Confirmation is sought in regard to whether any of the proposed road extension is located within the proposed (permanent) land requirement (shown below as mustard colour hatched area). Auckland Transport seeks to ensure that s176(1)(b)⁴ approval will not be required from KiwiRail for any future works within the proposed road extension. Confirmation is, therefore, sought that the proposed road is within the temporary land requirement area needed for construction purposes and would be uplifted after construction of the road for vesting to Auckland Council (managed by Auckland Transport).</p>	


⁴ Section 176(1)(b) of the RMA – “no person may, without the prior written consent of that requiring authority, do anything in relation to the land that is subject to the designation that would prevent or hinder a public work or project or work to which the designation relates, including—

- (i) undertaking any use of the land; and
- (ii) subdividing the land; and
- (iii) changing the character, intensity, or scale of the use of the land”

Issue	Position	Reasons	Recommendation sought from the Council
		 <p>It is noted that the design of the proposed Orakau Road extension will be subject to relevant Auckland Transport design standards. In relation to the above point on 176(1)(b) approval, KiwiRail will need to demonstrate that the alignment and design of the proposed road extension is located outside of the permanent land requirement area while meeting the functional accessibility requirements in accordance with Auckland Transport's relevant design standards.</p> <p>It is noted that the combined removal of eight on-street and 37 off-street parking spaces (within the hospital land) will reduce the overall availability of parking serving the area. This reduction in available parking spaces may have spill-over effects affecting the overall on-street demand. The parking related effects should be addressed as a condition to address any requirements to</p>	

Issue	Position	Reasons	Recommendation sought from the Council
Puhinui rail station and surrounds – co-ordination of works	Support	<p>identify replacement parking or appropriate parking management methods to address the anticipated levels of parking demand.</p> <p>As part of the Airport to Botany Rapid Transit project, Auckland Transport is planning to implement transport improvements around the Puhinui rail station.</p> <p>Auckland Transport supports the continuation of the close working relationship with KiwiRail to ensure the efficient delivery of both projects. This includes the design and implementation of the KiwiRail works that potentially overlap, interface or affect the integration with Auckland Transport's Puhinui rail station transport improvements being appropriately co-ordinated, including:</p> <ul style="list-style-type: none"> • Walking and cycling facilities proposed for Bridge Street • Ongoing co-ordination between the Puhinui Interchange works and KiwiRail to ensure efficient delivery of both projects within a shared constrained footprint, agreeing an approach to address: <ul style="list-style-type: none"> - The proposed minor works in the vicinity of Puhinui Station including a short length of the fourth main and the construction of a turnout in the existing NIMT designation.⁵ - The proposed site yard adjacent to the Puhinui Station on Clendon Avenue located within the current construction footprint of the Puhinui Interchange works. This will conflict with Auckland Transport's pedestrian access from the east and proposed landscaping. Confirmation is sought on the detailed construction programme and timeframes in regard to the temporary construction land requirement on Clendon Avenue to provide greater certainty around Auckland Transport's Puhinui interchange Stage 1 works. 	<ul style="list-style-type: none"> • To note Auckland Transport's support for the continuation of a co-ordinated working approach with KiwiRail to ensure the efficient delivery of the Wiri to Quay Park works and Puhinui rail station project.

⁵ Wiri to Quay Park Project Notice of Requirement, Assessment of Environmental Effects, September 2020, section 6.1.4

Issue	Position	Reasons	Recommendation sought from the Council
Papatoetoe rail station and park and ride facility	Support in part	<p>- Confirmation that the new western (3rd main) track at Puhinui station will be designed to align with Auckland Transport's station footprint and proposed short platform section in accordance with previous Engineering reviews.</p> <p>- The permanent land requirement to the immediate east of the Puhinui Station suggests that a portion of road reserve is required. Confirmation of the affected area is required from KiwiRail to assess how this land requirement aligns or potentially conflicts (see below) with Auckland Transport's leased footprint for the Puhinui station.</p> 	<ul style="list-style-type: none"> To include conditions that the Outline Plan of Works (OPW) for the works around Papatoetoe rail station are to address the following matters:

⁶ Wiri to Quay Park Transport Assessment, 9 September 2020, section 6.2.2

Issue	Position	Reasons	Recommendation sought from the Council
		<p>Further information is required around the operational effects including the loss of park and ride parking spaces, the duration of works affecting the park and ride facilities and whether any replacement/temporary parking is proposed (noting that the park and ride facility is located within the KiwiRail designation).</p> <p>In regard to the physical changes of the designation and the changes required to the transport network associated with the project, confirmation is sought on any changes to the footbridge support structures (from Station Road to the Papatoetoe rail station platform) that will be required to accommodate the third main. There is no mention of any changes to the footbridge in the ITA.⁷</p>	<ul style="list-style-type: none"> - The effects of the proposed works on the operation of the Papatoetoe rail station park and ride facility and the identification of mitigation to address these effects including the provision of temporary replacement parking where the proposed works reduce the number of available park and ride spaces. - The effects of the proposed works on the Station Road footbridge in regard to providing temporary access to the Papatoetoe rail station from Station Road and the identification of permanent changes to the footbridge.
Middlemore rail station – safeguarding integration and accessibility outcomes	Support in part	<p>It is recognised that there are a number of land use developments that are or will be implemented in the immediate catchment of the Middlemore station. This includes potential redevelopment of the Middlemore Hospital land and facilities and housing redevelopment on the eastern side of the rail corridor. It is noted that aspects of the design of Middlemore station will be subject to resource consent (where the works are outside of the Notice of Requirement) and Outline Plan of Works applications. Auckland Transport would like to pre-empt any potential issues arising from the design of the works around the Middlemore rail station (within the Notice of Requirement) that may adversely affect or compromise the future integration of the station facilities</p>	<ul style="list-style-type: none"> • To note the following matters to be taken into consideration as part of resource consent and Outline Plan of Works (OPW) processes for the works around Middlemore rail station: <ul style="list-style-type: none"> - The ability to bring bus services into the western side of the rail station to improve the bus to rail / rail to bus interface and transfers including the location of a bus,

⁷ Wiri to Quay Park Transport Assessment, 9 September 2020, section 5.1.2

Issue	Position	Reasons	Recommendation sought from the Council
		<p>with other modes and/or planned land use developments serviced by the station. To better safeguard and enable these integration outcomes, Auckland Transport requests that KiwiRail take into consideration the following matters so that the planned permanent changes do not preclude future integration outcomes:</p> <ul style="list-style-type: none"> • The ability to bring bus services into the western side of the rail station to improve the bus to rail / rail to bus interface and transfers including the location of a bus stop and allowing for bus turnaround or circulation. • Providing for safe pedestrian and cycling connections between local roads and the rail station on both sides of the rail corridor and across the rail corridor. • The function and operation of Hospital Road including safe pedestrian movements and crossing points and the integration of bus services with the rail station and adjacent hospital. • Opportunities for further integration of the rail station access facilities with the adjacent land use activities e.g. overhead concourse. 	<ul style="list-style-type: none"> - Providing for safe walking and cycling connections between local roads and the rail station on both sides of the rail corridor and across the rail corridor, - The function and operation of Hospital Road including safe pedestrian movements and crossing points and the integration of bus services with the rail station and adjacent hospital, - Opportunities for further integration of the rail station access facilities with the adjacent land use activities e.g. overhead concourse.

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:193] Notice of Requirement online submission - Shane Morgan
Date: Friday, 20 November 2020 12:00:41 PM
Attachments: [Watercare Submission - KiwiRail Wiri to Quay Park 20 November_20201120115707.390.pdf](#)

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Shane Morgan
Organisation name: Watercare Services Limited
Full name of your agent: Lindsay Wilson
Email address: lindsay.wilson@water.co.nz
Contact phone number: 022 011 6507
Postal address:

Submission details

Name of requiring authority: Designation 6302 North Island Main Trunk Railway Line
The designation or alteration: Designation 6302 North Island Main Trunk Railway Line
The specific provisions that my submission relates to are:
Refer to attached submission

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement

The reason for my or our views are:
4. Watercare neither supports nor opposes the NoR, but seeks to ensure that any decision responds to the issues raised in this submission and avoids, remedies or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

I or we seek the following recommendation or decision from Auckland Council:
Refer to attached submission

Submission date: 20 November 2020

Supporting documents
[Watercare Submission - KiwiRail Wiri to Quay Park 20 November_20201120115707.390.pdf](#)

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal

details, names and addresses) will be made public,

- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

**SUBMISSION ON AN NOTICE OF REQUIREMENT 6302 FOR WIRI TO QUAY PARK
PROJECT BY KIWIRAIL HOLDINGS LIMITED**

TO: **Auckland Council**
Plans & Places
Private Bag 92300
Auckland 1142

NAME OF SUBMITTER: Watercare Services Limited

ADDRESS FOR SERVICE: lindsay.wilson@water.co.nz

DATE: 20 November 2020

INTRODUCTION

1. This is a submission from Watercare Services Limited (**Watercare**) on the following application lodged by KiwiRail Holdings Limited (the **Applicant**):
 - Notice of Requirement for alteration to Designation 6302 North Island Main Trunk Railway Line
2. The Applicant has lodged this Notice of Requirement (**NoR**) to enable the construction of a third track for the North Island Main Trunk Line (NIMT), including Installation of a new 3.6 km track between Middlemore Station and Wiri Junction. The NoR addresses works on land adjacent to but outside the existing rail corridor. Land is required for construction activities (temporary use, for access and laydown areas) and permanent occupation by rail infrastructure.
3. Watercare could not gain an advantage in trade competition through this submission.
4. Watercare neither supports nor opposes the NoR, but seeks to ensure that any decision responds to the issues raised in this submission and avoids, remedies or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.
5. Through this submission, Watercare wishes to ensure that the construction and operation of the project is managed in a way to protect its water and wastewater assets and Watercare's ability to safely and reliably provide water and wastewater services to Auckland.

WATERCARE'S PURPOSE AND MISSION

6. Watercare is a council-controlled organisation under the Local Government Act 2002, and is wholly owned by Auckland Council.
7. Watercare provides integrated water and wastewater services to approximately 1.6 million people in Auckland, making it New Zealand's largest provider of water and wastewater services. Watercare collects, treats and distributes drinking water from 11 dams, 26 bores and springs, and four river sources. A total of 437 million litres of water is treated each day at 15 water treatment plants and distributed via 89 reservoirs and 90 pump stations to 450,000 households, hospitals, schools and commercial and industrial properties. Watercare's water distribution network includes more than 9,000 km of pipes. The wastewater network collects, treats and disposes of wastewater at 18 treatment plants and includes 7,900 km of sewers.
8. Watercare is required to manage its operations efficiently, with a view to keeping overall costs of water supply and wastewater services to its customers (collectively) at minimum levels, consistent with effective conduct of the undertakings and maintenance of long-term integrity of the assets.
9. Watercare must also give effect to relevant aspects of the Council's Long-Term Plan, and act consistently with other plans and strategies of the Council, including the Auckland Unitary Plan and the Auckland Future Urban Land Supply Strategy.¹

STATUTORY CONSIDERATIONS

10. The relief sought in this submission aims to ensure that the Council's decision on the Application gives appropriate regard to:
 - (a) The Resource Management Act 1991 (**RMA**), in particular the purpose of and principles in Part 2;
 - (b) Chapter B3 Infrastructure of the Auckland Unitary Plan (Regional Policy Statement)
 - (c) Relevant provisions of Chapter E26 Infrastructure of the Auckland Unitary Plan (Auckland-wide)
 - (d) Other relevant documents and plans of Auckland Council, including:
 - The Auckland Plan 2050;
 - Te Tahua Taungahuru Te Mahere Taungahuru 2018 – 2028 / The 10-year Budget Long-term Plan 2018 – 2028;
 - The Water Supply and Wastewater Network Bylaw 2015;
 - The Water and Wastewater Code of Practice for Land Development and Subdivision and the Design Principles for Transmission Water and Wastewater Pipeline Systems, DP-07, Ver. 1.1; and
 - Watercare Asset Management Plan 2018 - 2038.

¹ Local Government (Auckland Council) Act 2009, s58.

SUBMISSION

11. This a submission on a Notice of Requirement that was Limited Notified under section 149ZCC of the RMA on 22 October 2020.
12. Watercare recognises the importance of the NoR to enable works for the Wiri to Quay Park – Third Main Project. Watercare understands the purpose of these works is to improve services for commuters and freight users by easing congestion on the busiest parts of Auckland's (and New Zealand's) rail network. In addition, it is expected this upgrade will allow for anticipated growth in both freight and commuter traffic, improve links to key freight hubs and provide additional capacity for the City Rail Link.
13. Watercare neither supports nor opposes the NoR, but seeks to ensure that any decision responds to the issues raised in this submission and avoids, remedies or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

Specific Parts of the NoR subject to this submission

14. The specific parts of the NoR that this submission relates to are the potential effects of the NoR on Watercare's existing and planned water and wastewater network. Watercare's assets that are affected or potentially affected by the NoR are shown on maps in Annexure A to this submission.
15. As an initial observation, Watercare does not consider that it has been meaningfully consulted on the Application prior to, or following, its lodgement. As a major stakeholder in the Application area, Watercare considers prior consultation would have been helpful to resolve some of the issues raised in this submission.
16. Watercare acknowledges that, KiwiRail appear to be conscious of Watercare's assets and the need for their protection and/or relocation, for example in section 6.1.5 of the Applicant's Assessment of Environmental Effects (**AEE**):

6.1.5 Utilities

Minor utility relocation works will be required during construction. As noted in Table 4-5, the proposed works largely avoid any trunk infrastructure (with the exception of crossing over a 1200 mm wastewater pipe at Gray Avenue and a 200 mm water main at St George Street).

The majority of utility works will entail the relocation of minor wastewater and potable water reticulation assets, such as manholes and associated connections. Any such works will be discussed with affected landowners and utility providers to ensure that the relocated or new assets meet relevant standards.

17. In Table 4-5 of the AEE the Applicant's planner has listed identified infrastructure assets that are present in or adjacent to the proposed rail corridor and provides a description of the expected impact on each asset arising from the NoR. Twelve assets identified in Table 4-5 are owned by Watercare, two of which are trunk infrastructure. With respect to these assets, the AEE states "any on-site potable water [/wastewater] pipes and manholes will be relocated as required."
18. However, Watercare is concerned that KiwiRail's application has not fully considered all potential adverse effects on Watercare assets in the project area, and has no guarantee

from this statement or the NoR documentation more generally that its assets will be protected. The designation of several sites and proposed works have the potential to adversely affect the operation, maintenance, and appropriate upgrading of the existing water and wastewater service infrastructure through damage as a result of construction activity and / or by preventing Watercare from accessing its assets for routine operation and maintenance purposes.

19. It is also unclear what the Applicant's intentions are in terms of relocating water and wastewater pipes and how it intends to work alongside Watercare during this process, given at least one of these assets would be too costly to be relocated.
20. Watercare seeks conditions that protect Watercare's assets from any damage as a result of works provided for by the designation and Watercare's ability to access its assets.
21. Watercare also seeks conditions that expressly require it to be involved in the project development in the lead up to, and throughout, the construction period of the new third rail line. This will allow Watercare to ensure that any adverse impacts on its assets and operations are avoided, remedied or mitigated.

Watercare's affected Assets

22. As noted above, the Applicant has generally identified Watercare wastewater and water assets potentially affected by the proposed designation extending from Wiri to Quay Park. This includes transmission lines as well as local networks and ancillary assets. The most significant Watercare assets are the 1200 mm Southern Interceptor wastewater transmission main and Papatoetoe North East Branch 315 PE Rising wastewater pipe (both are shown in Annexure A).
23. Watercare understands the applicant proposes to occupy privately owned land at 12 Wyllie Road, Papatoetoe as a laydown area during construction and note that the Southern Interceptor runs along the full extent of the eastern boundary of this property. Watercare has some concerns around this aspect of the proposal, given the Southern Interceptor is a large transmission asset buried at a relatively shallow depth. This pipe could be vulnerable to damage from truck movements and other construction activities and essential that KiwiRail take appropriate measures to protect the asset.
24. Watercare is also concerned that the proposed works may restrict Watercare's ability to access the wastewater and potable water network, particularly at 12 Wyllie Road, during the construction period of the project. The Southern interceptor cannot realistically be shifted from its current location on this property due to the considerable cost involved. It is essential to the efficient and effective operation of Watercare's systems that Watercare's ability to operate, maintain and upgrade its existing infrastructure is not compromised and that 24-hour access is always available for Watercare to access its assets.
25. Watercare's concerns around access to its wastewater assets at 12 Wyllie Road has led to some investigation of different options for long-term protection of Watercare's in this location. Subject to discussions with KiwiRail and the land-owner, one option Watercare may consider is the placement of an easement over the pipe, as this offers greater certainty of access both during and post-construction.

26. KiwiRail has indicated its intention to permanently acquire only a small section of 12 Wyllie Road adjoining the rail corridor, with the balance of the property retained by the current owners. Despite this, there is some uncertainty about the use of the acquired property following the completion of the project.

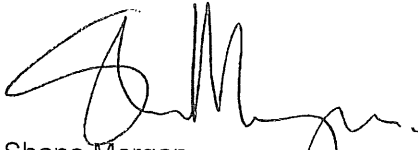
Relief Sought

27. Watercare seeks to ensure that its assets are appropriately provided for in the conditions of any designation that may be confirmed in order to ensure:
- (a) any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated;
 - (b) Watercare maintains access to its assets 24 hours a day, 7 days a week;
 - (c) any diversion/relocation of Watercare's assets is carried out with Watercare consultation and approval; and
 - (d) Watercare is regularly consulted on and engaged with throughout construction of the Wiri to Quay Park third rail line.
28. Watercare seeks confirmation that the Applicant will work with Watercare to develop a jointly agreed diversion strategy (for both temporary diversion and relocation of local mains/long term diversion) and approval from both parties is required to proceed to preliminary/detailed design of the temporary and long term diversions.
29. Watercare's Asset Protection team would expect that the appropriate Works Over approvals are gained for each stage of the works, and that KiwiRail should be aware of Watercare's general requirements. Asset Protection would establish a Significant Works Over Project to ensure that Watercare assets on site are protected appropriately.
30. An agreement will need to be reached governing the access to Watercare's assets for any required maintenance as and this will in turn impact the serviced properties by the affected assets until a relocation or diversion is made.

DECISION SOUGHT

31. To ensure the relief sought, Watercare seeks the following conditions be imposed, should the NoR be confirmed:
- 1. KiwiRail recognises and provides for Watercare's existing infrastructure in the Wiri to Quay Park designation area.
 - 2. KiwiRail incorporates methods to avoid or mitigate potential adverse effects on Watercare's infrastructure assets.
 - 3. KiwiRail is required to enter into a diversion strategy agreement with Watercare to address both the temporary and long-term diversion and relocation of Watercare's assets. This diversion strategy is to be developed with approval from both KiwiRail and Watercare and is required prior to detailed design.

4. KiwiRail is required to enter into an agreement prior to construction which includes Watercare's standard conditions, including but not limited to; cost sharing, design approvals, contractor approvals and shutdown notice periods.



Shane Morgan
Chief Operations Officer
Watercare Services Limited

Address for service:
Lindsay Wilson
Policy Planner
Watercare Services Limited
Private Bag 92 521
Wellesley Street
AUCKLAND 1141 Phone: 022 011 6507
Email: lindsay.wilson@water.co.nz

Annexure A – Key Watercare Assets in Project Area

Figure 1: Middlemore Station Area

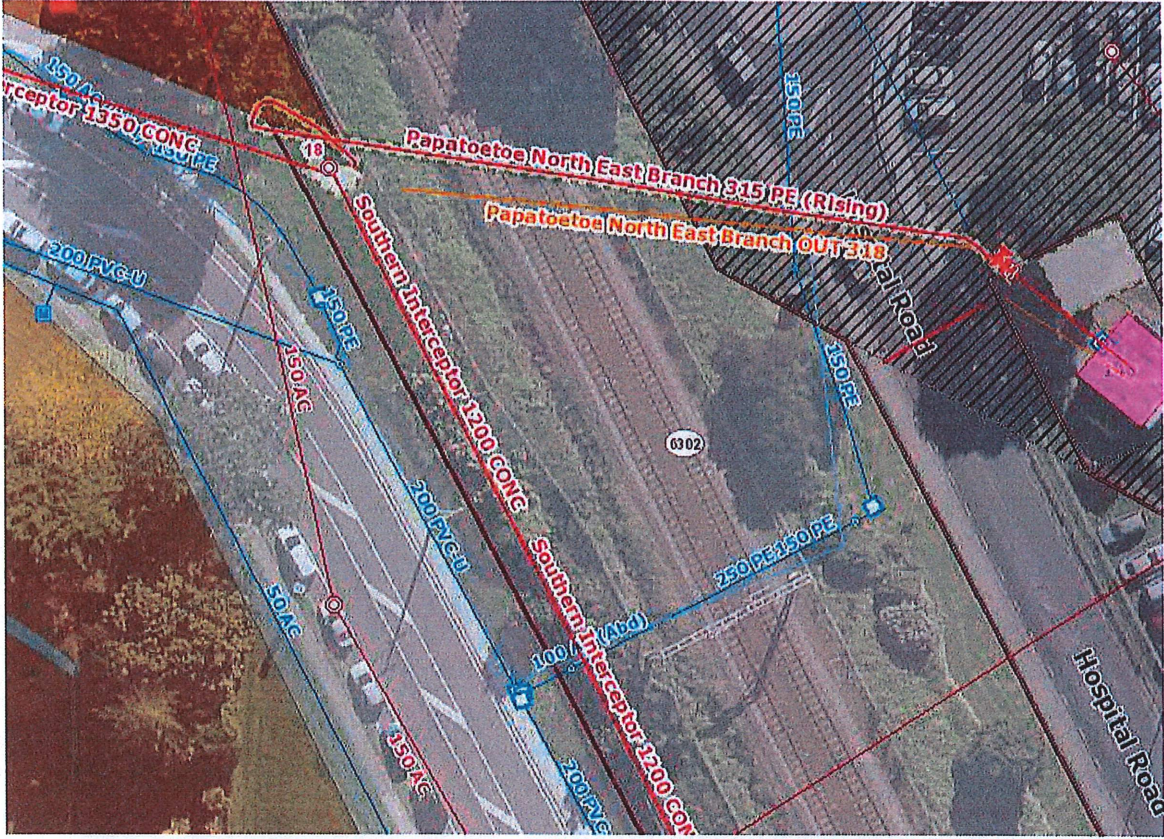


Figure 2: Southern Interceptor Wastewater Transmission Main at 12 Wyllie Road, Papatoetoe



SUBMISSION ON REQUIREMENT FOR AN ALTERATION TO A DESIGNATION THAT IS SUBJECT TO LIMITED NOTIFICATION BY A TERRITORIAL AUTHORITY

Sections 168A, 169, 181, 189A, 190 and 195A Resource Management Act 1991

To Auckland Council

Name of submitter: Counties Manukau District Health Board (*CMDHB*)

- 1 This is a submission on a notice of requirement from KiwiRail Holdings Limited (*KiwiRail*) for an alteration to Designation 6302 (*Designation*) in the Auckland Unitary Plan – Operative in Part (*Alteration*).
- 2 CMDHB is concerned by the effect of the Alteration on its land, which adjoins the Middlemore Station (contained in record of title NA35D/1250). Specifically, CMDHB is concerned by the Alteration's effects on its ability to safely and efficiently provide critical health services to the community through its operations at Middlemore Hospital.
- 3 CMDHB is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.
- 4 CMDHB's submissions relate to the whole of the Alteration, particularly as it relates to KiwiRail's proposed permanent and temporary works in the vicinity of Middlemore Station.
- 5 CMDHB generally opposes the Alteration to the extent that it does not adequately address effects on CMDHB's land, and its operation of Middlemore Hospital and associated buildings. CMDHB opposes the Alteration because it would not:
 - 5.1 promote the sustainable management of physical resources, including enabling people and communities to provide for their health and safety, and their social, economic and cultural well-being;
 - 5.2 promote the efficient use and development of physical resources; and
 - 5.3 ensure consistency with good resource management practice.
- 6 Without limiting the generality of the above, the specific reasons for CMDHB's opposition include (but are not limited to):
 - 6.1 Noise and vibration effects, including:
 - (a) noise and vibration effects on CMDHB buildings and on sensitive receivers at Middlemore Hospital during construction of KiwiRail's proposed works;

- (b) ongoing operational noise and vibration effects of the new third main (enabled by the Alteration) on CMDHB buildings and on sensitive receivers at Middlemore Hospital.

Any noise and vibration effects would be accentuated by the age and nature of the CMDHB buildings, including Middlemore Hospital, which will be impacted by the proposed works, and by the proximity of the works to those buildings – neither factor has been addressed or considered in the Alteration documentation or KiwiRail’s proposed mitigation.

6.2 Effects on access, including:

- (a) disruptions to Middlemore Hospital patient pedestrian access during construction of the proposed works, including safe, clear, and easy passage for vulnerable pedestrians;
- (b) disruptions to Middlemore Hospital staff pedestrian access during construction of the proposed works;
- (c) permanent disruptions to both Middlemore Hospital patient and staff vehicular access during the operation of the works, noting KiwiRail’s desire to permanently remove a number of important CMDHB carparks;
- (d) in the absence of mitigation, the effects of increased pressure on vital existing CMDHB facilities during the operation of the works; and
- (e) overall traffic-related disruptions to Middlemore Hospital operations and its ability to serve the community.

6.3 Health, safety and amenity effects, including land disturbances around Middlemore Hospital that are likely to generate adverse effects from dust generation.

6.4 Lack of information regarding the regional consents that may be required for KiwiRail’s proposed works, particularly any earthworks consents that may generate dust.

6.5 Deferral of effects assessments and mitigation to future resource consents as opposed to a fulsome consideration of effects and mitigation of the proposal before Council.

6.6 Potential stormwater and flooding effects at Middlemore Station.

7 Accordingly, CMDHB seeks the following recommendation from Auckland Council:

7.1 Reject the Alteration; or

7.2 Suggest other amendments to the Alteration by way of conditions to address CMDHB’s concerns.

8 CMDHB wishes to be heard in support of its submission.

Signed for and on behalf of Counties Manukau District Health Board by its solicitors and authorised agents Chapman Tripp



Paula Brosnahan / Pooja Upadhyay
Partner / Solicitor
20 November 2020

Address for service of person:
Counties Manukau District Health Board

Chapman Tripp
Level 34, PwC Tower
15 Customs Street West
PO Box 2206
Auckland 1140
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DD: 09 357 9253

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:194] Notice of Requirement online submission - B Herring and JL Herring
Date: Friday, 20 November 2020 3:31:18 PM
Attachments: [129701-1 \(2144998-1\) Submission - Civix - received on 19 November 2020 \(003\).pdf](#)

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: B Herring and JL Herring

Organisation name: Brujen Holdings Limited

Full name of your agent: Nick Mattison

Email address: nick@civix.co.nz

Contact phone number: 021733232

Postal address:
nick@civix.co.nz
Auckland
Auckland 0627

Submission details

Name of requiring authority: Designation 6302 North Island Main Trunk Railway Line

The designation or alteration: Designation 6302 North Island Main Trunk Railway Line

The specific provisions that my submission relates to are:
12 Wyllie Road

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement

The reason for my or our views are:
Lack of information

I or we seek the following recommendation or decision from Auckland Council:
Decline for 12 Wyllie Road or amend via more detailed information

Submission date: 20 November 2020

Supporting documents
[129701-1 \(2144998-1\) Submission - Civix - received on 19 November 2020 \(003\).pdf](#)

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of

requirement as soon as reasonably practicable after submitting to Auckland Council.

Submission by B Herring and JL Herring on the Notice of Requirement for a Designation by KiwiRail Holdings Limited with respect to ID:6302 – North Island Main Trunk (NIMT) Railway Line from Buckland to Britomart Station, Auckland Central. Specifically, with respect to the property at 12 Wyllie Road, Papatoetoe

To: Auckland Council
Private Bag 92300
Auckland 1142

Submission on: Notice of Requirement ID:6302 North Island Main Trunk

From: B Herring and JL Herring (Brujen Holdings Limited)
C/- Nick@civix.co.nz

1.0 Introduction

- 1.1 KiwiRail Holdings Limited seeks to alter AUP (OP_ designation 6302, thereby enabling the Wiri to Quay Park Project (W2QP). The purpose of the alteration is to enable KiwiRail to acquire and use land that is adjacent to, but outside of the existing corridor.
- 1.2 With respect to the submitters land at 12 Wyllie Road, Papatoetoe (Lot 1 DP) 152288) it is proposed to acquire permanently 1,165m² and temporarily 4,720m².
- 1.3 The submitters seek greater clarification and rationale for the land area required from their property.

2.0 Reasons for B Herring and JL Herring Submission (Brujen Holdings Limited)

- 2.1 KiwiRail have identified the entire site at 12 Wyllie Road, Papatoetoe for acquisition or occupation. The NOR assessment stipulates that Table 3-1 details the specific reason each property is required. There is no reasoning provided in the Table for the area to be acquired/occupied.
- 2.2 The land requirement plans prepared by Jacobs show a variety of areas and widths associated with land take and temporary occupation (along the entire length of the trunk line). In part, it would appear, that KiwiRail representatives have adopted an approach of acquiring sites that are the most convenient without any detailed analysis of land area requirements especially where these are larger format sites that provide the opportunity for temporary occupation as a contractors staging area.
- 2.3 There is no detailed rationale provided for why the land is required from the submitters property. We request engineering plans that show the works to be carried out on the subject site and why these works are required at this part of the NIMT line and not located further north or to the south of the subject site. Noting the impact of land acquisition on the submitters it is not considered appropriate to defer design to the Outline Plan of Works Stage. We would expect KiwiRail to have designs in place that have informed the request to vary the designation.
- 2.4 The submitters seek clarification around how KiwiRail has determined the use of the entire site (for temporary occupation) rather than part of the site especially noting the areas of temporary occupation sought on sites to the north and south of the submitters property being substantially smaller in area and width.
- 2.5 There is no timeframe associated with the works. If the works are to be carried out in segments or staged then the occupation of the subject site should have a timeframe associated with it, with the designation required to be removed from the occupation area following the expiry of that timeframe. In tandem with the entire site being

identified for occupation an open-ended timeframe is not supported by the submitters.

- 2.6 The site is zoned as one of the most permissive for residential intensification being Terrace Housing and Apartment. The submitters have had architectural plans prepared to test some development opportunities. With the release of the National Policy Statement on Urban Development, which seeks a minimum of 6 stories in close proximity to rapid transport (which the site is), the sites development opportunities will increase further. The submitters will undertake further architectural analysis of the site noting the development intent afforded by the AUP(OP) and the NPS. Any take and occupation of the subject site will prevent redevelopment in a timely manner in a residential property market that is extremely conducive to property development at present.
- 2.7 The submitters own adjoining sites at 1/14, 2/14, 2/16 and 26 Kenderdine Road, Papatoetoe. These sites are intended to be redeveloped and the development opportunity associated with them increases significantly where they can incorporate the adjoining land (12 Wyllie Road) as part of the overall development parcel.
- 2.8 The future development plans and reliance on 12 Wyllie Road to maximise the development envelope illustrates the importance of clearly defining the land area that is required to be taken and occupied. The occupation proposed prevents the submitters from carrying out their development plans for an undefined period of time.

3.0 Recommendations and Relief Sought

- 3.1 The primary relief that B Herring and JL Herring (Brujen Holdings Limited) seeks from the Council is the removal of 12 Wyllie Road from the updated designation.

In the alternative, if KiwiRail can demonstrate the extent of the submitters' land that is actually required (and not just conveniently acquired noting its current vacant status) with reference to detailed engineering plans and rationale for the works, then the submitters seek that amendments are made to the NOR to remove or reduce the area required at the submitters' property for occupancy for construction works. If the area is reduced, the submitters also seek satisfactory conditions to manage the operation of this construction area, and to remove the designation over this area once works are complete at this location, noting the submitters' intend to develop adjacent to as little of this area as possible.

4.0 Appearance at the Hearing

- 4.1 The submitters wish to be heard in support of this submission.

Name: B Herring and JL Herring (Brujen Holdings Limited) C/- Nick Mattison

Signature:



Date: 20th November 2020

Contact Person: Nick Mattison

Director – Civix

Email nick@civix.co.nz

Phone 021 733 232

**SUBMISSION ON A REQUIREMENT FOR ALTERATION OF A DESIGNATION
THAT IS SUBJECT TO LIMITED NOTIFICATION BY A TERRITORIAL AUTHORITY
UNDER CLAUSE 6 OF THE FIRST SCHEDULE TO THE RESOURCE
MANAGEMENT ACT 1991**

To: Auckland Council
Attn: Planning Technician
Level 24, 135 Albert Street
Auckland

Name of Submitter: The Accident Compensation Corporation

Address: c/- MinterEllisonRuddWatts
PO Box 3798
AUCKLAND 1140
Attention: R Devine / H Noone

Scope of submission

1. This is a submission by the Accident Compensation Corporation (**ACC**) on a notice of requirement from KiwiRail to alter designation 6302, an existing designation (**NOR**). The alteration is to undertake railway works between Wiri to Quay Park, including changes to the rail line between Middlemore Station and Wiri (**Proposal**).
2. This submission relates to the part of the NOR in the vicinity of Middlemore Station which provides for the installation of new track between Middlemore Station and Wiri Junction, an upgrade to Middlemore Station, including an extension of an existing pedestrian bridge and the reorganisation of car parking at Middlemore Hospital.
3. ACC supports the development and maintenance of infrastructure in New Zealand. ACC supports the intent behind the Proposal and seeks that the NOR be confirmed with the imposition of conditions to meet the concerns raised in this submission. Consequently, ACC also supports the upgrading of Middlemore Station and is supportive of KiwiRail's overall goal of improving Auckland's rail network.

Trade competition

4. ACC is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

Background

5. ACC operates the staff and patient car parking areas at 100 Hospital Road, which is adjacent to Middlemore Hospital and on land owned by Counties Manukau District Health Board (**CMDHB**). There are three car parks, a multi storey secure car parking building and at-grade car park and a smaller car park to the north west.
6. The changes proposed to Middlemore Station will impact the ongoing operation of these car parks and their ability to support the effective running of Middlemore Hospital. The Proposal seeks to authorise changes to the entrance, exit of the two larger car parks and the layout of all of the car parks. It also assumes there will be permanent and temporary taking of land along the Hospital Road boundary of the existing car park. Many of the details around some of the specific proposals impacting Middlemore Hospital and the car parks are left for the Outline Plan of works process (**OPW**) (which excludes submitter input) and future resource consent applications.

Reasons for submission

7. ACC supports the NOR, but seeks to ensure that adequate conditions are imposed because, in its current form:
 - (a) there are significant adverse effects on Middlemore Hospital and its car parks and the Proposal does not adequately avoid, remedy and mitigate these effects on the environment.
 - (b) the Proposal is inconsistent with the expectations in the Auckland Unitary Plan to support the operation of Middlemore Hospital;
 - (c) inadequate consideration has been given to alternative sites, routes, and methods of undertaking the work, particularly given that KiwiRail does not have an interest in the land sufficient for undertaking the work and it is likely that the work will have significant adverse effects on the environment;
 - (d) any works within the rail corridor should seek to address the significant physical barrier it presents and enhance connections and safety for all users of the transport network including visitors and staff of the Hospital;

- (e) the work and designation as they relate to the car parks are not reasonably necessary for achieving KiwiRail's objectives for which the designation is sought; and
 - (f) the Proposal is not consistent with the purpose and principles of the RMA, in particular it will not meet the reasonably foreseeable needs of current and future generations.
8. Without derogating from the general reasons set out above, ACC's support for the NOR is also conditional on adequate conditions being imposed for the reasons set out below.

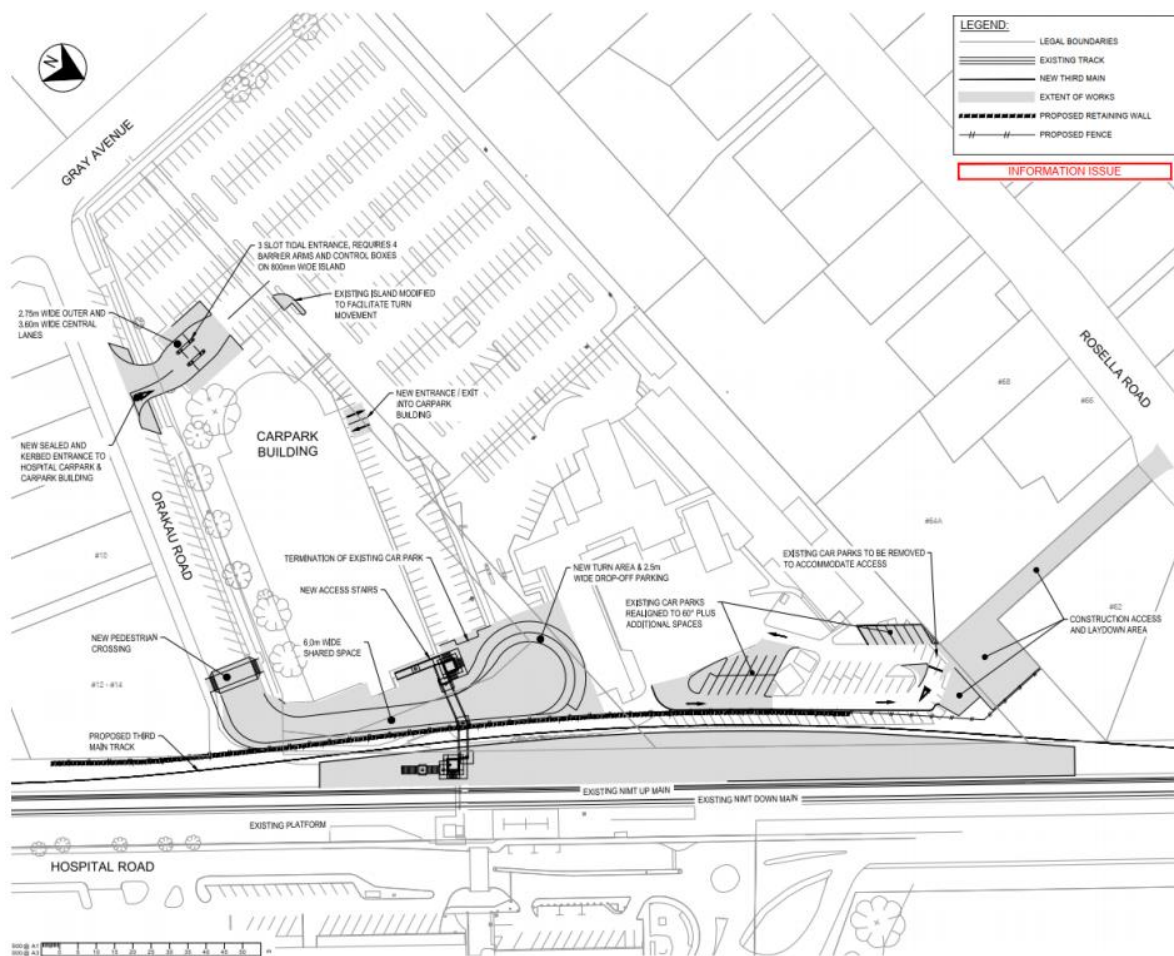
KiwiRail has not adequately considered alternatives to impacting the Middlemore Hospital car park

9. The three Middlemore Hospital car parks are essential for those working at and visiting the Hospital, making them integral to the effective and efficient operation of the Hospital. KiwiRail does not have an interest in this land. The Proposal does not include adequate alternatives to impacting the Hospital and inadequate consideration has been given to changing the NOR corridor or methods of undertaking the work that impacts the Hospital.

The NOR does not appropriately avoid, remedy or mitigate the effects of the Proposal on the ability of the car parks to operate safely and effectively during the construction period

10. The largest amount of work outside of the existing designation is proposed to take place in the vicinity of Middlemore Station, as shown in Figure 1 below.
11. The construction effects of these works need to be avoided and, if not possible, mitigated. These include health, safety and amenity effects that are likely to disrupt safe, clear, and easy pedestrian access for staff, and patients and visitors to the Middlemore Hospital.

Figure 1 – Works associated with Middlemore Station upgrades



12. The existing three Middlemore Hospital car parks are accessed by Orakau Road which is a cul-de-sac providing access to Middlemore Station, pedestrian access to Middlemore Hospital and to the staff car parking areas and a multi storey parking building.
13. KiwiRail is proposing to establish a new entrance to the two larger car parks, closer to the intersection with Gray Avenue. Access to the smaller car park to the north west of the station is also proposed to be moved. The assessment of environmental effects suggests that KiwiRail is proposing to provide new access to this car park from 64 Rosella Road after construction and it is proposed to be used as a laydown area during construction. It is unclear how access will be addressed through the construction process.
14. The design of the new Rosella Road access way and modification to the Orakau Road access points is proposed to be confirmed in a future OPW process and further resource consent applications. The location of access ways and the operation of access ways to the car parks is integral to

understanding the appropriateness of the extent of designation area and whether or not this Proposal should be confirmed and what conditions should be proposed. These effects need to be assessed and managed as part of this Proposal.

KiwiRail ought to address the effects of the Proposal on the car parks through the NOR process, not an OPW or future resource consent applications

15. Access to and useability of a regionally significant medical facility is a matter of integral importance to the considerations of whether or not the NOR should be located in the area identified in the Proposal. These matters should not be left to a future OPW process or resource consent application process. Instead there is an opportunity to provide an integrated transport solution which incorporates the requirements of the different land users including ACC, CMDHB, KiwiRail and Kainga Ora, for example, in the form of an agreed masterplan to set clear expectations for all stakeholders.

There will be significant adverse effects on the long-term operation of the car park if the Proposal is confirmed in its current form

16. ACC is concerned about the following potential adverse effects on the continued operation of the car park:
 - (a) The designation impacts the usability of parts of the car park. Given the current capacity of Middlemore Hospital, any loss in accessibility to the hospital will create issues for the safe and efficient use of and access to the hospital. Safety should be a key consideration in the final design of the car park.
 - (b) The Proposal that access to the two larger car parks will be moved approximately 55m north of the intersection of Gray Avenue and Orakau Road is impractical and inconsistent with good traffic engineering practice. Adverse effects include losing a buffer for traffic Gray Avenue. Current access to the multi storey car park already results in a bottle neck during staff shift changes, with vehicles backing up along Orakau Road to Gray Avenue.
 - (c) Adverse traffic effects include consequential traffic network effects which have not been considered. For example, new access will be required to the smaller car park which, in turn, will result in increased

traffic flows on Rosella Road. This side street already suffers from congestion issues during peak hours.

- (d) The Auckland rail development programme includes the construction of a fourth main line between Wiri and Westfield. The Business Case suggested that parts of this should be built concurrently to the construction of the third main. There is insufficient information provided about how the fourth main line is provided for, particularly in relation to the Middlemore Hospital area. This Proposal should address how this will integrate with other planned developments as part of this process, particularly to enable affected parties to adequately consider the impact of the Proposal now and in the future and ensure that the appropriate mitigation controls are put in place.
- (e) There are potential adverse effects of the Proposal on the effective management of water across the car parks (including from stormwater and flooding).

Decision sought

17. The recommendation sought by ACC is that the NOR be confirmed subject to conditions which achieve the following:
 - (a) Require KiwiRail to avoid impacting the Hospital's car parking grounds by using alternative sites, routes, and methods and, where that is not possible, minimise the effect of the NOR on the operation of the car parks during the construction period and on an ongoing basis;
 - (b) Preserve the operational viability of Middlemore Hospital by ensuring that staff, visitors and patients can continue to access and use car parks throughout the duration of construction and on an ongoing basis;
 - (c) Ensure the existing traffic network within and beyond the hospital is not adversely affected by the Proposal;
 - (d) Require KiwiRail to ongoing communicate with ACC about the Proposal so that construction and operational effects can be appropriately managed; and
 - (e) Any other changes required to respond to the concerns raised in this submission.

18. ACC wishes to be heard in support of its submission. If others make a similar submission, ACC will consider presenting a joint case with them at a hearing.

Notification of ACC as an affected party

19. Although ACC was not specifically identified in the notification decision for this NOR, it is understood that this was a minor administrative error in giving effect to Auckland Council's notification decision. The notification decision lists directly affected "neighbouring properties" in Table 1 and potentially affected "parties" in Table 2 and concludes that the notice of requirement should be notified to the persons identified in Table 1 and Table 2. ACC has a concession agreement with CMDHB to operate car parks from one of the directly affected properties referred to in Table 1. It has therefore been contemplated as one of the parties who should have been notified and ACC has accordingly lodged a submission on this basis. KiwiRail has advised ACC that it agrees with this assessment.
20. As ACC was not formally notified due to this error in the notification process, it has received notice of the NOR late and has not had sufficient time to consider the Proposal and its wider effects on the Middlemore car parks, Middlemore Hospital and the traffic network beyond the Hospital. ACC therefore expects to expand on the matters addressed in this submission as it obtains more advice.
21. ACC's preference is to work directly with KiwiRail and CMDHB to address its concerns; but given it has not had time to do so it is obliged to raise these concerns through this formal submission process.

DATED this 20th day of November 2020.

The Accident Compensation Corporation
by its solicitors and duly authorised agents
MinterEllisonRuddWatts



R Devine / H Noone

Address for service of submitter:

The Accident Compensation Corporation

c/- MinterEllisonRuddWatts

PO Box 3798

AUCKLAND 1140

Attention: R Devine / H Noone

Telephone No: (09) 353 9700

Fax No. (09) 353 9701

Email: Rachel.Devine@minterellison.co.nz

Holly-Marie.Noone@minterellison.co.nz

NZTA Ref: 2020-1533

05 November 2020

Michelle Grinlinton-Hancock
Via email - Michelle.Grinlinton-Hancock@kiwirail.co.nz

Dear Michelle,

NOTICE OF REQUIREMENT FOR WIRI TO QUAY

Thank you for your email and supporting documentation alerting Waka Kotahi to KiwiRail's Notice of Requirement (NoR) to alter the existing North Island Main Trunk line designation 6302. Waka Kotahi were also alerted of this NoR by Auckland Council on 22 October 2020 as a potentially affected party. A portion of the KiwiRail designation will be located in Waka Kotahi Designation 6708, State Highway 20: To undertake maintenance, operation, use and improvement to the State Highway network (see figure 1 below).

Discussion

To reiterate our understanding of the NoR, it is an alteration associated with and supporting the delivery of works as part of the Wiri to Quay Park project by KiwiRail. The alteration to the designation includes land along the rail corridor at Middlemore Station, Mangere East, Bridge Street/Puhinui Station, Manukau and Wiri. The NoR addresses works on land adjacent to but outside the existing rail corridor. Land is required for access and construction activities on a temporary basis and permanent occupation by rail infrastructure.



Figure 1: KiwiRail's proposed alteration within the existing Waka Kotahi Designations ref. 6708, State Highway 20 in blue.

Waka Kotahi's position has been made with the understanding that if KiwiRail alters and extends the existing North Island Main Trunk line designation 6302, which will cover a portion of the existing Waka Kotahi State Highway 20 designation 6708, that designation 6708 retains priority under section 177 of the Resource Management Act over this extended portion of designation 6302.

Waka Kotahi request that KiwiRail provide the following advice note within the Auckland Unitary Plan Chapter K Schedules and Designation for North Island Main Trunk line designation 6302:

"The Waka Kotahi designation 6708, State Highway 20 remains the priority designation over KiwiRail's altered designation 6302 North Island Main Trunk line in respect of parcel ID 7529248. This parcel of land is subject to existing designations and the provisions of Section 177 of the Resource Management Act 1991 apply accordingly."

Decision

Provided that designation 6708 retains priority over the extended portion of designation 6302, Waka Kotahi does not oppose the Notice of Requirement for the following reasons:

1. Waka Kotahi will continue to hold the existing designation 6708 and therefore, our assets are appropriately protected.
2. As part of the project, Kiwirail is undertaking work to provide protection of piers against train damage, this will reduce any risk of Waka Kotahi asset damage.
3. The current land agreement provides for a due process for Waka Kotahi to access the area for maintenance/inspection.

I trust this letter clearly outlines the position of Waka Kotahi with respect to your client's proposal. If you have any queries, please do not hesitate to contact Tessa Robins on 021 049 3359 (or email Tessa.robins@nzta.govt.nz).

This response is the current Waka Kotahi view of the situation. Please note that if this application is put on hold for any length of time and resubmitted at a later date, Waka Kotahi may need to review its comments in the light of any traffic, safety, planning, or policy change.



Yours faithfully,
Bruce Hawkins
Senior Planning Advisor
Consents and Approvals

FYI

From: Tessa Robins <Tessa.Robins@nzta.govt.nz>
Sent: Friday, 20 November 2020 3:20 pm
To: Michelle Grinlinton-Hancock <Michelle.Grinlinton-Hancock@kiwirail.co.nz>
Subject: RE: 2020-1533: Kiwirail NoR: Wiri to Quay Feedback from Waka Kotahi

CAUTION EXTERNAL EMAIL: Do not click links or open attachments unless you know the content is safe.

Good Afternoon Michelle,

At present, Waka Kotahi considers that it has priority over this area, we are happy for KiwiRail's project/NOR to proceed without the requested advice note or the parties shared agreement on priority right now. If priority becomes an issue in the future we can have a more in depth discussion where both parties come to an agreement.

Kind Regards,

Tessa Robins

Planning Advisor

System Design & Delivery

M +64 21 557 568

E tessa.robins@nzta.govt.nz / W nzta.govt.nz

Waka Kotahi NZ Transport Agency

Auckland / Level 5, AMP Tower, 29 Customs Street West
Private Bag 106602, Auckland 1143, New Zealand

From: Michelle Grinlinton-Hancock <Michelle.Grinlinton-Hancock@kiwirail.co.nz>
Sent: Monday, 16 November 2020 1:10 PM
To: Tessa Robins <Tessa.Robins@nzta.govt.nz>
Subject: RE: 2020-1533: Kiwirail NoR: Wiri to Quay Feedback from Waka Kotahi

Hi Tessa,

For the majority of the SH20 bridge the KiwiRail designation is primary as it was there first – and this has been acknowledged in a number of emails between the two agencies over time. It would just be the small area that we are looking to add to the designation as part of the current NoR process that would be secondary.

It would have been logical that this was sorted out at the time your designation for the bridge was done – though this does not seem to have been the case!

Kind regards

Michelle

From: Tessa Robins <Tessa.Robins@nzta.govt.nz>
Sent: Friday, 13 November 2020 1:09 pm
To: Michelle Grinlinton-Hancock <Michelle.Grinlinton-Hancock@kiwirail.co.nz>
Subject: FW: 2020-1533: Kiwirail NoR: Wiri to Quay Feedback from Waka Kotahi

CAUTION EXTERNAL EMAIL: Do not click links or open attachments unless you know the content is safe.

Hi Michelle,

Following on from our conversation regarding whether KiwiRail or Waka Kotahi will be the primary designation, I have spoken to legal counsel and another planner in my team and we would like some clarification regarding whether KiwiRail typically takes the primary designation due to a provision/MoU outside of the RMA or if it is because it is preferred by KiwiRail?

For section 177 of the RMA, the only thing that matters is whose designation was in place first, which would be Waka Kotahi in this instance.

We could discuss what happens once Auckland Council roll over their designations once that happens.

Thanks,

Tessa Robins

Planning Advisor

System Design & Delivery

M +64 21 557 568

E tessa.robins@nzta.govt.nz / W nzta.govt.nz

Waka Kotahi NZ Transport Agency

Auckland / Level 5, AMP Tower, 29 Customs Street West
Private Bag 106602, Auckland 1143, New Zealand

Local board views on a Notice of Requirement for alterations to Designation 6302 for the North Island Main Trunk (NIMT) Railway Line from Middlemore Station to Wiri Junction

Resolution number MO/2021/14

MOVED by Chairperson L Sosene, seconded by Deputy Chairperson W Togiamua:

That the Māngere-Ōtāhuhu Local Board:

- a) **support in principle and provide the following views on the Notice of Requirement for an alteration to designation 6302 by KiwiRail Holdings Ltd between Middlemore Station and Wiri Junction:**
 - i) **request that KiwiRail minimise the impact to the local community during construction that timetable schedules for public transport are not disrupted, local congestion are not made worse during construction, and health and safety practices are implemented in particular noise and dust pollution that may impact local schools and residents**
 - ii) **advocate that KiwiRail identify and promote the local procurement network to support the North Island Main Trunk (NIMT) Railway Line from Middlemore Station to Wiri Junction development**
 - iii) **require KiwiRail to regularly update the local board throughout the project's construction and when required to support community engagement**
 - iv) **request KiwiRail ensure mana whenua tikanga principles are sought in a separate forum and incorporated for all of its work in the Māngere-Ōtāhuhu rohe, and specifically minimise negative impacts on the local environment in particular fresh water streams and stormwater infrastructure**
- b) **appoint Member Kolo to speak to the local board views at a hearing on the Notice of Requirement**
- c) **delegate authority to the chairperson of Māngere-Ōtāhuhu Local Board to make a replacement appointment in the event the local board member appointed in resolution b) is unable to attend the private plan change hearing.**

CARRIED

19 Local board views on a Notice of Requirement for alterations to Designation 6302 for the North Island Main Trunk (NIMT) Railway Line from Middlemore Station to Wiri Junction

Resolution number OP/2021/12

MOVED by Chairperson L Fuli, seconded by Member R Autagavaia:

That the Ōtara-Papatoetoe Local Board:

- a) note its strong concern regarding the acquisition of the two private dwellings, 5 Station Road and 9 Station Road**
- b) request there be consultation and appropriate rectification for the residents of the two dwellings that will be acquired**
- c) request local and social procurement to generate local jobs in the Wiri to Quay Park project**
- d) request that the feasibility of utilising the airspace over the rail lines is explored, noting that the Finance and Performance Committee endorsed the Panuku and Auckland Transport Park and Ride integrated development programme (FIN/2020/53) which includes the option to explore utilising the airspace over Park and Rides**
- e) request that adequate provision is made to ensure uninterrupted operations at f Middlemore Hospital while the construction is taking place**
- f) request that care is to be taken to protect Middlemore Stream and the restoration project that is underway**
- g) note the need to ensure protection of the sites with historic heritage near Papatoetoe Station, including the railway cottages on Station Road; archaeological remains of the pre-1900 Papatoetoe Station; and the original Papatoetoe station building**
- h) appoint the Chairperson to speak to the local board views at a hearing on the Notice of Requirement if required**
- i) delegate authority to the Chairperson of Ōtara-Papatoetoe Local Board to make a replacement appointment in the event the local board member appointed in resolution h) is unable to attend the private plan change hearing.**

CARRIED

BM 16 February 2021

ATTACHMENT SIX

INFORMATION FROM KIWIRAIL – HERITAGE MATTERS

Hi All,

Apologies for the slow provision of this letter, we had a few technical issues with the size of the photo files and being able to transmit these.

I have provided a photo of each of the structures and the information that we have from the Auckland Council with regard to age of the structure. Where these structures attach to a cottage – when we remove parts of structures, they will be deconstructed in a way as to not touch the fabric of the cottages.

If you have any questions please do not hesitate to come back to me.

Kind regards

Michelle

Michelle Grinlinton-Hancock | Senior RMA Advisor

MOB: +64 027 246 4427

Bunny Street, Wellington 6011 | PO Box 593, Wellington 6140, New Zealand



www.kiwirail.co.nz

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4 May, 2021

Attention: Vanessa Leddra
Planner – Plans and Places (Central/South)
Auckland Council
Private Bag 92300
AUCKLAND 1142

Project Name: Wiri To Quay Park
Project Number: IA233800

Subject: Response to Heritage Questions

Dear Vanessa,


Following on from our meeting with yourself, the Council's heritage team, and Heritage New Zealand Pouhere Taonga on 16 April 2021 we provide the following information in response to heritage related questions.



Station Road Properties




As detailed in Sections 4.4.1 (Historic and Cultural Heritage), 6.2.3 (Access) and 7.11 (Effects on Housing) of the assessment of effects on the environment (AEE), KiwiRail do not propose to demolish the railway cottages on Station Road.

The works at the Station Road properties will be limited to the demolition of the modern structures detailed in Table 1 below. We also note that the cottages themselves are of post-1900 construction, with the submitted heritage assessment detailing their construction as occurring in 1928.

Table 1 – Demolition Details

Property Address	Works Proposed	Structure(s) requiring demolition	Description of the demolished structure
1 Station Road	Retaining wall construction	Existing fence – we will be retaining the palings and re-constructing the fence with the existing palings with new posts and rails so the fence is structurally sound.	

<p>5 Station Road</p>	<p>Retaining wall construction and occupation by the wall</p>	<p>Enclosed sunroom along the eastern façade of the dwelling and attached roof/carport and sleepout.</p> <p>Sleepout and Carport: circa 1993</p> <p>We are not intending to demolish the clearlite structure.</p>	
<p>9 Station Road</p>	<p>Retaining wall construction and occupation by the wall</p>	<p>Minor Household Dwelling: circa 2002</p>	
<p>11 Station Road</p>	<p>Retaining wall construction</p>	<p>No buildings impacted on this site</p>	<p>N/A</p>

<p>15 Station Road</p>	<p>Retaining wall construction</p>		
<p>17 Station Road</p>	<p>Retaining wall construction</p>	<p>Garage (on concrete pad): circa 1987</p>	
<p>19 Station Road</p>	<p>Retaining wall construction</p>	<p>The original carport was built circa 1992. However, a Final Closure Reinspection found in the AC Property file was provided context, noting that the current Carport is not the original one consented under Permit No. AO 98722 (issued 1964 and finalised 1992).</p>	

Retaining Wall Design

As raised in the meeting, the retaining wall at Papatoetoe Station will feature design motifs. KiwiRail is working with mana whenua on the cultural storytelling which will be incorporated into the walls. KiwiRail has engaged an Urban Design Team with experience in Kaikoura to help deliver this package of works. However the engagement and design process has not yet commenced and so the details of the selected motifs will be provided in a future outline plan or outline plan waiver.

The Original Papatoetoe Station Building

As reiterated throughout the AEE (Sections 4.4.1, 5.3, 10.1.6 and 10.1.8) and at the meeting, no works are proposed to the relocated Papatoetoe Station building (at 1 St George Street, Papatoetoe). Works for W2QP will occur in the rail corridor and will involve infrastructure which is similar to that currently present (i.e. overhead line equipment, tracks).

Similarly, these works are provided for by the North Island Main Trunk Line designation (Auckland Unitary Plan reference: 6302). The designation overrides any land use controls imposed under section 9(3) of the Resource Management Act 1991. Consequently, resource consent for works in a heritage control do not apply nor are there any designation conditions regarding heritage.

Construction Noise and Vibration Management Plan (CNVMP)

KiwiRail confirms that a CNVMP will be employed during the construction of W2QP. The CNVMP will include monitoring for cosmetic damage arising from ground vibration, though it should be noted the retaining wall construction will no longer involve sheet piling (this will reduce the scale of construction vibration generated).

We consider that the above points satisfactorily address any outstanding heritage questions and we look forward to receiving the Council's hearing report.

Yours sincerely,



Michelle Grinlinton-Hancock
Senior RMA Planner
KiwiRail

Hi All,

Apologies for the slow provision of this letter, we had a few technical issues with the size of the photo files and being able to transmit these.

I have provided a photo of each of the structures and the information that we have from the Auckland Council with regard to age of the structure. Where these structures attach to a cottage – when we remove parts of structures, they will be deconstructed in a way as to not touch the fabric of the cottages.

If you have any questions please do not hesitate to come back to me.

Kind regards

Michelle

Michelle Grinlinton-Hancock | Senior RMA Advisor

MOB: +64 027 246 4427

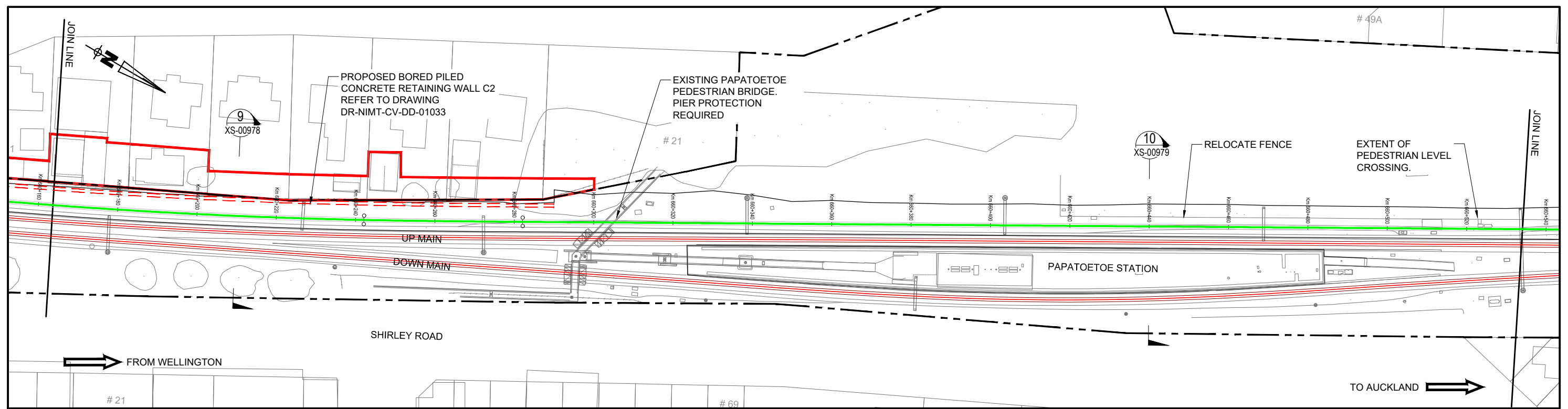
Bunny Street, Wellington 6011 | PO Box 593, Wellington 6140, New Zealand



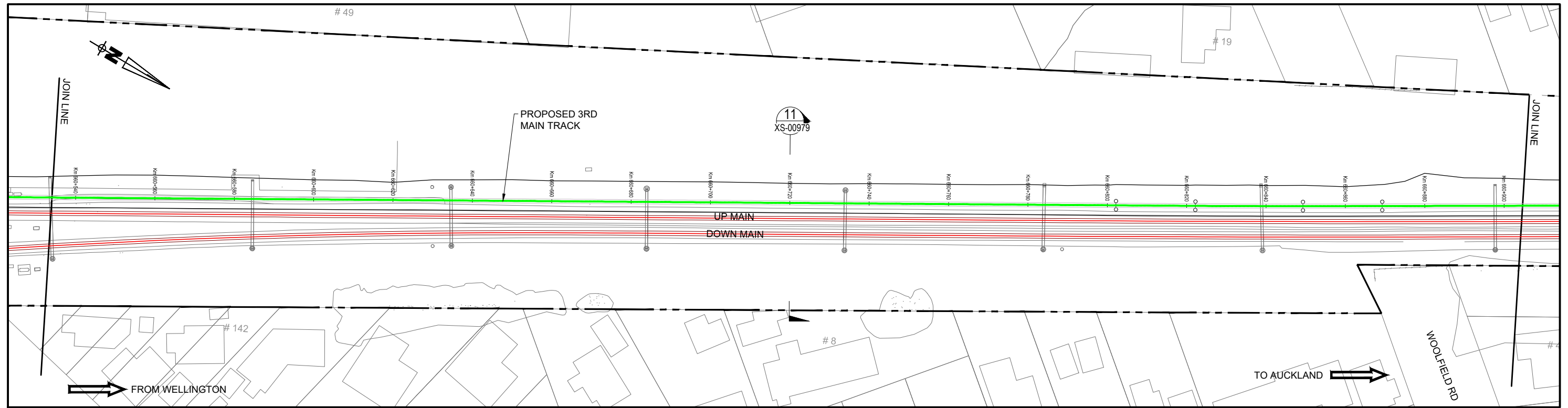
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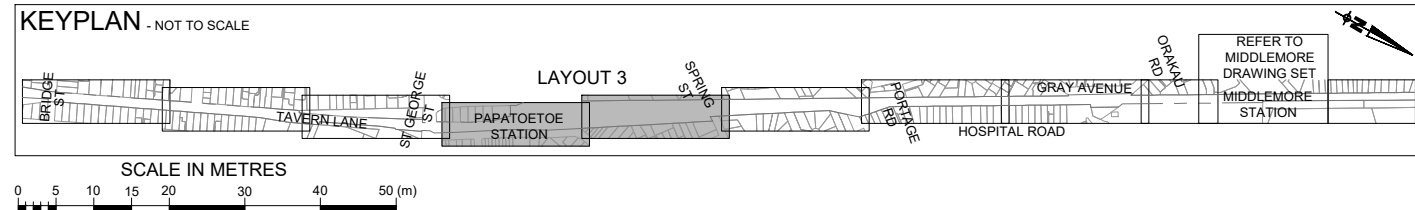
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LAYOUT PLAN - 4
1:500 (A1)



LAYOUT PLAN - 5
1:500 (A1)



- NOTES:**
- EXISTING SITE LAYOUT BASED ON SITE PLAN AND TOPOGRAPHIC SURVEY 111xxx-MA-01 NIMT655.8 TO 663.9 Topographic Data NZVD16-R7 PROVIDED BY KIWIRAIL.
 - ALL DRAWINGS TO BE READ IN CONJUNCTION WITH CIVIL SPECIFICATION AND CIVIL GENERAL NOTES DRAWING DR-NIMT-CV-GA-00940 TO BE READ IN CONJUNCTION WITH THE STRUCTURAL AND ARCHITECTURAL DRAWINGS.
 - FOR EXTENDED LEGEND REFER TO DRAWING DR-NIMT-CV-LY-00968.

LEGEND: BOUNDARIES

	LEGAL BOUNDARIES
	KIWIRAIL BOUNDARY
	PROPOSED LAND TAKE
	PROPOSED TEMPORARY LAND USE

REV	DATE	DRAWN	REVD	APPD	REVISION	DRAWING NUMBER	REFERENCE DRAWING TITLE
B	08/03/21	NL	AC	MM	GATE 3 (DETAILED DESIGN)		
A	20/11/20	NB	AC	MM	GATE 2.5 (PRELIMINARY DESIGN)		

Level 2, Carlaw Park
12-16 Nicholas Lane, Parnell
AUCKLAND 1010
NEW ZEALAND

Tel: +64 9 928 5500
Fax: +64 9 928 5501
Web: www.jacobs.com

CLIENT	KIWIRAIL
PROJECT	W2QP - WIRI TO QUAY PARK THIRD RAIL
DRAWN	DRAWING CHECK
NB	NL
DESIGNED	DESIGN REVIEW
PD	AC
REVIEWED	APPROVED
AC	MM
DATE	DATE
20/11/20	20/11/20

TITLE	
3RD MAIN - PUHINUI TO MIDDLEMORE PROPOSED SITE PLANS SHEET 3 OF 5	
SCALE	DRAWING No
1:500	DR-NIMT-CV-LY-009899
REV	0



Blue stars – the cottages that are not being touched as part of the proposed works

Red stars - modern structures that will likely be removed and rebuilt as part of the proposed works, though if they can be retained they will be.

ATTACHMENT SEVEN
RECOMMENDED CONDITIONS

ATTACHMENT 7 - Recommended conditions

Abbreviations and Definitions

<u>Acronym/Term</u>	<u>Definition / Meaning</u>
<u>Manager</u>	<u>The Manager – Resource Consents of the Auckland Council or authorised delegate</u>
<u>AUP(OP)</u>	<u>Auckland Unitary Plan Operative in Part</u>
<u>Best Practicable Option or BPO</u>	<u>Best Practicable Option as defined in section 2 of the Resource Management Act 1991.</u>
<u>CNVMP</u>	<u>Construction Noise and Vibration Management Plan</u>
<u>CTMP</u>	<u>Construction Traffic Management Plan</u>
<u>NVMP</u>	<u>Noise and Vibration Mitigation Plan</u>

1. In accordance with Section 184 (1) of the RMA the designation will lapse 10 years from being operative in the Unitary Plan unless given effect to prior.
2. The scope and extent of the works within the alteration to the existing designation shall be generally in accordance with: -
 - the Requirement plans and documents received as part of the NoR in July 2020
 - the updated requirement plans and documents including the Traffic Impact Assessment and the Assessment of Environmental Effects received in September 2020
 - the additional plans/emails and documents including the covering email from Michelle Grinlinton-Hancock on behalf of KiwiRail, dated 28 April 2021, the updated letter from Michelle Grinlinton-Hancock on behalf of KiwiRail, dated 4 May 2021, the plan view of the Station Road properties, undated and the P2M Proposed Site Plan 3, dated 20 November 2020.

Construction noise Limits

3. Construction noise shall be measured and assessed in accordance with the provisions of New Zealand Standard NZS 6803:1999 “Acoustics - Construction Noise” and comply with the following Project limits at any occupied building unless otherwise provided for in the Construction Noise and Vibration Management Plan (CNVMP) required in condition 5.

Receiver	7am – 8pm	8pm – 7am
Occupied building containing activities sensitive to noise	75 dB LAeq (30 min)	60 dB LAeq (30 min) 75 dB LAFmax
Other occupied buildings	75 dB LAeq (30 min)	80 dB LAeq (30 min)

--	--	--

Advice Note:

If a building is not occupied, then the above noise limits do not apply. This allows high noise works to be scheduled when receivers are not present. The consent holder shall maintain a record of these discussions and make them available to the Council on its written request.

Construction Vibration Limits

4. Construction vibration shall be measured and assessed in accordance with German Standard DIN 4150-3:1999 “Structural Vibration – Part 3: Effects of Vibration on Structures” and comply with the following limits unless otherwise provided for in the CNVMP required in condition 5

Type of Structure	Short-term Vibration			Long-term Vibration	
	Peak particle velocity (PPV), mm/s			PPV at horizontal plane of highest floor at all frequencies	PPV at horizontal plane of highest floor at all frequencies
	1 Hz-10 Hz	10 Hz-50Hz	50Hz-100 Hz		
Building used for commercial purposes, industrial buildings	20 mm/s	20-40 mm/s	40-50 mm/s	40 mm/s	10 mm/s
Dwellings and buildings of similar design and/or occupancy	5 mm/s	5-15 mm/s	15-20 mm/s	15 mm/s	5 mm/s
Structures that, because of their particular sensitivity to vibration, cannot be classified under the above two rows and are of great intrinsic value	3 mm/s	3-8 mm/s	8-10 mm/s	8 mm/s	2.5 mm/s

Construction Noise and Vibration Management Plan

- 5 (a) The Requiring Authority shall prepare a Construction Noise and Vibration Management Plan (CNVMP) prior to the start of Project Works.
- (b) The CNVMP objective is to provide a framework for the development, identification, and implementation of the Best Practicable Option for the management and mitigation

of all construction noise and vibration effects. The CNVMP must set out how compliance with the construction noise and vibration limits in Conditions 3 and 4 will be achieved.

(c) The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999 and DIN 4150-3:1999 "Structural vibration - Part 3 Effects of vibration on structures", Appendix B "Measures for limiting the effects of vibration" and, shall include but not be limited to:

- a) Identifying project noise and vibration limits
- b) Identifying the Best Practicable Option for the management of construction noise and vibration to avoid, mitigate or remedy adverse effects;
- c) Defining the procedures to be followed when construction activities cannot meet the project noise and vibration limits
- d) Informing the duration, frequency and timing of works to manage disruption;
- e) Describing the consultation and engagement procedures with affected receivers;
- f) Describing the complaints procedure to ensure the timely management of complaints;
- g) Describing the noise and vibration monitoring procedures; and
- h) Identifying when condition surveys will be carried out for any building where the construction vibration limits are predicted or measured to exceed the cosmetic building damage limits in condition 7. This must include specific consideration of the Papatoetoe Railway Station building (1 George Street) and the Station Road Special Character Area cottages (1, 5, 9, 11, 15, 17 and 19 Station Road).

The CNVMP must be prepared by a suitably qualified and experienced person and submitted to the Manager for certification with any outline plan in relation to the Project Works and implemented for the duration of the Project Works.

Schedule to a CNVMP (noise)

6. If prior to or during Project Works noise levels from Project Works are predicted or measured to exceed the noise limits in Condition 3 then the relevant works shall not commence or proceed until a suitably qualified and experienced person has been engaged to identify, in consultation with the owners and occupiers of sites subject to the exceedance, Best Practicable Option measures to manage the effects of the specific construction activity. The measures shall be added as a Schedule to the CNVMP and implemented by the Requiring Authority for the duration of the relevant works.

The Schedule shall as a minimum set out:

- a) Construction activity location, start and finish dates;
- b) The predicted noise level for all receivers where the levels are predicted or measured to exceed the limits in Condition 3;
- c) The mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;
- d) The proposed noise monitoring programme;
- e) The communication and engagement requirements for affected landowners and occupiers; and
- f) Documentation of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been considered.

The Schedule shall be submitted to the Manager for certification at least five (5) working days, except in unforeseen circumstances, in advance of Project Works commencing that are covered by the scope of the Schedule and shall form part of the CNVMP.

Schedule to a CNVMP (vibration)

7. If prior to or during Project Works vibration levels are predicted or measured to exceed the guideline limits set out in Condition 4 then the relevant works must not commence or proceed until a suitably qualified and experienced building surveyor has carried out a pre-condition building survey (provided the owner and/or occupier has agreed to such a survey) and identified site specific best practicable option measures to manage the effects of vibration.

Each building condition survey must:

- a) Be undertaken by the suitably qualified Building Surveyor engaged by the Requiring Authority;
- b) Provide a description of the building;
- c) Determine the appropriate structure type classification with respect to DIN 4150-3:1999 "Structural Vibration - Effects of Vibration on Structures" (i.e., historic/sensitive or commercial/industrial);
- d) Document and photograph the condition of the building, including any cosmetic and/or structural damage;
- e) The Building Surveyor shall invite the owner and any occupier, if different to the owner, to identify any concerns they wish to be considered in any condition survey, and these shall be considered in the preparation of the building condition survey; and
- f) The results shall be provided to the property owner and be available to Council on request.

The measures shall be added as a Schedule to the CNVMP and implemented by the Requiring Authority for the duration of the relevant works.

The Schedule shall be submitted to the Manager for certification at least 5 working days, except in unforeseen circumstances, in advance of Project Works commencing that are covered by the scope of the Schedule and shall form part of the CNVMP.

Vibration monitoring shall be undertaken and continue throughout the works covered by the Schedule.

8. Following completion of the relevant Project Works, a post condition building survey must be undertaken to determine if any damage has occurred as a result of construction vibration. If the post-condition building condition survey demonstrates that damage has occurred that has been caused by the activities authorised by this consent, the consent holder shall offer to, and, if accepted by the property owner, shall rectify the damage at the Requiring Authority's cost, as soon as practicable, in consultation with the property owner.

Operational rail noise limits

9. The Requiring Authority must design and construct the Project Works to ensure that the following operational noise requirements are met as far as practicable:

- a) Day time (7am – 10pm) 65 dB LAeq and increase of 3 dBA or 85 dB LAFmax and increase of 3 dBA where the increase of 3 dBA is determined by existing rail noise prior to commencement of Project Works; and
- b) Night time (10pm – 7am) 60 dB LAeq and increase of 3 dBA or 85 dB LAFmax and increase of 3 dBA where the increase of 3 dBA is determined by existing rail noise prior to commencement of Project Works.
- c) The above limits are assessed or measured at the façade of any building containing activities sensitive to noise within 100m of any new railway line outside the existing designation.

Where the above limits cannot be practicably met, the Requiring Authority must design and construct the Project Works to ensure internal noise levels of 40 dB LAeq_(7am – 10pm) and 35 dB LAeq_(10pm – 7am) or 60 dB LAFmax_(at all times) are not exceeded.

Operational rail vibration limits

10. The Requiring Authority must design and construct the Project Works to ensure that operational vibration does not exceed 0.3mm/s $v_{w,95}$ when measured in accordance with Norwegian Standard NS 8176.E:2017 at all existing buildings within 100m of any new railway line outside the existing designation.

Operational noise and vibration mitigation plan

11. The Requiring Authority must: -

- a) Prepare a Noise and Vibration Mitigation Plan (NVMP) and provide to Council for information. The NVMP shall be prepared by a suitably qualified and experienced person and shall describe the mitigation measures and design details that will be adopted to enable compliance with operational noise and vibration limits specified in Conditions 9 and 10;
- b) Implement all mitigation measures identified in the NVMP prior to the Project becoming operational; and
- c) Submit a compliance monitoring report prepared by a suitably qualified and experienced person that;
 - measures and assesses operational rail noise and vibration;
 - determines the extent of compliance or exceedance of the project limits and,
 - recommends specific actions, in the event of an exceedance, that will ensure compliance with the project limits.

Construction Traffic Management Plan (CTMP)

12. (a) The Requiring Authority shall submit a CTMP prepared by a suitably qualified and experienced person prior to the start of Construction Works for the Wiri to Quay Park Project (Project Works).
- (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall

include:

- i. Hours of operation and hours when the type or volume of traffic are restricted;
- ii. Site access locations including visibility, parking restrictions, and methods to prevent dirt being tracked onto the road surface;
- iii. Site layouts showing the ability for vehicles to turn around within the site;
- iv. Information about the provision of construction worker parking and/ or other worker transport arrangements;
- v. Temporary Traffic Management measures developed in conjunction with Auckland Transport, including parking restrictions and relocation of bus stops.
- vi. Any other methods to minimise traffic congestion or prioritise pedestrian movement.
- vii. Routes for construction vehicles to and from the site, including any provisions for overweight or over-dimensional loads
- viii. Measures to avoid or mitigate effects on the operation of bus services at and near stations
- ix. Measures to avoid or mitigate effects on the operation of park and ride facilities, including the provision of temporary replacement parking supply where the supply of parking is reduced by the works.
- x. Measures to facilitate active mode access routes between the road network and stations, and across the rail corridor, during the works.

(c) The CTMP shall be submitted to the Manager for certification with any outline plan in relation to the Project Works.

Transport

13. The following information shall be submitted with any outline plan in relation to the Project Works:
 - i. Procedures to be followed with Auckland Transport where Project Works within the designation is proposed, upon any area of vested road.
 - ii. Measures to address and mitigate or remedy the effects of removing on-street parking from Orakau Road
 - iii. Any permanent changes to the active mode access to or across the rail corridor, including any changes to footbridges.
 - iv. Measures to minimise adverse effects on the operation of Hospital Road, particularly the safe and efficient movement of pedestrians and cyclists, and the integration of bus services with the station and hospital.
 - v. Methods for integrating rail access facilities with adjacent land uses.
14. Operational vehicle access for rail purposes to and from the road frontage of 10 Bridge Street should be minimised as far as reasonably practicable and shall not be accessed by construction vehicles undertaking Project Works.
15. 64 Rosella Road shall not be used to provide access to the railway station or hospital.